



Board Report

File #: 2025-0368, File Type: Oral Report / Presentation

Agenda Number: 19.

CONSTRUCTION COMMITTEE JULY 16, 2025

SUBJECT: CALTRANS QUARTERLY UPDATE

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 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-57/60 Interchange Improvements Project: While Caltrans is a key partner, the construction phase is being led by the San Gabriel Valley Council of Governments (SGVCOG), with Metro serving as the funding agency. The SR-57/60 is also identified as a 28x28 project, which includes a substantial completion date before the start of the 2028 Olympics.

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 Focused Communities (EFCs) in

Pomona. Communities in Pomona that raised safety concerns 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 expected rate by 19%. Collisions are reported to 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. SR-71 South will be opened to traffic by October 31, 2025.

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 detours 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) Commitments

This Project is administered by SGVCOG and has identified a 24% Disadvantaged Business Enterprise (DBE) goal.

Project-Based Equity Considerations

The SR-57/60 Interchange Improvement 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, combined with high truck and vehicle volumes, creates a chokepoint, causing severe congestion and frequent collisions. This 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/SR-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 (ACE) Construction Authority, which has implemented multiple grade separation projects in the San Gabriel Valley since 1998. 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 during the course of the project 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. 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.

Further, these individual projects aim to ensure the efficient and safe movement of people and goods.

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 approved Measure M Expenditure Plan and was cleared environmentally decades ago, prior to the California Environmental Quality Act VMT analyses requirement.

SR-71 South has been under construction for almost four years. Substantial project completion is expected by October 31, 2025.

SR-57/60 Interchange Improvements Project

The 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.

The SR-57/60 Project is currently under construction. The San Gabriel Valley Council of Governments (COG) is leading the construction phase, with Metro as the funding agency and Caltrans providing oversight.

SR 57/60 has been under construction for two years. Substantial completion is expected by July 2028.

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

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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

Caltrans Quarterly Update

July 2025

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: 77% complete. Working with Contractor for agreement to settle claims and reach substantial completion milestone by 10/31/2025.



Metro

July 2025 Construction Committee

Los Angeles County Metropolitan Transportation Authority



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)



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	

*Pending from time extension approval based on claim resolution.

State Route 71 (SR-71) South Segment

- Contract progress: 77% complete.
- Soil Nail Retaining Wall #131 is completed.
- Drainage System #16-1 reinforced concrete box is completed and backfilled.
- Southbound SR-71 Stage 3 lean concrete base is more than 50% paved.
- Soundwall #221A, along connector from westbound State Route 60 to northbound SR-71, concrete masonry unit blocks are being installed.
- Claim resolution is currently on-going to ensure substantial completion by October 31, 2025.



Stage 2 Median Paving Joined Plane Concrete Pavement.



Stage 2 Median Paving Joined Plane Concrete Pavement.

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					Contract progress: 33 % complete. Current Delay: The project is approximately 236 working days (1 calendar year) behind schedule. - This includes a 9-month schedule delay attributable to a late notification to Southern California Edison (SCE) by the contractor. - An additional 4-month delay stems from SCE's response time due to resource constraints related to the Eaton Fire. - Working on value engineering with Caltrans seeking approval on revised staging for concurrent bridge construction, potentially mitigating 9 months of delay. - Working on value engineering with Engineer of Record (EOR) to evaluate soil settlement periods at Grand Avenue, potentially mitigating 6 months of delay. Test piles have been driven, and data is currently being analyzed by the Construction Manager and the EOR.



Metro

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On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)



State Route (SR)-57/60 Interchange Improvements

BUDGET				
	Construction Funding Agreement	Approved Construction Funding Agreement	Previous Period (as of May 2025)	Current Forecast
	\$275.6M	\$275.6M	94M	\$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	July 2029	July 2029
	Variance from Original Working Days (WD):		236 WD	236 WD 

State Route 57/60 Interchange Improvements

- Construction Progress: 33% completed as of May 2025.
- Completed Golden Springs Drive Undercrossing Bridge Widening (northbound, State Route 57).
- Completed pile driving for Retaining Wall #254 (northbound, State Route 57 (SR-57) Grand Avenue Bridge) foundations and cast in drilled hole foundations for the eastbound State Route 60 Grand Avenue/ northbound (SR-57) Separation Bridge.
- Began foundation work for eastbound State Route 60 Bypass Bridge.
- Southern California Edison completed the Stage 2 utility relocations in April 2025.
- Continued retaining wall construction at various locations.
- Continued storm drain relocations at various locations.



Driven piles for northbound SR-57 Retaining Walls.



Golden Springs Drive Undercrossing Bridge Deck Placement.