



Board Report

File #: 2026-0028, **File Type:** Oral Report / Presentation

Agenda Number: 15.

**CONSTRUCTION COMMITTEE
APRIL 15, 2026**

SUBJECT: CALTRANS QUARTERLY REPORT

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

RECEIVE the quarterly oral report on the status of the Caltrans construction projects.

ISSUE

Partner agencies, such as Caltrans and the San Gabriel Valley Council of Governments (SGVCOG), serve as the lead agencies for several highway projects currently under construction in Los Angeles County. These projects, funded in part by Measure M, include, but are not limited to, safety, mobility, and operational improvements on freeways and state highways.

This quarterly report provides an update on two active Measure M-funded projects currently under construction.

- SR-71 South Segment Project (SR-71 South): Caltrans is the lead agency delivering this project. SR-71 South has been under construction for almost four years. The Project is substantially complete. All northbound lanes were opened to traffic on October 31, 2025. The southbound HOV lane will be opened to traffic in the coming weeks. At the August 2025 California Transportation Commission meeting, Caltrans requested and was granted 13 additional months to complete the plant establishment period for the Project.
- SR-57/60 Interchange Improvements Project: Caltrans remains a key partner; the construction phase is being led by SGVCOG, with Metro serving as the funding agency. The project has been under construction for more than two years and is currently 49% complete. Ongoing work includes foundation construction, retaining walls, and utility relocations. The project is also designated as a 28x28 project. Approved value engineering proposals have advanced the substantial completion date to September 2028. Additional acceleration efforts are underway to further advance milestone completion in advance of the 2028 Olympic Games.

EQUITY PLATFORM

SR-71 South Segment Project

Disadvantaged Business Enterprise (DBE)/ Small Business Enterprise (SBE) Commitments

Projects administered by Caltrans have federal aid and DBE commitment goals based on the contract bid amount for federal aid projects. SR-71 South did not have federal participation, so a DBE goal was not required, however, the Contractor achieved 0.45% in DBE participation.

Project-Based Equity Considerations

The SR-71 South Segment (Phase 1) Project is adjacent to Equity Focus Communities (EFCs) in Pomona. Communities in Pomona will benefit from the proposed improvements that address existing operational deficiencies and unsafe conditions; and provide mobility options. For example, Caltrans received recommendations to convert the corridor to a freeway to reduce the number of motorists that use nearby residential streets to bypass the congestion caused by the signalized intersections along the SR-71 corridor. In response to this concern, Pomona passed a resolution on January 7, 2013, to adopt Alternative No. 3, the at-grade design with no local street crossings between Mission Boulevard and Rio Rancho Road as the Locally Preferred Alternative (LPA) for SR-71 South. Subsequently, Caltrans selected Alternative No.3 as the LPA which is currently under construction.

According to Caltrans, SR-71 experiences collision rates that are higher than the State's average traffic collision rates, 1.48 collisions per million vehicle miles, as compared to 1.14 collisions per million vehicle miles countywide reported for a 3-year period. The fatal injury rate also exceeds the average rate by 19%. Collisions usually occur throughout the day, with the majority (70%) of the collisions occurring during daylight hours. Also, the Caltrans collision summary data tables suggest the existing at-grade intersections appear to be the primary cause of the collisions; and 71% of the collisions reported are rear-end and sideswipe incidents that occur during congested conditions. Upgrading the SR-71 expressway to a full access-controlled facility will improve mobility and enhance safety.

Other comments received during the public hearing process for the SR-71 corridor improvements included the desire to beautify the project area; and concerns and questions about the number of collisions, funding and the schedule for the proposed improvements, the selection process for the Locally Preferred Alternative, existing traffic on Ninth Street, soundproofing, access to the Philips Ranch area, property acquisitions, frontage road access, construction detours, and keeping Philips Drive open.

SR-71 South does not displace any residents or businesses.

Community Engagement

It is general practice for Caltrans, in coordination with the local jurisdictions, to determine community engagement processes specific to each type of transportation improvement. This coordination is aligned with the Caltrans Race & Equity Action Plan to address systemic racial inequities that exist within the transportation sector.

Throughout the construction phase for SR-71 South (and other Caltrans construction projects) outreach efforts consist of sending press releases to cities, communities, elected officials, and multiple media outlets (talk radio, cable news) and social media platforms (X/Twitter, Instagram) that cover Los Angeles and Ventura Counties. Specific notices regarding construction work and/or tours

were made available in multiple languages (English, Spanish, Chinese, etc.) based on the impacted communities. In addition, Caltrans uses fixed and portable changeable message signs to report lane, ramp and/or local road closures; and QuikMap, a digital application, to provide real-time traffic information (including road closures) for motorists traversing to and through project areas impacted by construction activities. Caltrans also provides updates that are posted on Caltrans and Metro websites about active construction sites. Any unintended equity impacts that may arise are responded to on a case-by-case basis by the appropriate project partners.

SR 57/60 Interchange Improvements Project

Disadvantaged Business Enterprise (DBE)/ Small Business Enterprise (SBE)

The Project is administered by SGVCOG and has identified a 24% Disadvantaged Business Enterprise (DBE) goal. Per the recent DBE Interim Final Rule published in the Federal Register on October 3, 2025, effective immediately, DBE contract goal setting along with DBE monitoring and compliance on all federally funded projects, is suspended until further notice.

Project-Based Equity Considerations

The SR 57/60 Interchange Improvements Project area is not located within or directly adjacent to EFCs. However, EFCs are located within 10 miles to the east, northeast, and west of the Project locations. Implementation of the Project will also not result in the displacement of or other negative impacts on disadvantaged or low-income communities.

The SR-57 and SR-60 freeways are critical transportation and goods movement corridors within the San Gabriel Valley in Los Angeles County. The current lane configuration and loss of lanes through the interchange, combined with high truck and vehicle volumes, causes weaving and merging patterns that create safety risks and a regional traffic chokepoint, causing severe congestion and frequent collisions. This confluence segment of SR-57 and SR-60 has been identified by the American Transportation Research Institute's 2024 ranking as the seventh-worst bottleneck in the United States and among the worst bottlenecks in California, with a truck-related collision rate 50 percent higher than the state average for comparable facilities.

Community Engagement

The SGVCOG, through its Capital Projects and Construction Committee, provides support services for the SR 57/60 Interchange Improvements Project based on its experience in delivering infrastructure projects within the subregion. This experience includes work previously carried out by the Alameda Corridor-East Construction Authority, which has implemented multiple grade separation projects in the San Gabriel Valley since 1998, including many in proximity to the SR 57/60 project location. SGVCOG also coordinates with communities in the project area to conduct outreach related to major construction activities, including detours and road closures, to keep residents, businesses, and stakeholders informed. In addition, SGVCOG provides construction updates through its agency website to support public access to current project information. Any unintended equity impacts that may arise are addressed on a case-by-case basis by the appropriate project partners.

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. The projects identified in this Board Report will likely increase VMT in LA County, as it includes updates to Measure M funded highway projects. Although some individual projects 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.

SR-71 South Segment Project

SR-71 South will likely increase VMT in Los Angeles County as it involves constructing one additional mixed flow lane for approximately 3.1 miles in each direction that encourages driving alone. One additional High Occupancy Vehicle (HOV) lane (that extends north to the I-10 freeway) will also be constructed to close the gap in the HOV system; provide mobility options; and promote increased carpool, vanpool, and bus transit usage along the SR-71 corridor.

This safety and mobility improvements project along SR-71 is identified in the voter Measure M Expenditure Plan and was cleared environmentally decades ago, prior to the California Environmental Quality Act VMT analyses requirement.

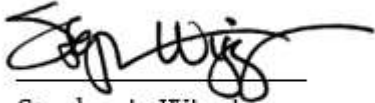
SR 57/60 Interchange Improvements Project

SR 57/60 Interchange Improvements Project is likely to increase VMT in Los Angeles County, as it includes the construction of a new travel lane, new eastbound on- and off-ramps, and the reconstruction of the Grand Avenue Bridge to reduce merging conflicts. While these improvements may encourage solo driving, they are designed to enhance safety, improve mobility, and reduce delays for both passenger and freight vehicles at one of the most significant truck bottlenecks in California and the United States.

Prepared by:

John Yang, Deputy District Director, Caltrans District 7, (213) 761-3255
Kevin Lai, Director of Capital Projects, SGVCOG, (626) 457-1800
Robert Machuca, Deputy Executive Officer, Complete Streets & Highways, (213) 418-3467
Michelle E. Smith, Executive Officer, Complete Streets & Highways, (213) 547-4368
Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning, (213) 547-4317
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274

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

Stephanie Wiggins
Chief Executive Officer

Caltrans Quarterly Update

(#2026-0028)





April 2026

Construction Committee



Los Angeles County Metropolitan Transportation Authority





Project Budget & Schedule Status Summary Chart

		Cost Performance		Schedule Performance		
Project	Disadvantage Business Enterprise Goal	Variance Approved LOP	Variance Revised Budget	Variance Original	Variance Revised Schedule	Comments
State Route 71 South Segment	N/A					Contract progress: 96% complete. All widened roadway completed. Punchlist is being worked on with the contractor.

State Route 71 South Segment

BUDGET	FA	Approved LOP	Previous Period	Current Forecast
	\$124.1M	\$124.1M	\$124.1M	\$124.1M
Variance from Approved Life Of Project (LOP):			\$0 (0%)	\$0 (0%) 
Variance from Revised Budget:				\$0 

SCHEDULE	Original	Approved Rebaseline	Previous Period	Current Forecast
	Spring 2024	N/A	Spring 2024	Fall 2025
Variance from Original Working Days (WD):			0 WD (0%)	248 WD (26%) 
Variance from Revised Schedule:				N/A 

State Route 71 (SR-71) South Segment





- Project reached substantial completion milestone on 10/31/25. Working with the contractor to complete punchlist items.
- Striping for Southbound (SB) high-occupancy vehicle (HOV) lane completed at the county line. Working with District 8 to match the lane configuration.
- Plant Establishment will be completed in November 2026.





State Route (SR)-71



Project Budget & Schedule Status Summary Chart

		Cost Performance		Schedule Performance		
Project	Disadvantage Business Enterprise Goal	Variance Approved Life of Project	Variance Revised Budget	Variance Original	Variance Revised Schedule	Comments
State Route (SR) 57/60 Interchange Improvements	N/A					<p>Contract progress: 49 % complete.</p> <ul style="list-style-type: none"> • Current Delay: The contractor is approximately 133 working days (6 months) behind schedule. • Substantial completion is currently past the 2028 Summer Olympics. Operational capacity will not be affected due to construction. • This includes a schedule delay attributable to a late notification to Southern California Edison (SCE) by the contractor. <ul style="list-style-type: none"> • Working on value engineering with Caltrans seeking approval on revised staging for concurrent bridge construction, potentially mitigating months of delay. • Working on value engineering with Engineer of Record (EOR) to evaluate soil settlement periods at Grand Avenue, potentially mitigating months of delay. • Contractor is also looking at options to accelerate bridge.

State Route (SR) 57/60 Interchange Improvements

BUDGET	Construction Funding Agreement	Approved Construction Funding Agreement	Previous Period (as of January 2026)	Current Forecast
	\$275.6M	\$275.6M	\$131M	\$275.6M
Variance from Approved Construction Funding Agreement:			\$0 (0%)	\$0 (0%) 
Variance from Revised Budget:			\$0	

SCHEDULE	Original	Approved Baseline	Previous Period	Current Forecast
	July 2028	July 2028	February 2029	September 2028
Variance from Original Working Days (WD):			133 WD	0 WD 

*Substantial completion (Grand Avenue Bridge) is anticipated in July 2028 (ahead of the 2028 Olympic Games).

State Route (SR) 57/60 Interchange Improvements

- Construction Progress: 49% complete as of January 2026.
- Completed first superstructure segment for (EB)-SR60 Bypass Bridge deck.
- Continued foundation work for Grand Avenue Bridge (Replacement).
- Continued retaining wall construction at various locations.
- Continued utility relocations at various locations.
- Continued Civil Work for Eastbound SR-60 mainline and Golden Springs Drive Undercrossing Roadway.
- Continued foundation work for Retaining Wall #110 (Grand Avenue Eastbound SR-60 On-ramp).



Placement of rebar and formwork for EB SR-60 Bypass bridge



Erection of falsework for EB60-Grand Ave/N57 Separation

