



**Board Report**

**File #:** 2025-0583, **File Type:** Contract

**Agenda Number:** 13.

**CONSTRUCTION COMMITTEE  
SEPTEMBER 17, 2025**

**SUBJECT: CONSTRUCTION ZONE ENHANCED ENFORCEMENT PROGRAM (COZEEP) SERVICES**

**ACTION: APPROVE RECOMMENDATION**

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. ENTER into an Interagency Agreement with California Highway Patrol (CHP) for Construction Zone Enhancement Program (COZEEP) task order services, in an amount Not-to-Exceed \$16,350,000; and
- B. AUTHORIZE the CEO to negotiate and approve Contract Modifications, within and up to the authorized Life-of-Project budget for all projects under the COZEEP agreement.

**ISSUE**

The Los Angeles Metropolitan Transportation Authority (Metro) requires as-needed services to manage and direct highway traffic from California Highway Patrol (CHP) to assist in ensuring the safety of public traffic on State Highway Construction Projects throughout Los Angeles County.

With construction activities taking place near or within active highways and roadways, ensuring the safety of workers, motorists, and surrounding communities remains a top priority. One key safety measure employed is the use of supplemental CHP units through the COZEEP, which supports the enforcement of speed restrictions and allows for faster incident response in designated work zones.

**BACKGROUND**

Measure M and Senate Bill 1 (SB 1), passed in 2016 and 2017, respectively, were designed to improve transportation infrastructure, and infrastructure safety, which funded highway projects throughout Los Angeles County. As a result, Metro’s Highway Program projects were provided with the necessary funding to proceed with construction. In addition to performing environmental clearance and design plans/ specifications functions, Metro is also undertaking the procurement and administration of the construction phase for some of these projects.

Contracting with CHP for traffic management support is a Caltrans requirement for all Metro-led highway construction projects. All related services must remain in full compliance with Caltrans standards, per the Metro/Caltrans Co-Op Agreement for each project. This requirement is further outlined in the Caltrans Construction Manual, Chapter 2, section 2-215, which details the Construction Zone Enhanced Enforcement Program (COZEEP).

Currently, Metro highway projects utilize COZEEP services under an existing agreement between Metro and CHP, which had an original expiration of April 30, 2025. This agreement was amended to extend the term of the agreement through December 31, 2025. With the ongoing and planned highway program projects, including the I-5 North Capacity Enhancement and I-105 Express Lanes projects as examples, COZEEP will be utilized through 2030. CHP procedures do not allow extension of the current agreement or an increase in the amounts to meet Metro highway project needs. With the start of the very complex I-105 Express Lanes project, there is additional COZEEP support needed to ensure the safety of the public and the construction teams. Therefore, to meet the needs of the existing highway program and the new I-105 Express Lanes project through 2030, staff recommend entering into a new Interagency Agreement with CHP.

## **DISCUSSION**

The Metro Highway Program consists of distinct programs and projects across Los Angeles County. Highway projects include soundwall construction, intersection and interchange enhancements, signal synchronization, High Occupancy Vehicle (HOV) lane construction, Express Lanes, and lane improvements. These projects contribute to an array of regional benefits, including motorist safety and enhanced traffic flow, congestion reduction, and economic and mobility benefits.

Construction activities frequently occur on or near active highways and roadways, requiring the use of additional safety measures that may not normally be utilized on other types of Metro projects. One such measure is the use of the COZEEP, where CHP units are dispatched to selected work zones under specific circumstances (e.g. during a nighttime closure of two or more lanes on a freeway) to assist with traffic flow. Use of supplemental CHP units enhances safety for construction workers, motorists, and surrounding communities.

When construction conditions deem it necessary, COZEEP services are utilized under an existing agreement between Metro and CHP on a project specific task order basis. Currently, Metro highway projects utilize COZEEP services under an existing agreement between Metro and CHP, which was approved by the Board during the January 2020 Construction Committee meeting and had an original value of \$6,000,000 and expiration of April 30, 2025. This agreement was amended to extend the term of agreement through December 31, 2025. With the ongoing and planned highway program projects, COZEEP will be utilized through 2030. CHP procedures do not allow extension of the current agreement or increase in amount to meet Metro highway project needs.

To overcome these challenges and maintain the safety of the public, staff recommend entering into a new Interagency Agreement. Under this agreement, Metro will have the sole discretion in determining when to request COZEEP services on a particular project, per the Caltrans Construction Manual. Metro staff may request COZEEP services with the use of a task order. Reimbursement rates for

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COZEEP services will remain consistent with those of the current agreement between Metro and CHP. This agreement between Metro and CHP will support the efficient delivery of Metro Highway Program projects.

#### Funding Detail

The prior approved agreement included a five-year Period of Performance on an as-needed basis in the amount of \$6,000,000. The proposed new agreement will include a five-year Period of Performance on an as-needed basis in the amount of \$16,350,000 to continue support of Metro Highway Program projects. The increase from the prior agreement are attributed to these projects. These majority of the funding is allocated towards the I-105 Express Lanes Segments 1, 2, and 3. See attachment A - Funding/Expenditure Plan for funding details.

#### DETERMINATION OF SAFETY IMPACT

This Board action will have no impact on Metro Safety standards and procedures but will have an overall positive safety impact on construction projects conducted with the State highway system. The continued use of COZEEP within Metro's highway program will allow it's projects to ensure the continued safety of the traveling public and surrounding communities.

#### FINANCIAL IMPACT

COZEEP services task orders are funded through projects approved fiscal year and life of project (LOP) budgets. The rates for COZEEP services will continue to be based on the rates established through a collective bargaining agreement for CHP officers.

#### IMPACT TO BUDGET

COZEEP task orders will be issued for each project with the approval of the Project Manager. Funding will come from individual projects, with the approval of the Project Manager.

#### EQUITY PLATFORM

The COZEEP program aligns with Metro's equity commitment by deploying CHP officers in locations identified by Metro as needing enhanced safety measures, ensuring that construction work zones are safer for both workers and drivers from all communities through consistent enforcement of safety standards.

#### VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.\* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

Maintaining a proactive enforcement presence through COZEEP remains essential to supporting safer work zones and reducing the likelihood of work zone incidents. The highway projects under this COZEEP agreement include ramp reconfigurations, the addition of general-purpose lanes, arterial intersection enhancements and upgraded signage, all designed to alleviate congestion, improve traffic flow and support regional mobility. While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. Further, while these improvements are expected to reduce congestion, they may also contribute to an increase in VMT along the freeway corridors.

Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

*\*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.*

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The COZEEP directly supports Metro's Vision 2028 goals by enhancing safety and reliability in active construction zones throughout Los Angeles County. Specifically, the program advances Goal No. 2 by delivering outstanding trip experiences for all users of the transportation system through effective traffic management and enhanced safety in construction areas. Improved safety on highway projects will reduce the risk of schedule delays, ensuring the benefits of these projects, which include improved mobility, are delivered to the region in a timely manner.

## **ALTERNATIVES CONSIDERED**

The Board may choose not to approve the recommended action to enter into an Interagency Agreement with CHP for COZEEP services. However, the alternative is not recommended, as This would result in the loss of the significant safety implementation tool that COZEEP provides each project and community. In addition, the use of CHP services is required under the Caltrans Construction Manual, Chapter 2, section 2-215, which details the COZEEP use requirements.

## **NEXT STEPS**

Upon approval, staff will finalize and execute the Interagency Agreement with CHP and monitor its implementation.

## **ATTACHMENT**

Attachment A - Funding/Expenditure Plan

Prepared \_By  
Prepared by:

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