

**Metro**Los Angeles County
Metropolitan Transportation AuthorityOne Gateway Plaza
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metro.net**AD HOC CONGESTION PRICING COMMITTEE
July 18, 2012**

SUBJECT: CALIFORNIA HIGHWAY PATROL (CHP)

ACTION: EXECUTE FUNDING AGREEMENT WITH THE CHP TO PROVIDE ENFORCEMENT SERVICES ON THE I-110 AND I-10 EXPRESS LANES

RECOMMENDATION

Authorize the Chief Executive Officer to execute a funding agreement with the California Highway Patrol (CHP) to provide enforcement services on the I-110 and I-10 ExpressLanes through June 30, 2014 in an amount not to exceed \$1,994,284.

ISSUE

A best practice of Express Lanes in operation across the country is to enter into a funding agreement with law enforcement for additional patrols to aid in enforcement. In California, enforcement of Express Lanes is regulated by the California Vehicle Code (CVC). CHP is the designated agency for enforcement action on vehicles which pass through the designated Express Lane without a transponder properly mounted on their vehicle, in addition to any and all additional violations of the CVC that are observed.

BACKGROUND

CHP receives an annual funding allocation from the State to cover the cost of routine enforcement, including traffic law enforcement, incident response, routine high occupancy vehicle lane protection, accident investigation, motorist services, traffic control, and enforcement of any other laws or regulations related to the operation of motor vehicles and/or the protection of life or property on state highways.

Over the last year, ongoing discussions with CHP resulted in the following work plan proposal to augment the existing patrols in the following manner:

- Enforcement Times – 5 days per week, during commute hours (5am – 9am & 4pm – 7pm)
- Number of Officers – 1 full-time Sergeant; 1st 6 months – 3 officers on patrol in each corridor; final 6 months – 2 officers on each patrol in each corridor.
- CHP shall provide the following information to Metro on a monthly basis:

- CHP uniformed employees and days charged to the Program
- CHP non-uniformed staff and days charged to the Program
- Number of hours expended each day to the Program
- Vehicles used and number of miles charged to the Program
- Services also include data collection required as part of the National Evaluation which include total violation count, violations by section/type, and location of violations.

DETERMINATION OF SAFETY IMPACT

Additional law enforcement on the Express Lane corridors improves safety as these additional officers will also carry out their normal duties of traffic law enforcement.

FINANCIAL IMPACT

Funding of \$997,142 for this agreement is included in the approved FY13 budget under cost center 2220, Express Lanes (I-10 and I-110). Since this is a multi-year agreement, funding for future years will be requested by the Executive Officer.

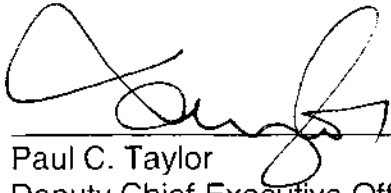
IMPACT TO ENTERPRISE FUND BUS AND RAIL OPERATING BUDGET

There is no impact to the Bus and Rail Enterprise Fund. The funding agreement is funded by the federal Congestion Reduction Demonstration grant and toll revenues.

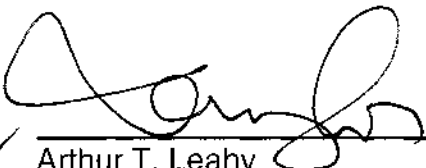
ALTERNATIVES CONSIDERED

The Board may elect not to execute an agreement with CHP. This alternative is not recommended since the CHP provides the sole means of enforcing the occupancy requirement for the ExpressLanes. Lack of additional CHP would result in less than optimal enforcement and would contribute to revenue loss.

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for

Arthur T. Leahy
Chief Executive Officer