

**Board Report**

File #: 2025-1057, **File Type:** Motion / Motion Response

Agenda Number: 16.

**CONSTRUCTION COMMITTEE
MAY 20, 2026**

**SUBJECT: SOUTHBOUND INTERSTATE 605/BEVERLY BOULEVARD INTERCHANGE
IMPROVEMENTS PROJECT**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute:

- A. Amendment 1 to Caltrans Design Cooperative (COOP) Agreement 5147 to reallocate \$845,000 in funding, to transition the I-605 Beverly Boulevard Improvement Project to Caltrans;
- B. Construction Cooperative Agreement 5355 with Caltrans to replace existing Construction Cooperative Agreement 5276. Construction COOP agreement 5355 identifies \$5,991,000 in funding for Caltrans Construction Support, and \$34,496,120 in funding for the estimated capital cost. This COOP is necessary to transition the I-605 Beverly Boulevard Improvement Project Construction Phase to Caltrans;
- C. Contract Modification No. 1 to Contract No. AE119748000 with David Evans and Associates Inc. (DEA) in the amount of \$693,970 increasing the contract value from \$499,178 to \$1,193,148 to finalize the Plans, Specifications, and Estimates (PS&E) package for construction, provide design support services during the bidding and construction phase, and extend the period of performance from November 28, 2026 to December 31, 2030; and
- D. Any documents and agreements that are required for delivery of the I-605 Beverly Boulevard Improvements Project.

ISSUE

In 2025, Metro, in consultation with Caltrans, decided to transfer the construction responsibilities of the I-605 Beverly Interchange Improvements Project (South Bound) to Caltrans. This shift in responsibility will allow Metro to prioritize work that is focused on its core mission of planning, developing, and implementing transit improvement projects throughout Los Angeles County. Caltrans, as the owner and operator of the State Highway System, is best suited to manage the construction phase of the Project and ensure compliance with all applicable freeway construction standards, with funding oversight from Metro.

Metro, in collaboration with Caltrans, is leading the development of Measure R I-605 “Hot Spots” highway improvement projects. This contract transfer to Caltrans will enable Caltrans to complete the project report and PS&E for the proposed improvements to Southbound (SB) Interstate 605 (I-605)/Beverly Boulevard Interchange Improvements in the cities of Pico Rivera and Whittier and unincorporated Los Angeles County.

BACKGROUND

The Board designated \$590 million in Measure R funds in October 2009, for the “Hot Spots” congestion relief improvements along the I-605, SR-91 and I-405 Corridors in the Gateway Cities sub-region. In March 2013, Metro completed a feasibility study of I-605 and crossing corridors (I-405, SR-91, I-105, I-5, and SR-60) to identify congestion “Hot Spots” and develop preliminary improvement concepts.

One of the identified congestion Hot Spots was the I-605/I-5 Interchange, which includes this project. Metro completed a Project Study Report/Project Development Support (PSR/PDS) for the I-605/I-5 Interchange area in July 2014. The PSR/PDS is an initial scoping and resourcing document that identifies the transportation deficiencies, major elements that should be investigated, and the resources needed to complete the preliminary engineering and environmental process. While Metro/Caltrans prepared a corridor-level environmental document for I-605 (between I-105 and I-10), smaller scale early action projects were identified and advanced independently.

The SB I-605/Beverly Boulevard Interchange early action project includes reconfiguration of part of the interchange for improved operation. Caltrans is the lead agency for NEPA/CEQA compliance and prepared the environmental document and the required clearances.

Metro and Caltrans entered into a Design COOP Agreement 5147 on May 18, 2018, to define the roles and responsibilities for the project. Amendment 1 for Design COOP Agreement 5147 has been drafted to transfer the construction phase of the Project to Caltrans. Board approval is needed to execute the COOP agreement amendment.

Metro and Caltrans entered into a Construction COOP Agreement 5276 on March 7, 2023 to define the roles and responsibilities for the project. Construction COOP Agreement 5355 has been drafted to replace COOP Agreement 5276 and transfer the construction phase of the Project to Caltrans. Board approval is needed to execute the COOP agreement.

In July 2024, Metro awarded a contract for design support services during construction to DEA, previously known as Civil Works Engineering, for the I-605 Beverly Blvd. Interchange Project in the amount of \$499,178. To complete the PS&E package for the construction handoff to Caltrans and to maintain the Engineer of Record, DEA’s contract must be modified.

To deliver the project, Metro will finalize and execute all necessary agreements, including those with onboard consultants and the Engineer of Record, DEA for completion of the project design updates, design support during bidding/ advertisement, design support during construction, and Caltrans coordination.

DISCUSSION

The I-605 Beverly Boulevard Improvements Project will construct new and realigned ramps along southbound I-605 at Beverly Boulevard, covering approximately 0.5 miles (Attachment A). The project focuses on enhancing safety, mobility, and operational efficiency at the Beverly Boulevard interchange by reconfiguring both the on- and off-ramps.

Currently, the interchange suffers from limited transition distance between ramps, contributing to congestion, driver confusion, and a higher-than-average accident rate of 1.58 (compared to the statewide average of 1.01). The project will simplify ramp geometry, meet standard deceleration requirements, introduce a dedicated right-turn lane, and reduce vehicle queuing conflicts at the intersection.

The planned improvements include a modified diamond interchange configuration with a southbound loop on-ramp and a retaining wall adjacent to the western right-of-way line near the Union Pacific Railroad and a privately owned parcel. A new 500-foot freeway sound wall will be installed near the southbound off-ramp to mitigate noise impacts on nearby residents. Drainage systems will also be upgraded to enhance stormwater management.

The project aligns with Metro's Objectives for Multimodal Highway Investment (June 2022), and supports goals related to mobility, safety, economic access, and multimodal integration. Pedestrian and local access improvements include:

- A newly constructed intersection at Beverly Boulevard, enabling westbound movement from the southbound off-ramp.
- Traffic signal optimization to improve flow at the I-605/Beverly Boulevard interchange.
- High-visibility crosswalks, updated traffic striping, and pavement markers to enhance safety.
- Yellow signal backplate borders for improved visibility at four intersections.
- ADA-compliant curb ramps at six locations.
- Enhanced pavement striping, upgraded from 4-inch to Caltrans-standard 6-inch widths.
- Widened sidewalks at five locations, including all four quadrants of the Beverly Boulevard intersection and the northeast side near Pioneer Boulevard.
- Stormwater filtration improvements, including new bioswales and basins.

The project does not require any residential or business displacements or property acquisitions.

Metro and Caltrans have engaged in ongoing partnership sessions to support planning, design, and procurement efforts, including a comprehensive contract review and constructability review. With the above activities completed, Metro and Caltrans have agreed to transition the construction phase to Caltrans.

Delivery of the project will be carried out through a cooperative agreement between Caltrans and Metro. Caltrans will be designated as the Local Agency responsible for advertising, awarding, and administering the contract. The project is funded through a combination of federal and Metro local

sources. Metro is managing the project budget and will identify additional funding if needed.

Cooperative Agreements

The Design COOP Agreement Amendment, Construction COOP Agreement, and recommended contract modification, will fund the additional Caltrans support cost and professional services and oversight needed for Metro to transfer the I-605 Beverly Boulevard Interchange Project to Caltrans for construction. This shift aligns Caltrans' statutory role in freeway construction and allows Metro to focus on its core transit mission while leveraging Caltrans' expertise to deliver the project.

Amendment 1 to Design COOP Agreement 5147 will reallocate \$845,000 in funding to transition the I-605 Beverly Boulevard Improvement Project to Caltrans.

Construction COOP Agreement 5355 will replace Construction COOP Agreement 5276 and identifies \$5,991,000 in funding for Caltrans Construction Support and \$34,496,120 in funding for the estimated capital cost, to transition the I-605 Beverly Boulevard Improvement Project Construction Phase to Caltrans

Design Support Services Agreement

Metro executed a sole source contract for Design Support Services during construction with DEA on July 29, 2024, for the I-605 Beverly Blvd. Interchange Project. The Contract Modification to Contract No. A119748000 with DEA will add \$693,970 in funding, increasing the contract value from \$499,178 to \$1,193,148 to finalize the PS&E package for construction, provide additional design support services during the bidding and construction phase, and extend the period of performance from November 28, 2026, to December 31, 2030 (Attachment C).

Life of Project (LOP) Budget

A LOP budget for the Project will eventually be required to execute contracts and pursue completion of the Project after design updates and bidding has been completed. Establishing the LOP budget after bids are received is based on lessons learned and best practices regarding establishing final budgets, when adequate information (such as the receipt and validation of responsiveness of hard bids) is available. Staff will request board approval for an LOP once the construction bids have been received.

DETERMINATION OF SAFETY IMPACT

The proposed action has no known adverse impacts on the safety of Metro's patrons, employees or users of the facility. Caltrans' highway safety standards will be adhered to in the design of the proposed improvements. Any exceptions to the standards will be incorporated in accordance with Caltrans and Federal Highway Administration (FHWA) procedures.

FINANCIAL IMPACT

This action will have no impact to the FY26 budget, as the I-605 Beverly Blvd project (460345) has an adopted FY26 annual budget of \$4,925,000 in Cost Center 8510. Since this is a multi-year project, the Project Manager, Sr Executive Officer, and Project staff will be responsible for budgeting the remaining costs of the Project in future fiscal years.

The Project Team will return to the Board to request a LOP budget after bids are received and reviewed by Caltrans.

Impact to Budget

The source of funds for the Design COOP (\$845,000) will be Measure R Highway Capital (20%) Funds. These funds are not eligible for bus and rail (transit) capital and operations expenses.

The source of funds for the Caltrans Construction Support (\$5,991,000) will be Measure R Highway Capital (20%) Funds. These funds are not eligible for bus and rail (transit) capital and operations expenses.

The source of funds for the Caltrans Construction COOP (\$34,496,120) will be \$16,976,220 in Highway Infrastructure Program (HIP) funding with the remainder Measure R Highway Capital (20%) Funds. These funds are not eligible for bus and rail (transit) capital and operations expenses.

The source of funds for the DEA PS&E and DSDC (\$693,970) will be Measure R Highway Capital (20%) Funds. These funds are not eligible for bus and rail (transit) capital and operations expenses

EQUITY PLATFORM

While the Project area is located within Equity Focus Communities (EFCs), implementation of the Project will not result in the displacement of or other negative impacts to disadvantaged or low-income communities. The Project is designed to provide regional benefits that may improve conditions. As there is no equity impact associated with Caltrans leading the construction phase, the project design remains unchanged.

The SB I-605 Beverly Interchange Improvement Project (Project) is part of the I-605 Early Action Projects. As part of the I-605 Hot Spots Program, I-605 Early Action Projects focus on short-term needs on the freeway. The Project was chosen due to the higher-than-state accident data and because the proposed Project will be all within Caltrans's right of way, no relocations are necessary. The Project is designed to help ease congestion, enhance mobility, improve public safety, and improve regional traffic flow affecting communities adjacent to the 605 freeway. Beverly Boulevard is on the Southbound I-605 Freeway in the Cities of Whittier and Pico Rivera.

While Metro remains committed to encouraging mode shift or carpooling when feasible, the primary mode of transportation for the residents of these cities is commuting by car. The primary transportation means used by Pico Rivera residents to get to work is by car, truck, or van, with approximately 88 percent of residents taking this form of transportation. Of those commuters taking a car, truck, or van, almost 77 percent drive alone. Approximately 3.4 percent of commuters take public transportation, approximately 2.2 percent walk, and approximately 1.2 percent choose other means. Almost 4 percent of employed residents in Pico Rivera do not have a commute because they work from home. Among those who commuted to work, it took them an average of 30 minutes to get to work. (Pico Rivera City Demographic Website

<https://properties.zoomprospector.com/lacounty/community/Pico-Rivera-California/0656924/demographics>

<https://www.pico-rivera.org/depts/ced/ed/demographics.asp>).

During the environmental phase of the Project, letters were sent to the community in English and Spanish requesting comment on the environmental document, newspaper posting were also published requesting public comment. During the environmental phase community impacts were accessed and disclosed. Public comments about bike lanes were taken into consideration and the Project will allow for future bike lanes to be built. Disaggregated demographic data was used to guide outreach during the environmental phase and will continue for future construction phases.

Caltrans will advertise, award, and administer the construction contract and will incorporate “Local Hiring Reimbursement” provisions into the contract. These provisions offer partial reimbursement to contractors who employ workers residing in designated qualifying zip codes within a 50-mile radius of the project site. Eligible zip codes will be identified based on demonstrated economic disparities relative to surrounding areas and national benchmarks.

VEHICLE MILES TRAVELED OUTCOME

Vehicle Miles Traveled (VMT) and VMT per capita in Los Angeles County are lower than national averages, the lowest in the Southern California Association of Governments (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 are aligned 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.

The project aligns with Metro’s Objectives for Multimodal Highway Investment (June 2022), and supports goals related to mobility, safety, economic access, and multimodal integration and taken together they will likely decrease VMT in LA County. Metro’s Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives. 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 Project is consistent with the following Metro Vision 2028 Strategic Plan Goals:

1. Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility for the Southbound 605 Beverly Interchange Improvements Project
2. Transform LA County through regional collaboration by partnering with the Gateway Cities Council of Governments and Caltrans to identify the needed improvements on State highways

and take the lead in development and implementation of highway improvement projects.

Also, the Project supports Metro's Objectives for Multimodal Highway Investment to:

1. Advance the mobility needs of people and goods within LA County by developing projects and programs that support traffic mobility and enhanced safety, economic vitality, equitable impacts, access to opportunity, regional sustainability, and resilience for affected local communities.

ALTERNATIVES CONSIDERED

The Board may choose not to approve staff recommendations. This alternative is not recommended at this time, as Metro will have to lead and deliver the construction phase of the project, delay design updates, and divert Metro resources from Metro priority projects. The delay in delivering the project will incur additional capital and support costs.

NEXT STEPS

Upon Board approval, staff will execute the Design COOP agreement amendment, Construction COOP Agreement, and execute Modification No. 1 to Contract No. AE119748000 with DEA, to finalize the PS&E package for construction, provide design support services during the bidding and construction phase, and extend the period of performance from November 28, 2026, to December 31, 2030.

ATTACHMENTS

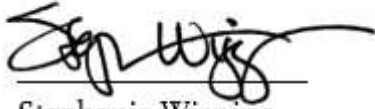
- Attachment A - Project Location Map
- Attachment B - Procurement Summary
- Attachment C - Contract Modification/Change Order Log
- Attachment D - DEOD Summary

Prepared by:

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A handwritten signature in black ink, appearing to read 'Step Wiggins', written over a horizontal line.

Stephanie Wiggins
Chief Executive Officer

Southbound Interstate 605/Beverly Boulevard Interchange Improvements Project

Study Area



PROCUREMENT SUMMARY

**DESIGN SUPPORT SERVICES DURING CONSTRUCTION
FOR I-605 BEVERLY BOULEVARD/ AE119748000**

1.	Contract Number: AE119748000		
2.	Contractor: David Evans and Associates, Inc.		
3.	Mod. Work Description: Finalize the Plans, Specifications, and Estimates (PS&E) package for construction, provide design support services during the bidding and construction phase, and extend the period of performance through 12/31/30.		
4.	Contract Work Description: Design Support Services During Construction for I-605 Beverly Boulevard		
5.	The following data is current as of: 3/10/2026		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	7/19/2024	Contract Award Amount: \$499,178
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: \$0
	Original Complete Date:	11/28/2026	Pending Modifications (including this action): \$693,970
	Current Est. Complete Date:	12/31/2030	Current Contract Value (with this action): \$1,193,148
7.	Contract Administrator: Andrew Conriquez		Telephone Number: (213) 922-3528
8.	Project Manager: Michael Tahan		Telephone Number: (213) 922-4756

A. Procurement Background

This Board Action is to approve Modification No. 1 issued to finalize the PS&E package for construction and provide design support services during the bidding and construction phase. This Modification will also extend the period of performance from November 28, 2026, to December 31, 2030.

This Contract Modification will be processed in accordance with Metro’s Acquisition Policy, and the contract type is a firm fixed unit rate.

In July 2024, Metro awarded a 28-month contract to David Evans and Associates, Inc. for design support services during construction for I-605 Beverly Boulevard.

No modifications have been issued to date.

Refer to Attachment C – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended amount has been determined to be fair and reasonable based upon a technical analysis, Independent Cost Estimate (ICE), and cost analysis.

Proposal Amount	Metro ICE	Recommended Amount
\$693,970	\$700,946	\$693,970

CONTRACT MODIFICATION/CHANGE ORDER LOG

DESIGN SUPPORT SERVICES DURING CONSTRUCTION
FOR I-605 BEVERLY BOULEVARD / AE119748000

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Finalize the PS&E package for construction, provide design support services during the bidding and construction phase, and extend the period of performance from 11/28/26 through 12/31/30.	Pending	Pending	\$693,970
	Modification Total:			\$693,970
	Original Contract:		7/19/24	\$499,178
	Total:			\$1,193,148

DEOD SUMMARY

DESIGN SUPPORT SERVICES DURING CONSTRUCTION
FOR I-605 BEVERLY BOULEVARD / AE119748000**A. Small Business Participation**

At the time this was solicited, the Diversity & Economic Opportunity Department did not establish a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) goal. David Evans and Associates Inc. did not make a commitment and is expected to continue to perform the work with its own workforces.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least \$50 million.