

Sacramento County's Role in a Regional Tolling Authority

January 11, 2024

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Direction needed today:

1. For Sacramento County, Should STA make director appointments as the member agency?
2. Should Sacramento County have some level of required approval on tolling within there community?



1. For Sacramento County, Should STA make director appointments as the member agency?

- STA is countywide transportation agency with representation from the County and all incorporated cities.
- STA provides the most choice in representation with sixteen board members.
- STA has funded or financed many managed lane projects with Measure A.
- STA already has defined role in the tolling authority approval process.



2. Should Sacramento County have some level of required approval on tolling within there community?

What would this approval look like?

- A majority vote of the regional JPA board, and
- A majority vote of the County Directors appointed to the JPA.

What could this apply to?

- Disadvantaged communities and equity
- Toll pricing,
- Toll enforcement,
- Toll violations, &
- Excess toll revenue expenditure plans.



2. Should Sacramento County have some level of required approval on tolling within there community?

Option A. Does approval of excess corridor revenue only make sense?

- Corridors would need be defined by the new JPA and could be regional or county corridors. I-80 would likely be a regional corridor and I-5 a county corridor.
 - For regional corridors, a majority vote of each county would be needed along with a majority vote of the Board.
 - For county corridors, a majority vote of a county would be needed along with a majority vote of the Board.
- Caltrans and SACOG consultation would be required.
- Consistency with regional plans such as the MTP/SCS is also required.
- All other board action would require a simple majority.



2. Should Sacramento County have some level of required approval on tolling within there community?

Option B. Should Sacramento County try and negotiate this later?

- The county approval could be applied through a JPA amendment.
- A JPA amendment would require approval of SACOG, Caltrans, YoloTD, and STA.
- All members would need to agree to how the County voting approval would apply.
- It could allow new members the time to better understand the range of anticipated policy action and there affect through the Yolo 80 corridor related action.
- It would allow the application of county voting requirements to be more narrowly applied to only certain areas instead of so broadly that it could impede policy approval.



Tolling Authority Schedule

January 10th SACOG Transportation Comm.

- Considers tolling authority
- Consider STA's requests

January 18th SACOG Board of Directors

- Approve tolling authority
- Appoint directors

January 22nd YoloTD Board of Directors

- Approve tolling authority
- Appoint directors



Questions?

Staff recommends the STA Governing Board consider the following direction as appropriate:

1. Direct the Executive Director to retain revisions for STA make director appointments as the member agency.

2. Direct the Executive Director to work with SACOG on having some level of required county approval on tolling within there community though one of the options below:



OR



A. Approval of excess toll corridor revenue only.

B. Negotiate this later as Sacramento County considers joining.

