



Metro

STATE ROUTE 71 (SR-71) NORTH PROJECT DESIGN FUNDING GAP

PLANNING & PROGRAMMING COMMITTEE
MAY 20, 2026

File Number 2026-0253



Staff Recommendation

CONSIDER:

- A. APPROVING the programming of \$5,750,000 in Measure M funds to support design activities for the SR-71 North Project.
- B. AUTHORIZING the Chief Executive Officer or designee to execute and/or amend all necessary programming documents and project agreements for the SR-71 North Project design activities.



SR-71 Project Overview

Total Project Length: 5.1 miles

Background: Split into 2 Phases in 2019. SR-71 South(Phase 1) and the SR-71North (Phase 2)

SR-71 North

- Extends HOV lane and one mixed flow lane under construction (SR-71 South)in each direction, north to the I-10 freeway, which has HOVs in place.
- Adds an intermittent auxiliary lane along the corridor between I-10 and the San Bernardino County line in the City of Pomona
- Reconstructs two narrow railroad overhead structures-(East Spadra & West Pomona).
- Replaces non-ADA compliant pedestrian overcrossing/bridge.
- Constructs retaining wall and soundwall.



SR-71 North Project Limits
I-10 to Mission Boulevard



SR-71 North Project Improvements



BEFORE
Grier Street Pedestrian Overcrossing



AFTER
NEW 9TH STREET POC RENDERING
(replaces the Grier Street POC)



BEFORE
Rail Bridge Construction



AFTER
Rail Bridge Reconstruction Rendering



SR-71 North Project Budget & Schedule

Attachment B

SR-71 Gap Closure Project Funding & Expenditure Plan

(\$ in millions)	Prior Budget (2024)	Proposed Change	Revised Budget	Prior Years	2026	2027	2028	2029	2030	2031
USE OF FUNDS / PHASES										
PAED (Both Segments)	4.05	-	4.05	4.05	-	-	-	-	-	-
PS&E (South - Includes Design and ROW)	26.45	-	26.45	22.21	3.00	1.24	-	-	-	-
Construction (South - Includes Support and Capital)	148.10	-	148.10	109.88	20.00	17.21	1.00	-	-	-
South Segment Subtotal	178.59	-	178.59	136.14	23.00	18.45	1.00	-	-	-
PS&E (North - Includes Design and ROW) ⁽¹⁾	50.40	5.75	56.15	27.91	16.80	10.04	1.40	-	-	-
Construction (North - Includes Support and Capital)	259.00	-	259.00	-	-	-	28.40	88.60	88.60	53.40
North Segment Subtotal	309.40	5.75	315.15	27.91	16.80	10.04	29.80	88.60	88.60	53.40
TOTAL USES	487.99	5.75	493.74	164.05	39.80	28.49	30.80	88.60	88.60	53.40
SOURCES OF FUNDS										
Federal Revenue										
Federal Repurpose Funds ⁽²⁾	58.05	-	58.05	41.21	9.80	7.04	-	-	-	-
Federal Revenue Subtotal	58.05	-	58.05	41.21	9.80	7.04	-	-	-	-
Local Revenue										
Measure M - Highway Construction (17%) (South) ⁽³⁾	105.07	-	105.07	78.50	14.14	11.47	0.97			
Measure M - Highway Construction (17%) (North) ⁽⁴⁾	189.00	5.75	194.75	0.15	10.00	4.16	20.73	61.20	53.60	44.90
Local Revenue Subtotal	294.07	5.75	299.82	78.65	24.14	15.63	21.70	61.20	53.60	44.90
State Revenue										
Traffic Congestion Relief Program Funds (TCRP)	11.26	-	11.26	11.26	-	-	-	-	-	-
SB1 - Trade Corridor Enhancement Program (TCEP)	123.03	-	123.03	31.34	5.86	5.83	9.10	27.40	35.00	8.50
Regional Improvement Program Funds (RIP)	1.59	-	1.59	1.59						
State Revenue Subtotal	135.87	-	135.87	44.19	5.86	5.83	9.10	27.40	35.00	8.50
TOTAL SOURCES	487.99	5.75	493.74	164.05	39.80	28.49	30.80	88.60	88.60	53.40

(1) The additional budget amount of \$5.75 million is for design expenses needed in FY27.

(2) Several federal grants were combined and repurposed for SR-71 in the 2016 Earmark repurpose fund.

(3) Measure M funding of \$248.557 million (2015\$) was allocated for the Project in the Measure M Expenditure Plan. The Board approved programming \$105,072,000 in Measure M funds for the South Segment Construction (Nov 2019)

(4) Measure M funding of \$143.485 million for the North Segment, inclusive of inflation adjustments from Contingency Funds

Target Schedule

Begin Construction:	July 2027
End Construction:	April 2030



Equity

SR-71 North borders an Equity Focused Community in Pomona, where residents have raised safety concerns that the proposed improvements aim to address, including operational deficiencies, reducing unsafe conditions, and improving mobility in response to community input.

The corridor has higher-than-average collision and fatality rates, largely attributed to at-grade intersections and congestion-related incidents, supporting plans to upgrade the SR-71 corridor to a freeway, while public feedback has also emphasized priorities such as beautification, pollution, funding, scheduling, traffic impacts, soundproofing, access, property considerations, and construction management.

Next Steps

Upon approval of these recommendations, Caltrans will be notified of the Board's decision. Staff will work with Caltrans on updating the SR-71 North programming documents and agreements.

Caltrans will continue to provide quarterly updates to the Metro Measure M Independent Taxpayers Oversight and Construction Committees on the SR-71 North and South projects.

