Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2026-0565, **File Type:** Agreement **Agenda Number:** 32.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 15, 2026**

SUBJECT: METRO EXPRESSLANES CALIFORNIA HIGHWAY PATROL (CHP) ENFORCEMENT AGREEMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a four and one-half year funding agreement with the California Highway Patrol (CHP) to provide enforcement services on the Metro ExpressLanes from January 1, 2027 to June 30, 2031, in the Not-To-Exceed amount of $26,092,181.

ISSUE

In California, enforcement of the ExpressLanes is regulated by the California Vehicle Code (CVC). Per CVC Section 23251, the CHP is designated with the responsibility for policing of all toll highways. Streets and Highways Code section 149.9 (SHC), which allows for the ongoing operation of the Metro ExpressLanes, outlines that Metro shall have a reimbursable agreement with CHP. Metro has had an agreement with the CHP since the inception of the ExpressLanes program, with the current agreement expiring December 31, 2026.

BACKGROUND

Best practice for High Occupancy Toll (HOT) lanes and ExpressLanes operating across the nation is to provide additional dedicated patrols to aid in the enforcement and operations (i.e., incident response) of their programs. Metro has negotiated and entered into funding agreements with the CHP for ExpressLanes enforcement to cover the cost of providing additional patrols on the ExpressLanes beyond CHP's regular freeway coverage as required by SHC 149.9 since 2012.

DISCUSSION

CHP receives an annual funding allocation from the State to cover the cost of routine freeway enforcement, including traffic law enforcement, incident response, accident investigation, traffic control, and enforcement of any other laws or regulations related to the operation of motor vehicles and/or the protection of life and property on state highways. CHP generally does not assign enforcement officers for the specific purpose of monitoring vehicle occupancies in either High Occupancy Vehicle (HOV) lanes or High Occupancy Toll (HOT) lanes, focusing limited personnel

resources on issues of safety and incident response.

The agreement outlines a work plan to augment the normal State-funded CHP patrols with a dedicated ExpressLanes enforcement scheduled during morning and afternoon commute hours, Monday through Friday. The agreement allows Metro and CHP to schedule additional enforcement patrols as needed to address specific safety issues and traffic congestion observed on the ExpressLanes.

There is also a dedicated Sergeant who functions as a single point-of-contact between Metro and CHP for ExpressLanes enforcement, scheduling officers as needed to meet Metro's needs, coordinating all logistics on the CHP side, maintaining clear and consistent communications across all supporting officers, and ensuring accountability across all activities performed under this agreement. The Sergeant also performs supervisory and quality-assurance functions through routine patrols of the ExpressLanes, training of other field officers, periodic performance reviews and audits, and monthly reporting to Metro. The Sergeant serves as a liaison between Metro, CHP, and other law enforcement agencies and collaborates with Metro to address safety-related roadway conditions with Caltrans. Finally, the Sergeant is responsible for ensuring Metro is promptly notified during major incidents on and adjacent to the ExpressLanes that result in traffic detours impacting customers and transit riders.

Since the inception of the Metro ExpressLanes, CHP has proved to be a valuable partner. In addition to issuing citations for moving violations and safety issues, CHP presence enhances safety and efficiency within the corridors as CHP are more readily available to respond to accidents and incidents on the ExpressLanes.

Between the opening of the ExpressLanes in November 2012 through April 2026, CHP has issued 160,517 citations and 54,836 warnings, with 36% of citations being for illegal lane changes and license plate/registration infractions. Since implementing Pay as You Go (PAYG) in January 2020 as a pilot, CHP has not issued citations for those driving the ExpressLanes without a transponder, instead focusing on safety issues and drivers declaring the incorrect occupancy to avoid toll payment. Overall, 72% of CHP citations and warnings are traffic and incident related with the remaining 18% of CHP contacts related to toll evasion enforcement.

This agreement continues through FY2031 and includes provisions to provide enforcement of new ExpressLanes on the I-105 and additional support as deemed appropriate by Metro. The I-105 ExpressLanes are expected to open in FY2028 for segment 1 and in FY2030 for segment 2/3. Since the ExpressLanes are expected to be included in the Games Route Network, enforcement of the ExpressLanes by CHP is expected to be suspended during the 2028 Olympic and Paralympic Games, and as a result, the recommended agreement excludes ExpressLanes CHP funding during the Games.

Metro pays CHP on a reimbursement basis for actual enforcement services provided at current CHP labor rates. The not-to-exceed amount of this agreement is higher than the last agreement due to (1) a compounded 23.4% effective increase in the reimbursement rate Metro pays to CHP for enforcement, which adjusts in accordance with CHP's MOU with the State, resulting in overall wage increases of 6.2% (2022), 7.9% (2023), 4.0% (2024), and 4.6% (2025), (2) a 21.6% estimated

increase to accommodate for future labor rates over the term of this new agreement because CHP and the State do not have an executed labor MOU as of this report, (3) the addition of enforcement of the I-105 ExpressLanes, and, (4)an increase in the length of the agreement term by an additional 1.5 years as requested by the State of California.

DETERMINATION OF SAFETY IMPACT

CHP enforcement on the Metro ExpressLanes improves safety as these officers are vital to incident management on the ExpressLanes. CHP expedites the resolution of accidents and incidents in the ExpressLanes, including the off-loading of passengers from disabled buses, removal of debris, and any other issues necessitating traffic stops. A lack of dedicated CHP presence during peak periods could lead to more congested corridors and delays, resulting in a less reliable option for ExpressLanes users, including transit riders. CHP Officers adhere to AB 230, which establishes uniform use-of-force training programs, and requires for officers to be trained in de-escalation techniques, crisis intervention tactics, and alternatives to force. CHP follows the California Peace Officers Standards Training (POST) curriculum, which mandates this recertification every 2 years.

FINANCIAL IMPACT

The not-to-exceed amount for this Agreement is $26,092,191, which is funded by toll revenues. Funding of $1,861,984 is included in the FY2027 budget. Since this is a multi-year agreement, the cost center manager and Deputy Chief Operations Officer, Shared Mobility, will be responsible for budgeting the funds in cost center 2220, ExpressLanes, split between Project 307001 (ExpressLanes I-110), Project 307002 (ExpressLanes I-10), and ExpressLanes I-105 for future fiscal years.

Impact to Budget

There is no impact to the bus and rail operating funding. The source of funds for this effort will be from toll revenues.

EQUITY PLATFORM

CHP enforcement increases safety and reduces delays on the ExpressLanes by ensuring a quicker response to traffic incidents. Consequently, these benefits will extend equally to both drivers and transit riders. By bypassing congestion and maintaining higher speeds, transit vehicles offer improved mobility and equity for riders who do not have a car or pay a toll. Drivers and transit riders in the ExpressLanes save an average of 12.7 to 13.7 minutes per trip during peak times as compared to the general-purpose lanes.

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.

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods. This Board item is expected to increase VMT in LA County, as it includes operational activities that encourage driving alone or increase vehicle travel through the enhancement of CHP enforcement of the ExpressLanes to accommodate faster and more reliable travel options for drivers using LA County roads. 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

Recommendation supports strategic plan goal #1 to provide high-quality mobility options that enable people to spend less time traveling. This funding agreement will ensure the ExpressLanes remain free-flowing.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the execution of this agreement. The alternative is not recommended as CHP has demonstrated their value to the ExpressLanes and Metro is required by SHC 149.9 to have an agreement with CHP for the enforcement of the ExpressLanes.

NEXT STEPS

Upon Board approval, staff will execute the funding agreement with CHP to continue with CHP enforcement of the ExpressLanes. Staff will evaluate the level of enforcement on an annual basis and continue to work with CHP to reduce any potential duplicative enforcement as improvements in technology are implemented.

ATTACHMENT

Attachment A - ExpressLanes CHP Enforcement Annual Funding Plan

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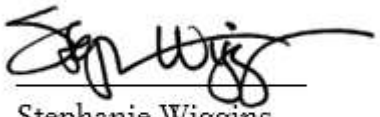

Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

EXPRESSLANES CHP ENFORCEMENT ANNUAL FUNDING PLAN

Fiscal Year	Officer Hours	Officer Rate	Sergent Hours	Seargent Rate	Public Safety Dispatch Supervisor I Hours	Public Safety Dispatch Supervisor I Rate	Public Safety Dispatcher Hours	Public Safety Dispatcher Rate	Office Assistant Typing Hours	Office Assistant Typing Hours Rate	Dedicated Project Oversight Seargent/ Officer	Total Labor Cost	Mileage	Mileage Rate	Mileage Cost	Project Contingency 10%	Total Annual Cost
FY 2026-27	5,868	$ 147.16	1,164	$ 170.55	120	$ 79.04	120	$ 67.94	300	$ 45.69	$459,147	$1,552,532	84,516	$ 2.15	$181,921	$127,531	$1,861,984
FY 2027-28	15,300	$ 154.52	3,072	$ 179.08	324	$ 83.00	324	$ 71.33	780	$ 47.97	$964,209	$3,965,844	220,524	$ 2.26	$498,412	$350,005	$4,814,260
FY 2028-29	18,990	$ 162.24	3,822	$ 188.03	432	$ 87.15	432	$ 74.90	972	$ 50.37	$1,012,419	$4,931,002	273,168	$ 2.37	$648,264	$456,685	$6,035,950
FY 2029-30	19,224	$ 170.35	3,852	$ 197.43	432	$ 91.50	432	$ 78.64	972	$ 52.89	$1,063,040	$5,223,338	276,516	$ 2.49	$689,019	$484,932	$6,397,289
FY 2030-31	20,100	$ 178.87	4,056	$ 207.31	468	$ 96.08	468	$ 82.58	1,044	$ 55.53	$1,116,192	$5,693,916	288,744	$ 2.62	$755,463	$533,319	$6,982,698
CONTRACT TOTAL																	**$26,092,181**

Rates are in overtime and estimated. Actual rates will be determined by the current CHP rate effective at the time of enforcement.

SHARED MOBILITY

METRO EXPRESSLANES CALIFORNIA HIGHWAY PATROL (CHP) ENFORCEMENT AGREEMENT

Operations, Safety, and Customer Experience Committee
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ISSUE & DISCUSSION

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DISCUSSION

Staff recommends authorizing an agreement with CHP for ExpressLanes enforcement through June 30, 2031.

Metro

AGREEMENT SCOPE

Total funding of $26,092,181 over 4.5 years:

- January 1, 2027 through June 30, 2031
  - CHP coverage during LA2028 Games is excluded from this agreement since the ExpressLanes will not be operational.
- Enforcement of the existing I-10 and I-110 ExpressLanes
- Enforcement of the I-105 ExpressLanes:
  - Phase 1 in FY2028
  - Phase 2/3 in FY2030

Metro