

13-01 - Metro Express Lanes on Interstate 110 and 10 Freeways

Los Angeles County Sheriff's Department

NEWSLETTER

Field Operations Support Services, (323) 890-5411



Metro ExpressLanes on Interstate 110 and 10 Freeways

The Los Angeles County Metropolitan Transportation Authority (Metro) began operation and enforcement of High Occupancy Toll (HOT) lanes known as ExpressLanes on Interstate 110 (Harbor Freeway) on Saturday, November 10, 2012 and will start with Interstate 10 (San Bernardino Freeway) sometime early 2013. The 110 ExpressLanes consists of the existing carpool/bus way lanes on north and southbound I-110 freeway from the Harbor Gateway Transit Center to Adams Boulevard in Downtown Los Angeles. This also includes the transition carpool lanes from the 105 freeway to the Interstate 110 ExpressLanes. The ExpressLanes will be operated similarly to the existing 91 Freeway FasTrak® lanes and the Orange County Toll Roads, which require the use of a transponder. Authorized emergency vehicle restrictions are detailed in Section 23301.5 of the California Vehicle Code (CVC).

Anyone may purchase an ExpressLanes transponder online from the Metro ExpressLanes web site or at any AAA office. A transponder may be purchased using a credit card with a \$40.00 deposit or \$32.00, if you have an Southern California Automobile Association membership, at ww.metroexpresslanes.net. A maintenance fee of \$3.00/month will be charged to a transponder account, but it will be waived if the transponder is used at least 4 one-way trips per month. A toll, between \$0.25 to \$1.40 per mile based on congestion would be deducted from your \$40.00 deposited in your account. If a vehicle is traveling as a carpool, no toll will be charged to the vehicle with a switchable transponder in the 2 or 3 position indicating there are 2 or more persons in the vehicle. Carpools with 2 people will travel toll-free 24/7 on the I-110, but on the I-10 during the peak hours M-F (500 – 900 and 1600 – 1900 hours) 3 people are required to qualify as a carpool and 2 people at all other times.

All vehicles which operate in the ExpressLanes will be required to have a transponder. Department personnel may purchase a transponder and use it with a Department vehicle, but they are required to follow the rules of the ExpressLanes. Everyone will be held accountable for the misuse of a transponder in the ExpressLanes if in fact there is less than the required number of persons in the vehicle while traveling in the ExpressLanes. Department members should be aware that failure to comply with the law or any fraudulent reporting of compliance can subject the violating Department member to an administrative investigation, possibly leading to discipline within existing Department Policy. Department members who are in non-compliance with ExpressLanes restrictions may be held accountable for any fees and/or penalties assigned.

All Department members will be expected to comply with Section 23301.5 CVC. This law specifies that in order to qualify as an “authorized emergency vehicle” the vehicle is “properly displaying an exempt California license plate, and is properly identified or marked,” including external surface-mounted red and/or blue warning lights and displaying public agency identification. That vehicle, while in the HOT lane, must be driven in response to or returning from an urgent (priority) or emergent call or engaged in an emergency. Actual display of emergency lighting is not required under this law.

The ExpressLanes will be enforced with a combination of CHP enforcement and cameras that will take pictures of vehicle license plates for those vehicles without a transponder. Violator vehicle information will be conveyed to the California Department of Motor Vehicles, and the registered owners will be sent a violation notice for payment of the civil penalty within 30 days of receipt of the violation notice. An additional civil penalty will be added if the violation is not paid within 30 days. After 60 days of nonpayment, a hold will be placed on the vehicle registration or it will be sent to collections for payment. In the case of a Department owned vehicle, all violation notices will be directed to LASD Communications and Fleet Management Bureau (CFMB). CFMB will forward all violation notices directly to the affected Unit Commander for review. If it can be determined that the vehicle was in compliance with Section 23301.5 CVC, that unit will send a written response to Metro. If not, then payment of any fees will be required.

The Department entered into Letters of Agreement (LOA) directly with Metro for exemption of certain vehicles, as long as the vehicles comply with the agreed upon restrictions, in that they are exempt when in the performance of specified duties and not commuting to/from work, training or engaged in routine business not identified with the LOA. These vehicles will be entered into the toll system as “non-revenue” vehicles. Inmate transportation and law enforcement patrols of the I-110 bus stations as well as future patrols of the Metrolink stations along I-10 are examples of non-revenue vehicles. Vehicles assigned to Carson, Century, South Los Angeles and Temple Stations will be designated as non-revenue vehicles. In addition, specific specialized emergency response units (i.e., Special Enforcement Bureau, Emergency Services Detail, Arson Explosives Detail and HazMat Detail as well as Emergency Operations Bureau response vehicles) will be considered non-revenue. Department units engaged in surveillance operations are encouraged to open an account and obtain a transponder to be in compliance with the ExpressLanes requirements.

Information regarding the contents of this newsletter may be directed to Field Operations Support Services.

Reference

Metro. (2012). Retrieved November 1, 2012, from <http://www.metro.net/projects/expresslanes/>
