

CALIFORNIA HIGHWAY PATROL

GENERAL ORDER 100.90

REVISED OCTOBER 2025

MAXIMUM ENFORCEMENT AND HOLIDAY ENFORCEMENT PERIODS

1. PURPOSE. The purpose of this General Order (GO) is to establish clear guidelines for the implementation, management, and reporting of the Department's Maximum Enforcement Periods (MEP) and Holiday Enforcement Periods (HEP).

2. BACKGROUND. The Department's MEPs have been a cornerstone of the California Highway Patrol's operations for many years. The core objective of an MEP or HEP is to enhance public safety by maximizing the deployment of uniformed personnel during identified periods of increased traffic to focus enforcement efforts on primary collision factor violations such as speeding, distracted driving, and impaired driving (DUI).

3. POLICY. To ensure a proactive and visible enforcement presence, all uniformed personnel, regardless of rank, shall participate in road patrol duties during the identified MEPs. Exceptions will only be granted for personnel assigned to fulfill an operational necessity, such as providing essential services to the public in the office or handling other critical administrative tasks (Emergency Notification and Tactical Alert Center, Transportation Management Center [ENTAC], etc.). Detailed data will be reported and analyzed for each MEP and HEP to direct future operations.

4. MANDATORY MAXIMUM ENFORCEMENT PERIODS. Mandatory MEPs are designated by Executive Management and will focus on a specific traffic issue (e.g., DUI, speed, or distracted driving). The MEP dates, specific focus, and reporting instructions will be disseminated by Executive Management by Comm-Net and/or departmental e-mail at the beginning of each calendar year.

a. This GO does not prohibit Division or Area commanders from conducting SEUs or additional enforcement campaigns as needed to address local special events or traffic safety issues.

b. Public outreach and safety campaigns will continue to be emphasized during all MEPs.

c. Personnel Deployment for MEP.

(1) Field commands utilizing a 12-hour work shift may schedule and deploy all officers according to the historic rotation of workdays and regular days off (RDO). However, commanders have discretion to adjust block schedules as needed to maximize deployment of personnel during MEP. Requests for unscheduled time off should not be granted.

(2) Field commands utilizing a 10-hour work shift may schedule and deploy all officers according to the historic rotation of workdays and RDOs. However, commanders have discretion to adjust block schedules as needed to maximize deployment of personnel during the MEP. Requests for unscheduled time off should not be granted. If a rotation has not historically been utilized to prepare the work schedule, 80 percent of all available field officers for any given shift shall be scheduled and deployed.

(3) Field commands utilizing an 8- or 9-hour work shift for most officers shall schedule and deploy a minimum of 80 percent of all available field officers for each shift during MEP.

(4) During this period, commanders shall ensure maximum coverage for road patrol, and are to use supplemental enforcement deployment efforts, including but not limited to, special duty and administrative assignment personnel, special enforcement units, and grant-funded enforcement programs, if available. Only operational necessities to maintain public service continuity or obligations shall be exempted.

5. MANDATORY HOLIDAY ENFORCEMENT PERIOD. New Year's Day, Labor Day, Independence Day, Memorial Day, Thanksgiving, and Christmas Day are holidays that experience an increase in travel and are designated as HEPs. The Assistant Commissioner, Field (ACF) will designate specific HEP dates, giving special consideration to increased travel during and around established holiday periods and surrounding weekends.

a. Statistical data, to include staffing levels, shall be collected and reported to the Office of ACF.

b. Public outreach and safety campaigns will continue to be emphasized during all HEPs.

c. Personnel Deployment for HEP.

(1) During this period, commanders shall strategically adjust staffing levels to ensure increased road patrol coverage aligned with the specific traffic patterns and enforcement priorities of their respective areas.

(2) Commanders are expected to evaluate traffic data, historical trends, and anticipated activity to determine appropriate uniformed personnel deployment. Staffing plans should focus resources on high-traffic and high-risk locations while maintaining essential services and ensuring operational continuity.

(3) Each Division retains the flexibility to tailor its staffing plan to meet the unique demands of its jurisdiction.

(4) Requests for unscheduled time off should not be granted.

(5) During this period, it is strongly encouraged to use supplemental enforcement deployment efforts such as special enforcement units and grant-funded enforcement programs, if available.

6. DEFINITIONS.

a. Deaths. Persons who die before the end of the reporting period as the result of a crash that occurred within the period shall be reported. The date on which the crash occurred shall be reported.

b. Prior Crashes. Names of persons who die during the reporting period as the result of crashes that occurred prior to the start of the period shall not be included in the body of the report. A note at the end of the report shall give the name(s) of the deceased, and the date and place of each crash.

c. Subsequent Deaths. Names of persons who die after the final reporting period, but before the final report is transmitted, shall not be included in the report.

d. Private Property. Fatal crashes that occur on private property shall not be included in the MEP fatality report but shall be noted separately at the end of the report.

e. When Safety Belt Use Is Impossible. Whether a CHP fatal victim was a pedestrian, bicyclist, or a motorcyclist, shall be indicated in the "notes" section at the end of the report. Indicate whether a helmet was used for a motorcyclist or bicyclist.

f. Available Personnel. All uniform personnel, regardless of rank, shall participate in road patrol duties during the identified MEP. Excluded are uniformed personnel who are:

(1) On prescheduled vacation.

(2) On bereavement leave.

- (3) On military leave.
- (4) On approved leave related to the Family and Medical Leave Act.
- (5) Unable to work as the result of approved sick leave.
- (6) Assigned to limited duty as defined in Highway Patrol Manual 10.7, Injury and Illness Case Management Manual.
- (7) On suspension or administrative time off.
- (8) Scheduled for departmentally approved training.
- (9) Temporarily loaned or assigned to another command during MEP.

7. MAXIMUM ENFORCEMENT AND HOLIDAY ENFORCEMENT PERIOD REPORTING.

- a. Reporting. Each Area shall report information to their Division office or designee, which will combine the information in a report to ACF's MEP/HEP System. Negative reporting is required. All questions regarding reporting instructions are to be directed to ENTAC at (916) 843-4199.
- b. Reports shall be submitted in accordance with the specified reporting procedures as outlined prior to the operational period by the Office of ACF.
- c. Statistical Data Collection. The collection of enforcement data, including fatal collisions during MEPs and HEPs, shall be reviewed and analyzed regularly to identify trends, such as increases or decreases in incidents. This analysis will guide the Department in evaluating the effectiveness of enforcement strategies and determining whether adjustments to the current approach are necessary to improve public safety outcomes.

OFFICE OF THE COMMISSIONER

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