

CHAPTER 5
TRANSPORTATION MANAGEMENT SYSTEMS
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CHAPTER 5

TRANSPORTATION MANAGEMENT SYSTEMS

1. GENERAL.

a. The objective of the Transportation Management Systems (TMS) is solving transportation problems by improving the efficiency of the existing transportation system. A comprehensive approach is encouraged by TMS and includes existing streets and highways, railroads, parking facilities, bicycle and pedestrian facilities, arterial management, ramp metering, and incident management as elements of a single transportation system. These elements are organized into operating, regulatory, and pricing policies to become one efficient, productive, and integrated transportation system.

b. The objective of TMS differs from the traditional approach to transportation planning, which emphasizes expanding the number of transportation facilities to accommodate more vehicles. Conversely, TMS emphasizes managing existing transportation facilities to improve the movement of people and goods rather than vehicles. The technology-focused Intelligent Transportation System strategies are also TMS strategies (refer to Chapter 8, Intelligent Transportation Systems, of this manual).

c. Enforcement and operational support are critical to making many TMS strategies work. At locations where the California Department of Transportation (Caltrans) and other agencies intend to establish a TMS strategy, Area commanders should evaluate their ability to provide the necessary assistance and work with the respective agency to resolve enforcement needs. Current TMS strategies in which the California Highway Patrol (CHP) is involved include, but are not limited to, the following:

- (1) High-Occupancy Vehicle (HOV) facilities and High-Occupancy Toll (HOT) facilities (mainline lanes, HOV bypass lanes or ramps, and metered ramps).
- (2) Park and Ride lots.
- (3) Roadside rest areas.
- (4) Freeway Service Patrols (FSP).
- (5) Transportation Management Centers.
- (6) Construction Zone Enhanced Enforcement Program (COZEEP).

- (7) Maintenance Zone Enhanced Enforcement Program (MAZEEP).
- (8) Project Delivery Zone Enhanced Enforcement Program (PDZEEP).
- (9) Automatic collision notification.
- (10) Ridesharing.

2. HIGH-OCCUPANCY VEHICLE/TOLL FACILITIES.

- a. Heavy traffic congestion on roadways is a common problem in many areas. Congestion can be reduced by giving preferential treatment to HOVs such as buses, carpools, and vanpools. This reduces both travel time for HOV users and the number of vehicles in the mixed-flow lanes by encouraging the use of HOV lanes.
- b. Examples of preferential treatment for HOVs include bus lanes, HOV lanes on freeways, freeway bypass lanes or ramps, metered freeway ramps, and preferential toll policies.
- c. An HOV facility does not have the desired effect without a properly designed and executed enforcement program. Each new HOV facility creates an additional workload for the CHP. Currently, video technology is not sufficiently reliable to eliminate on-scene observations by uniformed officers. Therefore, it is crucial for the CHP and Caltrans to interact at all levels of the HOV decision-making process.
- d. High-occupancy toll lane facilities are dedicated, pay-for-use lanes that motorists may access as an option to reduce travel time. While there are far fewer HOT lanes than HOV lanes; HOT lanes are gaining popularity as a congestion-relief transportation option. It is important for Area commanders to notify the Assistant Commissioner, Field, of proposals for any new HOT lane facilities.
- e. Policy.
 - (1) Areas should provide routine enforcement on HOV/HOT lane facilities to control violations.
 - (2) Special enforcement should be provided on an overtime basis in accordance with guidelines provided in this chapter.
- f. Procedures.
 - (1) Division Responsibilities.

(a) Maintain contact with Caltrans Districts and regional and local transportation agencies to identify and solve problems of mutual interest regarding HOV/HOT lane facilities.

(b) Consult with Area commanders to monitor HOV/HOT lane issues to ensure effective HOV/HOT lane enforcement within their respective Areas.

(c) Advise Special Projects Section (SPS) of HOV or HOT lane issues that may impact departmental operations, including requests for reimbursable contracts. Research and Planning Section shall also be advised about HOV or HOT lane enforcement policy.

(2) Area Responsibilities.

(a) Maintain contact with Caltrans Districts and regional and local transportation agencies to identify and solve problems of mutual interest regarding HOV/HOT lane facilities.

g. Deployment Guidelines.

(1) Commanders should use discretion in budgeting hours for HOV lane enforcement. In general, more deployment should be budgeted where violations are higher.

(2) Special enforcement reimbursable overtime for HOV/HOT lane enforcement shall be provided through a reimbursable traffic enforcement services contract with the requesting local transportation agency.

(3) Reimbursable HOV/HOT lane enforcement contracts shall be forwarded through the chain of command to SPS, Transportation Planning Unit, for review prior to submitting to the Contract Services Unit.

(4) Mainline High-Occupancy Vehicle Lanes.

(a) Studies of mainline HOV lane facilities demonstrated the enforcement activities of officers on routine patrol contributed significantly to reducing violations. While a special overtime enforcement program is usually necessary, it is essential for officers on routine patrol to take appropriate enforcement action when occupancy violations are observed.

(b) New mainline HOV lanes may require additional enforcement coverage during their first year of operation. The heaviest deployment should be made during the first weeks after the lane is opened to traffic. Media attention to enhanced enforcement can have a deterrent effect as well.

(5) Metered Freeway Ramps. Special enforcement deployment at metered freeway ramps will be at the commander's discretion. In some locations, Caltrans has constructed an enforcement "pad" for ramp meter enforcement.

h. Occupancy Exceptions.

(1) Motorcycles, mass transit vehicles, including buses with only a driver, clearly marked paratransit vehicles, and blood transport vehicles owned and operated by the American Red Cross or a blood bank transporting blood may be operated in HOV lanes without regard to the number of occupants in the vehicle. This is permitted by Section 21655.5(b) of the California Vehicle Code (CVC). A mass transit vehicle is defined as a transit bus regularly used to transport paying passengers in mass transit service.

(2) A clearly marked mass transit supervisor or maintenance vehicle, regardless of occupancy level, may be operated in the blocked segment of the HOV lane when responding to an emergency or breakdown of a mass transit vehicle from the same agency. This exception is allowed by Section 21655.5(c) CVC.

(3) For major incidents in mixed-flow lanes, the incident commander has the discretion whether to open the HOV lane to all traffic for a designated period. Notification to Caltrans should occur with this action.

3. PARK AND RIDE LOTS.

a. Traffic along major thoroughfares can be significantly reduced by establishing parking lots in outlying areas and encouraging ridesharing from the lots to work, school, or other travel destinations. Park and Ride facilities allow users to park their cars in relatively uncongested areas and continue to their destinations in carpools, vanpools, or buses.

b. Policy. The Department shall provide traffic law enforcement services for Park and Ride lots. This excludes Park and Ride lots not on state property, or where the state-owned Park and Ride lot is leased to a public or private entity on a short-term basis, such as a weekend. Traffic law enforcement guidelines for state-owned Park and Ride lots are contained in General Order (GO) 100.69, Enforcement Policy: Highway Transportation System.

4. ROADSIDE REST AREAS.

a. Roadside rest areas provide opportunities for the motoring public to rest and relax during long trips. This allows drivers to refresh themselves, which enhances a driver's alertness and responsiveness while driving.

b. Policy.

(1) Departmental policy is contained in GO 100.43, Joint Operational Policy Statements, California Department of Transportation and California Highway Patrol; Annex D, Special Programs That Promote Safety; and Highway Patrol Manual (HPM) 100.68, Traffic Enforcement Policy Manual, Chapter 3, Highway Enforcement.

(2) Departmental personnel shall assist Caltrans in the enforcement of rules and regulations governing the use of roadside rest areas and shall be consistent with statutes and guidelines in HPM 100.68, Chapter 3.

(3) In new or rehabilitated facilities, Caltrans may provide workspaces for the CHP to enhance law enforcement presence. The approved design elements are in GO 100.43, Annex D.

5. FREEWAY SERVICE PATROL.

a. Freeway Service Patrol (FSP) is a joint effort among CHP, Caltrans, and local transportation agencies to provide emergency roadside services during commute periods. The goal of the program is to remove impediments to traffic to expedite the flow of traffic.

b. The FSP provides service to motorists at no cost. All costs of operating the FSP program are provided through state and local funding allocations.

c. Policy.

(1) The CHP will manage the FSP, where appropriate, on state freeways.

(2) Refer to HPM 100.47, Freeway Service Patrol Manual, and GO 100.43, Annex D, for operational policies, procedures, and guidelines.

6. WORK ZONE ENHANCED ENFORCEMENT PROGRAMS.

a. The COZEEP, MAZEEP, and PDZEEP are jointly operated between CHP and Caltrans. The objectives are to increase the safety of motorists and workers in state highway work zones.

NOTE: For additional information, refer to Chapter 10, California Highway Patrol and Department of Transportation Interagency Enhanced Enforcement Programs, of this manual.

7. RIDESHARING.

a. Ridesharing refers to commuter carpooling, vanpooling, and use of transit services. The option of sharing rides is particularly attractive to those living in suburban areas not served or under-served by public transit.

b. Ridesharing promotes numerous local goals, including reducing traffic congestion, increasing the availability of parking, conserving energy, and improving air quality. Ridesharing benefits commuters by reducing the expense and stress of driving every day. Employers also benefit through reduced employee stress, improved employee productivity, and the need for fewer parking spaces.

c. Policy.

(1) Refer to HPM 41.3, Rideshare Manual, for information on rideshare policy and procedure.

(2) Contact SPS for questions regarding rideshare programs.