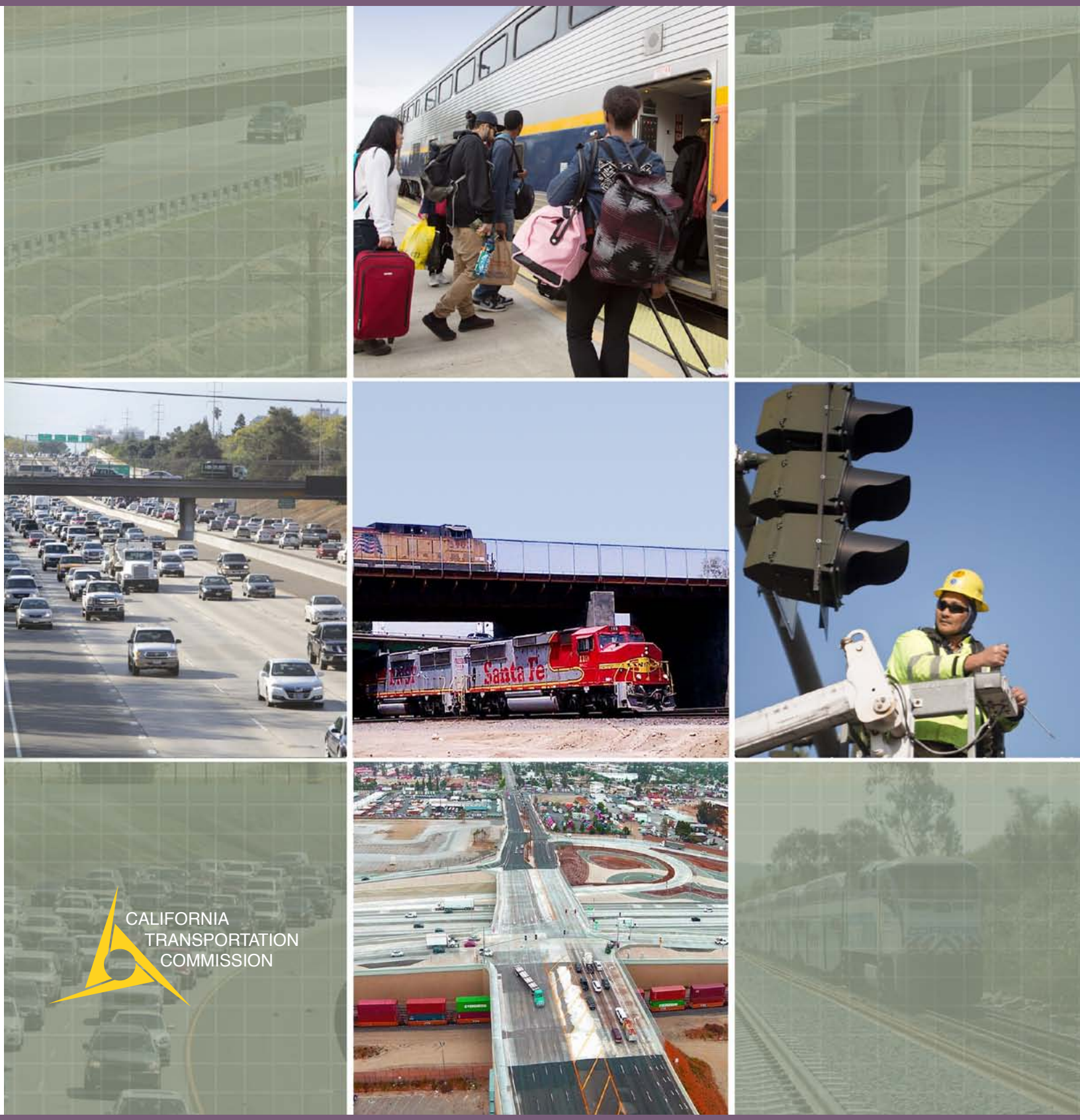
PROPOSITION 1B

PROMISES MADE, PROMISES KEPT

Presented to the Commission on 8/27/2015



CALIFORNIA TRANSPORTATION COMMISSION

A REVIEW OF THE MANAGEMENT AND OUTCOMES OF THE HIGHWAY SAFETY, TRAFFIC REDUCTION, AIR QUALITY, AND PORT SECURITY BOND ACT OF 2006

Proposition 1B
Promises Made, Promises Kept

The results of Proposition 1B--a transportation funding package approved by the voters in 2006--demonstrate that promises made to California voters for significant traffic and other transportation improvements were kept through good management, carefully established accountability measures and transparent reporting of bond funds spent.

In placing Proposition 1B on the ballot, the Legislature outlined broad performance expectations and accountability measures to ensure bond dollars were used effectively. In addition, a gubernatorial executive order following passage of Proposition 1B also called for accountability and transparency so the public could readily access information on how the state and its partners expended the bond proceeds. The California Transportation Commission's oversight and reporting processes, and the outstanding project delivery record of Caltrans, local agencies and other partners, ensured that California taxpayers received a good return on a $12 billion investment in the state's transportation network resulting in major system improvements and jobs.

Among the Key Results and Conclusions:

- The Commission's management of Proposition 1B funds delivered on the promises made to voters for on-time, on-budget transportation improvements throughout the state within 10 years.
- State, regional and local transportation agencies were held accountable and were transparent with taxpayer dollars while successfully constructing transportation improvements.
- 98 cents of every dollar went to projects; only 2 cents to project administration.
- More than $12 billion from Proposition 1B leveraged (i.e., enhanced) an additional $25 billion in federal, local and private money.
- Recipients of Proposition 1B bond dollars were held to project scope, cost and schedule commitments. Baseline agreements between implementing agencies and the Commission were required as a condition of receiving funds for projects.
- The Commission and recipient agencies worked collaboratively to ensure adherence to project commitments, including effective corrective actions in the event of project issues.
- The expenditure of Proposition 1B bond funds came at a critical time, creating more than 650,000 jobs statewide at a time when jobs were most needed during the 2008-12 Great Recession—the nation's worst economic downturn in 80 years.
- During this time, the state benefited from a strong competitive bidding environment resulting in $2 billion in project cost savings. These savings were rapidly reinvested in additional capital work, increasing the return on investment to taxpayers, by getting more "bang for the buck" and more projects than originally planned.
- To maintain transparency, a user-friendly website and other reporting tools were utilized so that taxpayers and stakeholders were kept informed of the program's progress. The public was able to access specific information and status at any point during each project's design and construction timeline.

While the public benefits of Proposition 1B and the improvements to the state's transportation system were considerable, this program represented a one-time infusion of funding. California needs continuing, sustainable funding for transportation improvements in order to maintain a robust economy and a decent quality of life. In order to continue applying the successful management components of the Proposition 1B program, additional funding for future transportation improvements should require similar accountability and transparency provisions that propelled this program to a successful outcome.

As the California Legislature considers new funding options for transportation, state and local agencies must be prepared to commit once again to effectively manage and spend taxpayer dollars on transportation improvements. The management of Proposition 1B funds provides a strong track record of past success that demonstrates a clear path for future investment.

BENEFITS OF PROPOSITION 1B INCLUDE, BUT ARE NOT LIMITED TO:

- **State highway and local road improvements projected to save California drivers more than 530,000 hours of daily travel time--a full eight-hour work day for 66,250 commuters.**
- **87 projects improving freight movement in the Los Angeles/Inland Empire, San Diego and Northern California regions.**
- **More than 112 miles of increased highway capacity and other improvements to State Route 99 in the San Joaquin Valley and Sacramento Valley.**
- **260 local improvement projects constructed throughout the state and funded through a state-local partnership program.**
- **17 passenger rail projects to upgrade equipment and improve on-time performance.**
- **37 projects separating railroad crossings from roads (grade separation) through a highway railroad crossing safety program.**
- **81 traffic light synchronization and other technology-based improvement projects to enhance mobility and safety on local streets and roads.**
- **318 local bridges received earthquake safety improvements (seismic retrofit), with another 65 bridges currently being designed and slated for construction.**

For a project listing, see Appendix

A REVIEW OF THE MANAGEMENT AND OUTCOMES OF THE HIGHWAY SAFETY, TRAFFIC REDUCTION, AIR QUALITY, AND PORT SECURITY BOND ACT OF 2006

INTRODUCTION

In November 2006, voters approved Proposition 1B by 61.4 percent. California clearly signaled that they wanted traffic and transportation improvements. They also understood that to get these improvements, a significant investment in the state's transportation system would be needed. There is much more to do to further improve California's roads, highways, bridges, transit and rail systems. However hundreds of projects that would not have been possible without Proposition 1B funding were completed on time and on budget, meeting the commitment to voters who approved this initiative. The projects resulting from Proposition 1B have had a major impact on improving safety, mobility, sustainability, and quality of life in all regions of the state. This influx of funding also spurred significant economic activity precisely when the state needed it most – during the worst recession in 80 years.

SR 50 - Sacramento County

"The projects made possible through Proposition 1B funding reduced traffic congestion, improved air quality, made travel safer and helped grow California's economy."

Lucy Dunn, *Chair of the California Transportation Commission*

BACKGROUND

At the time of the November 2006 election, California ranked third nationally for the most deteriorated streets, roads and highways. Three out of 10 state overpasses and bridges were structurally deficient or functionally obsolete, 479 local bridges were in need of seismic retrofit, and half of the state's urban freeways were regularly congested. Transit and rail systems across the state were in similarly poor condition.

"The Proposition 1B program was designed to deliver vital transportation benefits throughout California over the course of a decade. That is exactly what it did. Caltrans, the CTC and their local partners worked together to deliver the program's promise to Californians."

Brian Kelly, *Secretary of the California State Transportation Agency*

Recognizing the need for increased investment in the state's transportation infrastructure, the Legislature placed Proposition 1B on the ballot that year, and 61.4 percent of the electorate voted to approve the measure. The Proposition authorized the state to issue $19.925 billion in general obligation bonds for specific programs to relieve congestion, facilitate goods movement, improve air quality, and increase the safety of the state's transportation system. The Commission was assigned responsibility for programming and allocating $12.025[1] billion of the $19.925 billion through 10 programs (see chart on page 3).

PROJECT SELECTION AND PROGRAM ADMINISTRATION

Proposition 1B provided the Commission with discretion in selecting projects for most programs falling under its purview. For these programs, the Commission employed a competitive performance-based process to select projects for funding. The Commission evaluated each nominated project against specific project screening and evaluation criteria. Projects determined to offer the greatest overall benefit to Californians were selected. The Commission made all funding and project decisions in public, providing for stakeholder input and increased transparency.

The Commission successfully administered Proposition 1B funds under its purview through agreements with sponsor agencies (including Caltrans, regional and local agencies and port authorities) that outlined specific project benefits, costs, funding principles, delivery schedules and reporting processes. The agreements required sponsor agencies to report quarterly to the Commission on project delivery progress including adherence to approved budgets. Modifications to the agreement scope, cost, schedule and benefits required advance Commission approval. Quarterly reports were posted on a Bond Accountability website at http://www.bondaccountability.dot.ca.gov/bondacc/.

The Commission ensured through these agreements and reporting processes that California taxpayers were getting a good return on their significant investment in the state's transportation system.

"Proposition 1B created the opportunity for important investments in transportation infrastructure at a critical time for our state. The successful delivery of that program by the CTC, Caltrans and our partners ensured that significant improvements to safety and mobility for people and goods in California would be realized. Efficient and timely delivery of the program is what was expected and achieved."

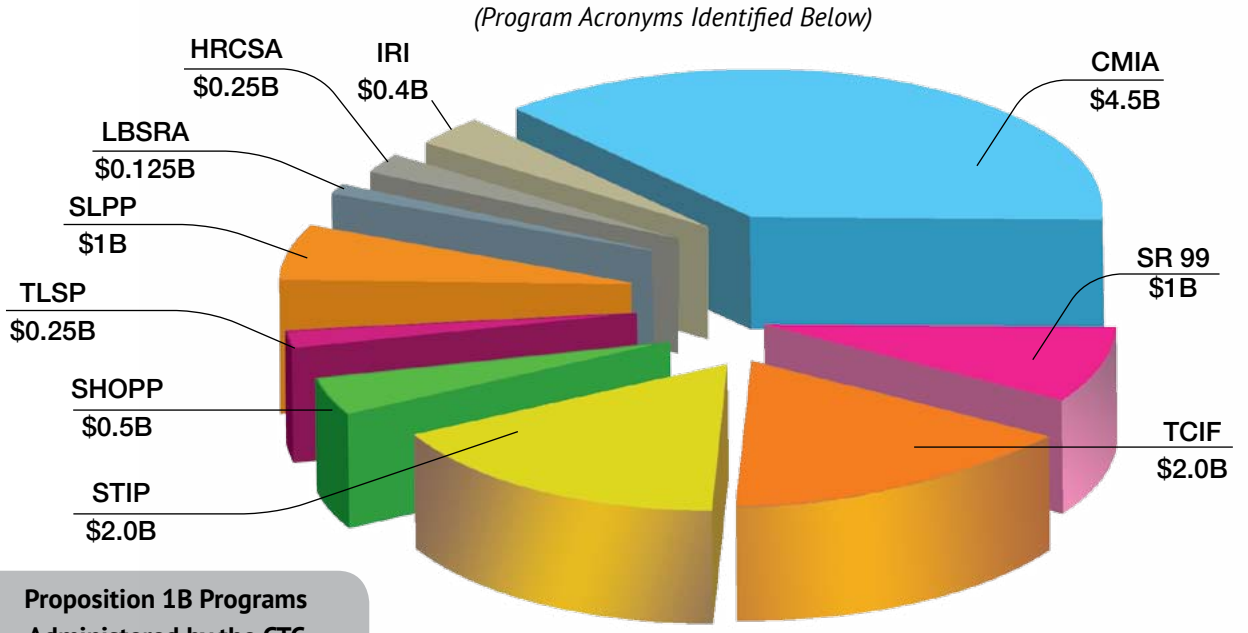
Malcolm Dougherty, *Director of the California Department of Transportation*

[1] Includes $400 million in Intercity Rail Funds which is a component of the Public Transportation Modernization, Improvement, and Service Enhancement Account. The remainder of these funds were administered by Caltrans and were made available to transit operators on a formula basis.

Proposition 1B Funding Administered by CTC

$12.025 billion

(Program Acronyms Identified Below)



Proposition 1B Programs Administered by the CTC

- **Corridor Mobility Improvement Account (CMIA)**
  Program to relieve congestion, enhance operation and improve travel times in high-congested travel corridors
- **Trade Corridors Improvement Fund (TCIF)**
  Program to improve freight movement along trade corridors while reducing diesel particulate and other pollutant emissions
- **State Transportation Improvement Program (STIP) Augmentation**
  Program to augment the STIP for improvements on state highways, intercity rail, and other regional highway and transit systems
- **State Route 99 (SR 99) Corridor Account**
  Program to make safety, operational enhancements, rehabilitation or capacity improvements along the State Route 99 corridor
- **State-Local Partnership Program (SLPP)**
  Program to fund local roads, grade separations, transit, and highway projects
- **State Highway Operation and Protection Program (SHOPP) Augmentation**
  Program to augment funding for state highway rehabilitation and operational improvements
- **Intercity Rail Improvement Program (IRI)**
  Program to improve passenger rail safety, upgrade equipment and amenities, improve travel time and on time performance, and increase operating efficiency and schedule reliability
- **Highway-Railroad Crossing Safety Account (HRCSA)**
  Program to construct high-priority grade separations and make safety improvements to railroad crossings
- **Traffic Light Synchronization Program (TLSP)**
  Program to implement technology-based improvements to improve safety, operations and the effective capacity of local streets and roads
- **Local Bridge Seismic Retrofit Account (LBSRA)**
  Program to provide the match required to secure federal funding for highway bridge replacement and repairs

"Proposition 1B was the biggest General Obligation bond ever passed by the Legislature. There was a constant concern whether the projects in the legislation would really get built. The California Transportation Commission made sure they did. Its oversight and scrutiny validated the confidence of the legislature and trust of the voters. There is no greater compliment, nor a better reference for next time."

Don Perata, *Former Senate President Pro Tempore, Author of Proposition 1B*

SUCCESSFUL PROJECT DELIVERY

Innovative project delivery by Caltrans and others contributed to the successful management and outcomes of the program. Several projects were delivered using innovative procurement methods, such as combining project design and construction phases. Aggressive management provided detailed project status reporting, comparing approved and current schedules and costs, and requiring action plans to mitigate known schedule or cost risks. Programs were successfully managed and delivered in their entirety by required deadlines. One year before program deadlines, Caltrans prepared a project risk status report outlining project needs critical to be ready for construction. The risk report listed outstanding right of way requirements, design problems and other project issues which were reported on a monthly basis, allowing managers to track and follow up on necessary approvals. The project risk status reports were discussed monthly with Caltrans, Commission staff and project sponsors to ensure progress was being made on completion of project requirements.

US 101 - Monterey County

Trolley Station - San Diego County

BENEFITS TO ALL CALIFORNIANS FROM PROJECT INVESTMENTS

Benefits to Californians resulting from the investment of Proposition 1B in the state's transportation infrastructure are significant. Proposition 1B reduced congestion, improved air quality, increased safety, and accelerated economic growth.

In less than ten years, the Commission has effectively administered, and partner agencies have efficiently utilized, bond proceeds to leverage additional dollars and deliver even more projects. As of June 2015, the Commission has allocated more than $11.4 billion of the funding under its purview, generating nearly $25 billion of additional capital investment, and creating more than 650,000 jobs statewide.

"How the CTC, Caltrans and local transportation agencies put Proposition 1B funds to work building critically needed transportation infrastructure is a resounding success story that needs to be told. The bond measure approved by the voters in 2006 not only authorized these funds, it gave the CTC authority to identify the projects this money would be used for and hold state and local agencies accountable for their completion on time and within budget. The result was a program that took $12 billion and leveraged it to build $37 billion in projects that improved safety, reduced congestion, increased goods movement and improved air quality -- and it put thousands of people to work during a crippling economic recession. That is the very definition of a job well done."

Jim Earp, *Executive Consultant of California Alliance for Jobs*

98 CENTS OF EVERY DOLLAR WENT TO PROJECTS

While Proposition 1B allowed up to 3 percent of all funding to be available for administering the Proposition 1B program, Caltrans estimates that the state will spend less than 2 percent. The low administrative costs combined with lower-than-expected project costs saved approximately $2 billion.

"Proposition 1B's substantial investment in the local street and road system was successful in a number of ways. Not only did it provide a surge of much needed new revenue, it provided additional transparency and accountability to Californians by making available publicly adopted project lists to be funded with bond proceeds as well as year-end reporting to ensure funds were spent on the projects they were intended to support."

***Kiana Buss**, Legislative Representative, California State Association of Counties*

REINVESTMENT OF SAVINGS

Due to sound fiscal management and a low bid environment, the Commission was able to reinvest approximately $2 billion in project cost savings, enabling the delivery of additional transportation projects across California.

CONCLUSION

Through responsible performance agreements, conservative administration, and targeted investment, the Commission and its partners have managed the Proposition 1B bond funds effectively and efficiently. The Proposition 1B program has proven that taxpayer investments can be well-managed by governmental agencies and that the state can deliver on its promises.

SR 57 High Occupancy Vehicle Lanes - Orange County

Proposition 1B Programs Administered by Other Agencies

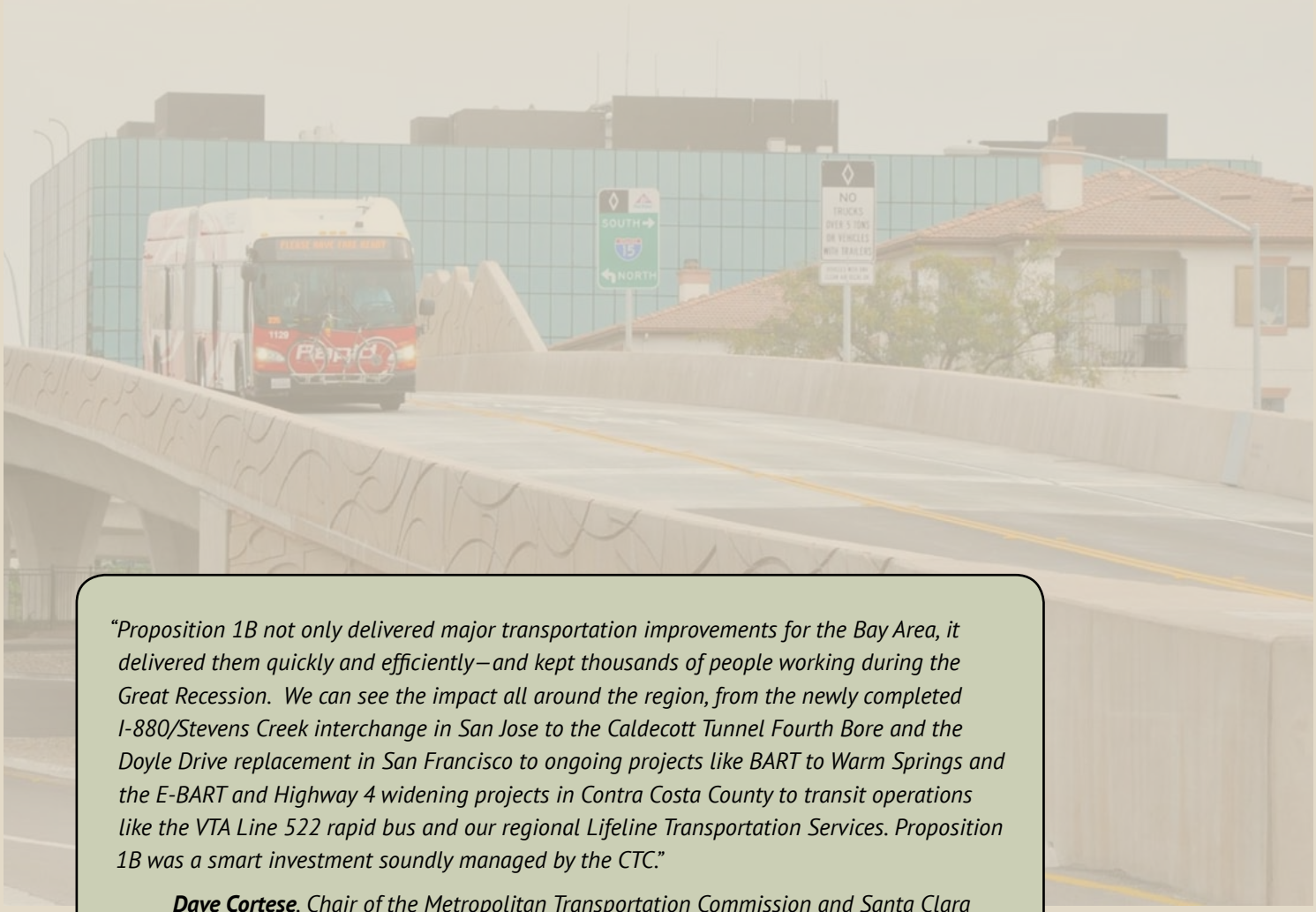
Other state agencies (shown in parentheses) were assigned responsibility for administering the remaining $7.9 billion in bond proceeds. These programs include:

- $3.6 billion - Public Transportation Modernization, Improvement, and Service Enhancement Account (Caltrans) – Formula distribution to local transit operators and regional entities for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, or bus rapid transit improvements
- $2 billion - Local Street and Road, Congestion Relief, and Traffic Safety Account (State Controller) – Formula distribution to cities and counties for improvements of local transportation facilities
- $1 billion - Goods Movement Emissions Reduction Program (California Air Resources Board) – For emission reduction programs related to the movement of freight
- $1 billion - Transit System Safety, Security & Disaster Response Account (Governor's Office of Emergency Services) – For projects that provide increased protection against a security and safety threat and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems
- $200 million - School Bus Retrofit and Replacement Account (Air Resources Board) – For projects to retrofit school busses
- $100 million - Port, Harbor, and Ferry Terminal Security Account (Governor's Office of Emergency Services) – For security improvements on ports, harbors, and ferry terminals

"Proposition 1B was highly successful because expectations were clear. State and local governments early-on adopted budget and schedule commitments which served as our measure of success. Those commitments clearly motivated all involved to get these projects delivered for the public. Promises made-promises kept."

***Anne Mayer**, Executive Director of the Riverside County Transportation Commission*

PROPOSITION 1B PROGRAMS ADMINISTERED BY THE CALIFORNIA TRANSPORTATION COMMISSION



"Proposition 1B not only delivered major transportation improvements for the Bay Area, it delivered them quickly and efficiently—and kept thousands of people working during the Great Recession. We can see the impact all around the region, from the newly completed I-880/Stevens Creek interchange in San Jose to the Caldecott Tunnel Fourth Bore and the Doyle Drive replacement in San Francisco to ongoing projects like BART to Warm Springs and the E-BART and Highway 4 widening projects in Contra Costa County to transit operations like the VTA Line 522 rapid bus and our regional Lifeline Transportation Services. Proposition 1B was a smart investment soundly managed by the CTC."

***Dave Cortese**, Chair of the Metropolitan Transportation Commission and Santa Clara County Supervisor*

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT (CMIA) PROGRAM, $4.5 BILLION

The Commission allocated CMIA funds to projects on the state highway and local road systems to relieve congestion by expanding capacity, enhancing operations, or otherwise improving travel times within high-congested travel corridors. Once fully completed, these competitively awarded projects are projected to save California travelers over 530,000 hours of daily travel time (or a full eight-hour work day for 66,250 workers).

The $4.48 billion in CMIA funds allocated by the Commission has leveraged approximately $7.9 billion in other federal, state, local and private funds, generating a total investment of $12.3 billion in new or improved transportation infrastructure, including:

- **307 miles of new high occupancy vehicle lanes**
- **292 miles of new mixed-flow lanes and auxiliary lanes**
- **24 new or reconstructed freeway interchanges**
- **The fourth bore of the Caldecott Tunnel in the Bay Area**
- **Replacement of the Gerald Desmond Bridge connecting the Ports of Los Angeles and Long Beach**
- **Traffic detection equipment and other system-management technologies**
- **System-wide ramp metering and other operational improvements**

I-405 High Occupancy Vehicle Lanes - Los Angeles County

CMIA-funded projects were delivered across the state, including:

SAN DIEGO COUNTY

- Addition of high occupancy vehicle lanes on 8 miles of I-805 in San Diego
- Addition of high occupancy vehicle lanes on 5 miles of I-805 north of San Diego
- Addition of high occupancy vehicle lanes on 3 miles of I-5 through Solana Beach
- Addition of high occupancy vehicle lanes on 9 miles of I-15 north of San Diego
- Improvements to the I-15 interchange at SR 76 near Fallbrook
- Addition of a direct access ramp from I-15 to Scripps Ranch at Mira Mesa Boulevard

ORANGE COUNTY

- Addition of high occupancy vehicle lane connectors at the SR 22/I-405/I-605 interchange in Seal Beach
- Addition of a lane for 11 miles on northbound SR 57 from I-5 to Lambert Road in Brea
- Addition of a lane in each direction on 6.5 miles of SR 91 between SR 55 and SR 241
- Reconstruction of the I-5 interchange at SR 74 in San Juan Capistrano
- Widen ramp deceleration lane on I-405
- Reconstruction of the I-5 interchange at SR 74 in San Juan Capistrano

LOS ANGELES COUNTY

- Addition of high occupancy vehicle and mixed flow lanes on I-5
- Replacement of the Gerald Desmond Bridge at the I-710 access to Terminal Island in Long Beach
- Addition of a northbound high occupancy vehicle lane for 10 miles on I-405
- Addition of high occupancy vehicle lanes in both directions on 10 miles of I-5

INLAND EMPIRE AREA

- Addition of 18 miles of high occupancy vehicle lanes in both directions on SR 91 and I-215
- Addition of 21 miles of mixed flow lanes in each direction on I-215
- Addition of 4 miles of mixed flow lanes on westbound I-10 between Yucaipa and Redlands
- Widening of ramps and the addition of auxiliary lanes at 3 interchanges on I-10
- Improvements at the I-10 Tippecanoe Road interchange in San Bernardino
- Three new interchanges on I-15 in Fontana, Hesperia, and Victorville
- Construction of one lane in each direction on I-15 and reconfigure interchange

CENTRAL COAST AREA

- Conversion of 15 miles of SR 46 from 2-lane to 4-lane expressway in San Luis Obispo County
- Addition of 6 miles of high occupancy vehicle lanes in each direction on US 101 in Santa Barbara County
- Construction of a new interchange on US 101 at Union Valley Parkway in Santa Maria
- Addition of one lane in each direction on the Santa Maria River Bridge
- Construction of a new interchange on US 101 just south of the Monterey-San Benito County Line
- Construction of a new interchange on SR 1 at Salinas Road in Monterey County, extending the existing 4-lane freeway southward and converting about 1 mile of conventional 2-lane road to 2-lane expressway with access control and frontage roads
- Addition of auxiliary lanes in each direction on SR 1 in Santa Cruz

SAN JOAQUIN VALLEY AND ADJACENT MOUNTAIN AREAS

- Conversion of 13 miles of SR 46 from 2-lane to 4-lane expressway in Kern County
- Reconstruction of the SR 198 interchange at Plaza Drive in Visalia, including the addition of auxiliary lanes on SR 198 and the widening of Plaza Drive
- Conversion of 10 miles of SR 198 to 4-lane expressway in Kern County
- Conversion of about 5 miles of SR 219 to 4-lane expressway in Stanislaus County
- Construction of 1.5 miles of 2-lane expressway on SR 108 near Sonora
- Construction of the 2-mile SR 4 Angels Camp Bypass
- Addition of 8 miles of high occupancy vehicle lanes in both directions on I-5 in Stockton
- Addition of auxiliary lanes on I-205 near Tracy

SR 46 Corridor Improvements - San Luis Obispo County

SR 91 High Occupancy Vehicle lanes - Riverside County

SAN FRANCISCO BAY AREA

- Addition of a 2-lane fourth bore of the Caldecott Tunnel between Oakland and Orinda
- Widening of 5 miles from 4 to 6 and 8 lanes on SR 4 in Antioch
- Addition of high occupancy vehicle lanes in both directions on 12 miles of I-580
- First stage of widening and converting expressway to freeway in the Marin-Sonoma Narrows, including 3 miles of new high occupancy vehicle lanes in both directions in Novato
- Addition of high occupancy vehicle lanes in both directions on 17 miles of US 101 north of Santa Rosa
- Addition of a new interchange on I-580 with SR 84 in Livermore and the widening of 4 miles of Isabel Road from 2 to 4 and 6 lanes
- Widening of 5 miles of SR 12 through Jameson Canyon in Napa and Solano Counties
- Converting SR 12 to 4-lane expressway between SR 29 in Napa County and I-80 in Fairfield
- Extension of the I-880 southbound high occupancy vehicle lane by 3 miles in Alameda County
- Addition of high occupancy vehicle lanes in both directions on 9 miles of I-80 through Fairfield
- Addition of auxiliary lanes and through lanes on 7 miles of US 101 in Marin and Sonoma Counties
- Addition of high occupancy vehicle lanes on 4 miles of I-880 in Alameda County
- Construction of various improvements for 4 miles of US 101 south of I-280 in San Jose
- Reconstruction of the I-880 Stevens Creek Boulevard interchange in San Jose
- Improvement of the connector between I-580 and northbound US 101 in San Rafael
- Installation of ramp metering and other operational improvements along I-80 in Alameda and Contra Costa counties and in various other locations in Alameda, Santa Clara, and Solano counties

Caldecott Tunnel- Alameda County

SACRAMENTO AREA

- Construction of the SR 65 Lincoln Bypass, 12 miles of new 4-lane expressway and freeway
- Addition of 10 miles of high occupancy vehicle lanes in both directions on I-80 in Sacramento
- Addition of 5 miles of high occupancy vehicle lanes in both directions on I-80 in Placer County
- Addition of 7 miles of high occupancy vehicle lanes in both directions on SR 50 in Sacramento County
- Addition of 3 miles of high occupancy vehicle lanes in both directions on SR 50 in El Dorado Hills
- Reconstruction of the SR 50 Watt Avenue interchange and the widening of Watt Avenue in Sacramento
- Addition of a new westbound on-ramp to SR 50 in Placerville
- Construction of 2 miles of 4-lane roadway on White Rock Road in Sacramento

NORTH STATE AREA

- Widening of 1.4 miles of SR 49 south of Grass Valley from 2 to 4 lanes with continuous median
- Widening of 1 mile of SR 32 in Chico from 2 to 4 lanes with median and shoulders
- Addition of a lane in each direction for 7 miles on I-5 in and south of Redding
- Addition of a northbound off-ramp on I-5 at Deschutes Road in Anderson
- Addition of 3 miles of truck climbing lanes in each direction on I-5 south of Redding

Stevens Creek I-280/I-880 - Santa Clara County

TRADE CORRIDORS IMPROVEMENT FUND (TCIF) PROGRAM, $2.5 BILLION

The TCIF program was designed for infrastructure improvements along federally designated "Trade Corridors of National Significance" in California or along other corridors within California that have a high volume of freight movement. Statute mandated that the Commission allocate funds to:

1. Address the most urgent needs
2. Balance the demands of various ports
3. Provide reasonable geographic balance between regions
4. Emphasize projects that increase mobility while reducing emissions

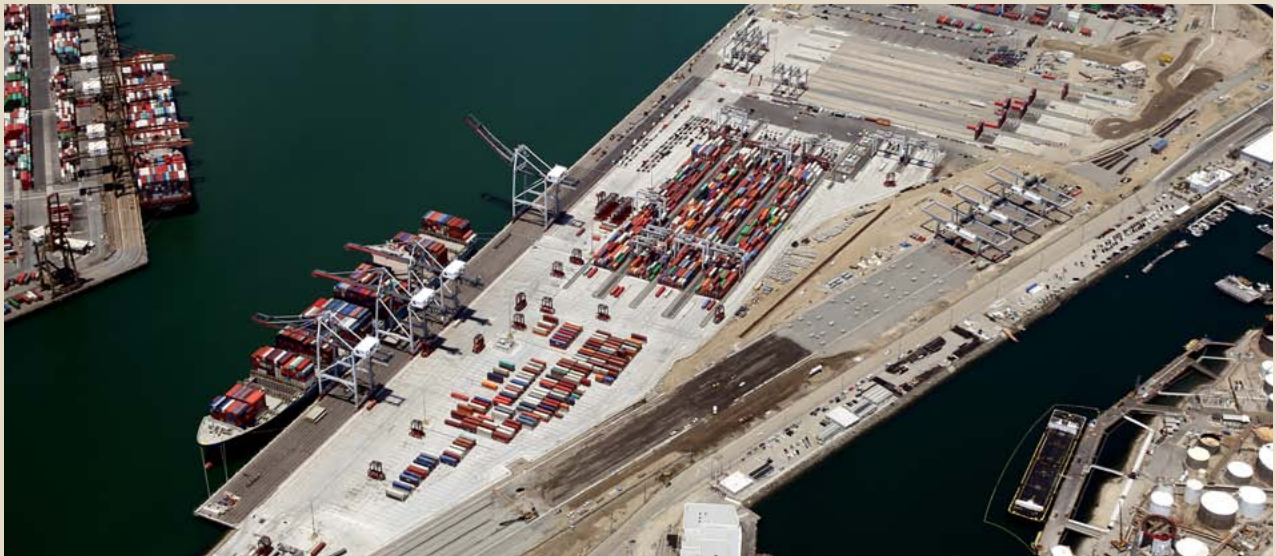
A specific mandate was that each project, except for border access improvements, provide supplemental funding at least equal to the TCIF funding. Recognizing the critical freight needs in California, the Commission programmed and allocated an additional $500 million from the State Highway Account for the TCIF program.

As of June 2015, the Commission has allocated nearly $2.4 billion to over 80 projects, leveraging an additional $4.7 billion in other funds. These projects include:

LOS ANGELES/INLAND EMPIRE CORRIDOR

- Replacement of the Gerald Desmond Bridge in Long Beach
- Construction of the Cargo Transportation Improvement Emission Reduction Program in the Port of Los Angeles
- Construction of the rail system, and track realignment at Ocean Boulevard in the Port of Long Beach
- Construction of the Alameda Corridor West Terminus Intermodal Rail Yard in the Port of Los Angeles
- Widening of ramp connectors from SR 47 to the northbound I-110 and the improvement of C Street access ramps to I-110 in Wilmington in Los Angeles County
- Widening and reconstruction of Washington Boulevard in the City of Commerce
- Construction of siding improvements on the Antelope Valley Rail Line in north Los Angeles County
- Construction of auxiliary lanes on westbound SR 91 in Orange County
- Reconstruction of the I-215 interchange at Van Buren Boulevard in Riverside County
- Construction of the Colton Crossing grade separation in San Bernardino County
- Reconstruction of 3 interchanges on I-10 in San Bernardino County
- Reconstruction of US 101 interchanges in Ventura County
- Construction of 32 highway-rail grade separations, including 9 in Los Angeles County, 7 in Orange County, 11 in Riverside County, and 5 in San Bernardino County
- Widening of Hueneme Road from 2 to 4 lanes in the Port of Hueneme

Cargo Transportation Improvement Emission Reduction Program - Port of Los Angeles

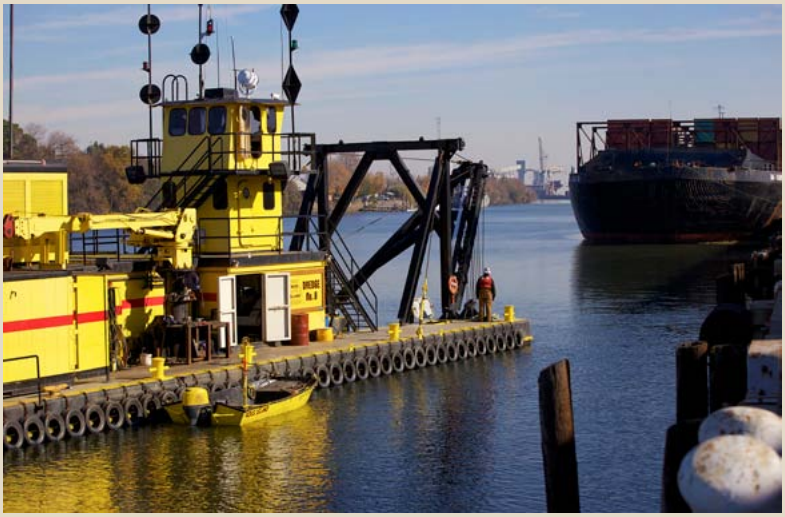


SAN DIEGO/INTERNATIONAL BORDER CORRIDOR

- Construction of a new Otay Mesa East Port of Entry and connection between SR 125 and SR 905 on SR 11 in San Diego County
- Construction of 6 miles of freeway on SR 905
- Addition of 14.5 miles of track on the Southline Rail Line to San Ysidro and expansion of the rail yard in San Diego County
- Addition of 1.2 miles of second main track on the LOSSAN mainline from Sorrento to Miramar and a 1.1-mile double track realignment in Sorrento Valley
- Construction of 3 highway-rail grade separations and other improvements in San Diego and National City

OTHER CORRIDORS

- Dredging of the 65-mile Stockton Ship Channel to San Francisco Bay in the City of Stockton
- Completion of the Brawley Bypass on SR 78 and SR 111 in Imperial County
- Construction of the Pioneer Bluff Bridge in Yolo County



Dredging Project - Port of Stockton

I-80/I-680/SR 12 Connector - Solano County

NORTHERN CALIFORNIA CORRIDOR

- Construction of rail improvements at the Outer Harbor Intermodal Terminal in Oakland
- Reconstruction of ramps on I-880 at 29th and 23rd Avenues in Oakland
- Addition of a 3 mile truck climbing lane on eastbound I-580 from Livermore toward Altamont Pass
- Relocation and expansion of the truck scales at Cordelia on eastbound I-80
- Improvement of the I-80/I-680/SR 12 connector in Solano County
- Reconstruction of 3 highway-rail grade separations, including 2 in Richmond and one in Fairfield
- Relocation of 0.6 miles of the Union Pacific Railroad Mainline in Sacramento
- Construction of a new interchange on SR 70 at Feather River Road in Yuba County
- Extension of the SR 4 freeway from SR 99 to the Port of Stockton
- Construction of an extension to Sperry Road in Stockton, connecting the Stockton Airport and nearby distribution centers with I-5
- Addition of 2.8 miles of track to increase rail capacity in the Tehachapi rail corridor in Kern County
- Installation of ramp metering and other freeway performance initiatives on SR 99 and US 101 in San Joaquin and Solano Counties
- Improvement of the Sanborn Road and US 101 interchange in Monterey County

Descriptions may include more than one project.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AUGMENTATION, $2.0 BILLION

Proposition 1B authorized $2 billion in bond proceeds to augment funding in the STIP. The STIP is the biennial five-year program of projects adopted by the Commission for improvements to state highways, intercity rail, and regional highway and transit systems.

Through this augmentation, the Commission convened a special STIP development cycle for the 2006 STIP in advance of the development of the 2008 STIP. The Commission's primary intent for augmenting the 2006 STIP was to advance the programming of funds for STIP projects so the projects were delivered prior to the adoption of the 2008 STIP, freeing up capacity to program additional projects. Thus, the Commission was able to provide an early opportunity for the regions to program new STIP projects with the added capacity created by the bond funds. Projects were tracked as part of the normal STIP process.

As of June 2015, the Commission has allocated Proposition 1B bond funds totaling approximately $1.9 billion to more than 85 STIP projects across the state, including:

SR 101 Widening - Sonoma County

SAN FRANCISCO BAY/CENTRAL VALLEY

- Alameda County - Construct the Fourth Bore on the Caldecott Tunnel
- Alameda County – On SR 580 from Hacienda to Greenville – Construct eastbound high occupancy vehicle lane auxiliary lanes, rehabilitate pavement and build a soundwall
- Contra Costa County – On I-80 - Integrated Corridor Mobility Project
- Marin County – On US 101 – Widen 8 miles of freeway to 6 lanes
- Napa County – Near Fairfield on SR 12 – Construct 2-lanes and add a median barrier
- San Mateo County – Between US 101 and SR 82 – Construct traffic signal improvements
- San Mateo County - Widen US 101 and add auxiliary lanes - Embarcadero Road to Marsh Road
- San Mateo County - Widen US 101 and add auxiliary lanes - Embarcadero Road to University Avenue
- Santa Clara County - SR-680 southbound high-occupancy toll lane integrator
- Santa Clara County - Sunol Grade high occupancy vehicle Corridor - southbound
- Santa Clara County - Sunol Grade southbound high occupancy vehicle lane
- Solano County – Near Fairfield – Construct 2 lanes, add a median barrier and a median opening Sonoma County - US 101 Marin-Sonoma Narrows (MSN) Project Segment A (modified)
- Sonoma County - Central Phase A – US 101 high occupancy vehicle lanes widen from 4 to 6 lanes from Railroad Avenue to Rohnert Park
- Sonoma County - US 101 high occupancy vehicle lanes – widen from 4 to 6 lanes from Wilfred to Santa Rosa Avenue
- Sonoma County - US 101 high occupancy lanes – Widen from 4 to 6 lanes from Wilfred to Santa Rosa Avenue

I-80 Integrated Corridor - Alameda County

NORTH STATE AREA

- Butte County – In Chico on SR 99 Chico Auxiliary Lanes - Construct northbound and southbound auxiliary lanes with corresponding ramp improvements, and widen East 1st Avenue
- Butte County – Near Oroville on SR 70 - Widen to 4 lanes and construct signals
- Butte County – Near Gridley on SR 70 - Construct passing lanes
- Humboldt County – Near Alton on SR 101/SR 36 interchange - Construct interchange and frontage roads
- Lake County – In the City of Clearlake on SR 53 and Olympic Drive - Roadway pavement rehabilitation, curb, gutter, sidewalk and pedestrian ramps additions, and pavement strip
- Mendocino County – Near Ukiah on North State Street – Widen and install continuous left turn lane and bicycle lanes
- Mendocino County – Near Fort Brag on Simpson Lane and SR 1 –Make intersection improvements
- Mendocino County – Near Willits - Construct 2-lane highway on new alignment
- Shasta County – Near Cottonwood on I-5 - Add northbound and southbound truck climbing lanes
- Shasta County – In Redding on I-5 - Replace bridge, construct overcrossing and auxiliary lanes, and widen undercrossing
- Siskiyou County – Near Weed and Mount Shasta on North Old Stage Road - Pavement overlay
- Tehama County – In Los Molinos - Install sidewalks, curbs, gutters, street lighting, drainage and thin blanket overlay
- Tehama County – Near Corning - Reconstruct interchange to improve capacity and operations on South Avenue

SACRAMENTO AND CENTRAL VALLEY

- El Dorado County – In Placerville on SR 50 - Construct interchange improvements
- Fresno County – Near Fresno - Construct 6-lane and 4-lane freeway
- Inyo County – Near Independence - Widen to a 4-lane expressway
- Kern County – Near Wasco on SR 46 - Convert to a 4-lane expressway
- Kern County – In Bakersfield on SR 58 - Construct new 4-lane and 6-lane expressway on Westside Parkway
- King County – In Lemoore on SR 198 - Construct 19th Avenue interchange
- Madera County – In Madera - Reconstruct interchange at Avenue 12
- Madera County – In Madera on SR 145 - Improve approaches to interchange and bridge over SR 99
- Mariposa County – Near Petaluma on US 101 - Widen 8 miles of freeway to 6 lanes
- Mariposa County – Near Mariposa on Darrah Road - Rehabilitate roadway, minor realignment and shoulder work
- Merced County – Near Atwater on SR 99 - Convert to a 6-lane freeway and construct interchange
- Mono County – Near Toms Place on Owen Gorge Road - Rehabilitate and overlay road
- Nevada County – Near Grass Valley on SR 49 – Widen La Barr Meadows to 4-lane highway with continuous median lane
- Placer County – Near Lincoln on SR 65 - Construct new 4-lane expressway/freeway on new alignment
- Sacramento County – On SR 99 and Sheldon Road - Reconstruct interchange and construct park and ride lot
- San Benito County – In Hollister on SR 25 - Construct concrete median barrier, consolidate private driveways, and limit access for SR 25
- San Joaquin County – In Manteca and SR 99 - Reconstruct interchanges
- Stanislaus County – Near Salida on SR 219 - Widen Expressway (Morrow Road to SR 108) to 4 lanes
- Stanislaus County – In Ceres on SR 99 - Construct overcrossing for Whitmore Avenue Interchange
- Sutter County – Near Yuba City on SR 99 - Widen to 4 lanes with a median

Descriptions may include more than one project.

- Tulare County – In Visalia on SR 63 - Widen Mooney Boulevard to 6-lane conventional highway and improve channelization
- Tulare County – In Visalia on SR 198 - Construct auxiliary lanes and widen roadway (Plaza Drive)
- Tulare County – Between Visalia and Dinuba on Road 80 - Widen (Ave 304 to Ave 328) to 4 lanes
- Tuolumne County – Near Sonora on SR 108 - Construct a 2-lane expressway
- Yolo County – In West Sacramento - Widen Harbor Boulevard to 6 lanes and revise ramps
- Yuba County – Near Marysville on SR 70 - Construct new interchange

LOS ANGELES/INLAND EMPIRE/SAN DIEGO

- Imperial County – Near Brawley - Construct 4-lane expressway
- Los Angeles County – On I-5 from SR 170 to SR 118 - Construct one high occupancy vehicle lane in each direction and a direct high occupancy vehicle connection at the I-5/SR 170 interchange
- Los Angeles County – In Baldwin Park on I-10 - Construct one high occupancy vehicle lane in each direction from SR 605 to Puente Avenue
- Orange County – In San Juan Capistrano - Reconstruct the SR 74 and I-5 interchange
- Orange County – In Anaheim - Widen one lane in each direction from SR 55 (Lakeview Avenue) to Weir Canyon Road
- Riverside County – In Murrieta from I-15/I-215 interchange to Scott Road - Construct a third mixed-flow lane in each direction
- Riverside County – In Perris from Scott Road to Nuevo Road - Construct a third mixed-flow lane in each direction
- San Bernardino County – In Rialto on I-10 - Replace deficient interchange at Riverside Avenue to improve interchange and mainline operation and safety
- San Bernardino County – In Hesperia on I-15 – Make Interchange improvements on Ranchero Road interchange
- San Bernardino County – On I-215 - Construct interchange at Ranchero Road
- San Bernardino County – In San Bernardino on I-215 - Construct high occupancy vehicle lane, mixed flow lane, and auxiliary lanes
- San Bernardino County – In San Bernardino on I-210/I-215 - Construct direct connectors and high occupancy vehicle and mixed flow lane additions
- San Bernardino County – In Ontario - Construct a grade separation for Union Pacific Railroad lines (Alameda Corridor East)
- San Bernardino County – In Fontana - Widen exit ramps and add auxiliary lanes at Fontana, Cherry, Citrus, and Cedar Ave interchanges
- San Diego County – Near San Diego - Construct 6-lane freeway for SR 905
- San Diego County – In Santee - Construct a 4-Lane Freeway on SR 52 from SR 125 to Cuyamaca-West End
- San Diego County – In Santee on SR 52 - Construct interchange from Magnolia Ave to SR 67

CENTRAL COAST AREA

- Monterey County – Near Watsonville - Construct new Salinas Road interchange and convert 2-lane highway to 2-lane expressway with access control and frontage roads
- Monterey County – Near Prunedale - Convert to freeway and construct new San Juan Road interchange
- San Luis Obispo County – Near Paso Robles on SR 46 – Convert corridor to a 4-lane expressway
- San Luis Obispo County – In Arroyo Grande and Pismo Beach – Make operational improvements
- Santa Barbara County – In Santa Barbara on US 101 - Construct operational improvements along Milpas-Cabrillo, including adding auxiliary lanes, closing median ramps, constructing a roundabout
- Santa Cruz County – In Santa Cruz on SR 1 - Construct northbound and southbound auxiliary lanes and modify the La Fonda Avenue overcrossing
- Ventura County – Near Mussel Shoals - Construct high occupancy vehicle lanes from Mussel Shoals to Casitas Pass Road
- Ventura County – In Simi Valley on SR 118- Add one mixed flow lane westbound and add one lane between Tapo Canyon Road and Tapo Street eastbound

STATE ROUTE 99 (SR 99) CORRIDOR PROGRAM, $1 BILLION

Proposition 1B dedicated funds to safety, operational enhancements, rehabilitation, or capacity improvements in the SR 99 Corridor throughout the Central Valley. As of June 2015, the Commission programmed and allocated approximately $967 million of the available bond proceeds, leveraging $387 million in other federal, state, local, and private funds to 23 corridor projects along SR 99. Funded projects reduced congestion through added capacity and increased safety by eliminating the conflicts that result from highway crossings.

SAN JOAQUIN VALLEY PROJECTS

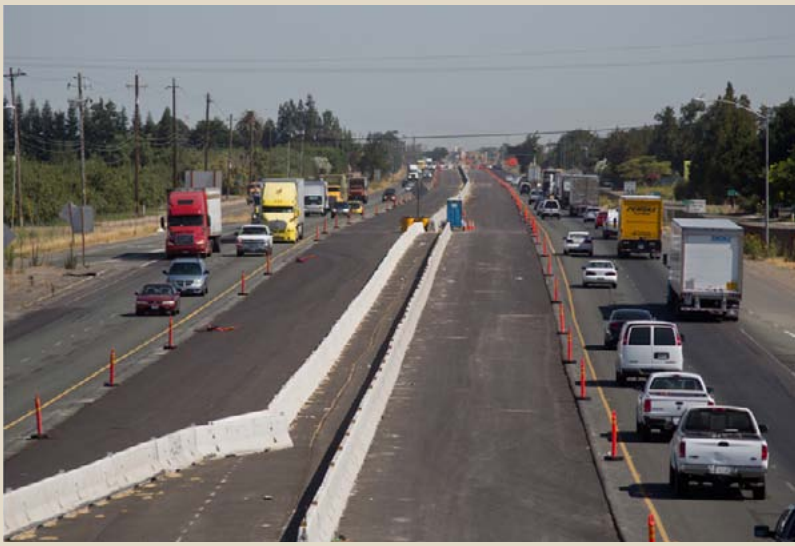
Convert the last 11 miles of expressway to 6-lane freeway, eliminating all at-grade crossings, widen an additional 27 miles of existing freeway, mostly from four lanes to six lanes, and improve five existing outdated interchanges. Specific projects include:

- Kern County - widen 5 miles of freeway to 8 lanes in South Bakersfield
- Kern County - widen 1.4 miles of freeway to 8 Lanes in North Bakersfield
- Tulare County - modify the Cartmill Avenue interchange
- Tulare County - widen freeway to 6 lanes, including the San Joaquin River Bridge
- Madera County - construct 11 miles of new 6-lane freeway and reconstruct interchange at Avenue 12
- Merced County - replace substandard interchanges, convert to 6-lane freeway and construct interchange, Widen to 6-lane freeway near Atwater
- Stanislaus County - reconstruct substandard interchanges in Modesto and Salida
- San Joaquin County - widen 13 miles of freeway to 6 lanes
- Tehama County – Install sidewalks, curbs, gutters street lighting, drainage and overlay

SACRAMENTO VALLEY PROJECTS

Extend the conversion of expressway to freeway northward from I-5 toward SR 70, fill gaps in the four-lane expressway from SR 70 across the Feather River toward Yuba City, and add operational improvements in Sacramento, Chico and Tehama County. Specific projects include:

- Sacramento County - modify interchange ramps at Elk Grove Boulevard
- South Sacramento - construct a northbound auxiliary lane from Calvine Road to Mack Road
- North Sacramento – improve the Elkhorn Boulevard interchange
- Sacramento County – construct an interchange at Elverta Road
- Sutter County - extend the 4-lane conventional highway with 12-foot median for 3.3 miles
- Sutter County – construct an interchange at Riego Road
- Sutter County - construct an interchange at SR 113
- Butte County - construct freeway auxiliary lanes in Chico
- Tehama County - construct sidewalks, curb, gutter, lighting, and drainage in Los Molinos



SR 99 Widening in Manteca and San Joaquin

Descriptions may include more than one project.

STATE-LOCAL PARTNERSHIP PROGRAM (SLPP), $1 BILLION

Under the SLPP, the Commission was responsible for programming and allocating funding over a five-year period to projects nominated by local agencies who provided at least a dollar-for-dollar match of local funds for eligible transportation projects.

Implementing legislation enacted in 2008 declared that the purpose of the SLPP was to:

1. reward "self-help" agencies in which voters have approved fees or taxes dedicated to transportation, and
2. provide funds for a variety of capital projects that are typically funded solely from those fees and taxes.

Statutory requirements distributed 95% of the funding by formula among eligible applicants generally based on revenues and population. Five percent of the funds went to agencies with uniform developer fees dedicated to transportation through a competitive grant process.

The Commission allocated roughly $930 million to 187 projects under the formula portion of the bond funds, ultimately leveraging $8.8 billion in other funds. The formula program funded transit projects (55 percent), state highways (28 percent), and local roads and grade separations (17 percent). Although the bond measure permitted SLPP funding to pay up to 50 percent of a project's cost, on average the SLPP share funded approximately 8 percent of the cost of each project.

Under the competitive program, the Commission allocated $50 million to 73 projects, leveraging approximately $495 million in other funds. The competitive program funded transit (2 percent), state highways (4 percent), and local roads and grade separation projects (96 percent). On average, the SLPP bonds funded approximately 9 percent of the cost of each competitive project.

Thirty counties across the state received funding from the SLPP program, including:

County	Number of Projects
Alameda	3
Amador	2
Contra Costa	5
El Dorado	6
Fresno	12
Imperial	11
Kern	3
Kings	6
Los Angeles	11
Madera	9
Marin	1
Mendocino	3
Merced	4
Nevada	5
Orange	64
Placer	7
Riverside	19
Sacramento	9
San Bernardino	22
San Diego	6
San Francisco	1
San Joaquin	3
San Luis Obispo	4
San Mateo	23
Santa Barbara	6
Santa Clara	1
Santa Cruz	2
Sonoma	4
Tulare	3
Various	4
Yolo	1

STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP), $500 MILLION

Proposition 1B set aside funds for projects in the SHOPP to augment funds otherwise available for this purpose from other sources. SHOPP funds are used to rehabilitate and improve the operation of state highways and local roads. Of the available funding, $500 million was provided for a portfolio of pavement rehabilitation, traffic detection, and ramp metering projects on the State Highway System. Projects were tracked as part of the normal SHOPP process.

As of June 2015, the Commission has allocated $405 million to 34 projects in the SHOPP, with the remaining funds programmed for future projects that meet the program guidelines. Projects include:

NORTH STATE

- Alameda County - I-680 Southbound Roadway Rehabilitation Project
- Alameda County - Sunol Grade High Occupancy Vehicle Corridor - Southbound
- Alameda County - Eastbound I-580 High Occupancy Vehicle- Hacienda To Greenville
- Alameda County - I-580 Traffic Detection Project
- Alameda County - SR 24 Traffic Detection Project
- Marin County – US 101 Traffic Detection Project
- Monterey County - Install Solar Powered Vehicle Detection Stations
- Nevada County - Rehabilitate Pavement at Donner Pass
- Sacramento County - Eastbound SR 50 Ramp Metering
- Sacramento County - Vehicle Detection for CMIA Corridors
- Sacramento County - Ramp Metering Improvements at SR 50/Folsom Boulevard
- San Joaquin County - Install Vehicle Detection Stations
- Santa Barbara County - Install Traffic Surveillance Stations
- Santa Clara County - Sunol Grade Southbound High Occupancy Vehicle Lane Phase 3
- Santa Clara County - US 101/880 Traffic Detection Project
- Santa Cruz County - Install Traffic Surveillance Stations
- Santa Cruz County - Install Vehicle Detection Stations
- Solano County – I-80 Traffic Detection Project
- Solano County – I-80 Roadway Rehabilitation

SOUTH STATE

- Imperial County - El Centro Maintenance Station
- Los Angeles County - Rehabilitate High Occupancy Vehicle And Bus Lanes
- Los Angeles County - I-5 Truck Climbing Lanes
- Los Angeles County - Roadway Rehabilitation and Upgrade Median Barrier
- Los Angeles County - SR 710 Long Life Pavement Rehabilitation
- Riverside County - Install Vehicle Detection Stations
- San Bernardino County - Commercial Vehicle Enforcement Facility
- San Bernardino County - Install Ramp Metering Stations and Widen On-ramps
- San Bernardino County - Widen Exit Ramps and Add Auxiliary Lanes at Three Interchanges
- San Diego County - Construct Kearney Mesa Material Lab
- San Diego County - Install Ramp Metering at Various Locations
- San Diego County - Install Vehicle Detection Systems
- San Diego County - Construct Auxiliary Lanes

Descriptions may include more than one project.

INTERCITY RAIL IMPROVEMENT (IRI) PROGRAM, $400 MILLION

The Commission allocated IRI program funds to the state's intercity rail programs for improvements in passenger rail safety, equipment upgrades, travel time and on-time performance, and increased operating efficiency and schedule reliability. As of June 2015, the Commission has allocated $307 million to 15 projects, with two remaining projects in the design phase. The funded projects include:

- Procurement of rail cars and locomotives as part of a multistate procurement contract
- Addition of a second and third track for about 28 miles on the Pacific Surfliner Corridor between San Diego and Ventura, and about 21 miles on the San Joaquin Corridor between Port Chicago and Bakersfield
- Capitol Corridor track, bridge and signal upgrades
- Track and signal improvements to restore Coast Daylight service between San Luis Obispo and the San Francisco Bay Area
- A new passenger rail layover and maintenance facility in Northern California
- New station tracks at Los Angeles Union Station
- A wireless network for the intercity passenger rail fleet serving the Capitol Corridor and the San Joaquin Corridor
- Grade crossing improvements on the Pacific Surfliner Corridor, improving safety and reliability for Metrolink and Amtrak trains

Los Angeles Union Station - Los Angeles County

LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT (LBSRA) PROGRAM, $125 MILLION

Local agencies have had difficulty providing the funds necessary to meet the match required to receive federal funds for local bridge seismic retrofits. To address this, the LBSRA program provided the 11.5 percent required matching funds for the federal Highway Bridge Replacement and Repair Program available for seismic work on local bridges, ramps, and overpasses.

As of June 2015, seismic retrofits have either been completed or are under construction for 318 local bridges, while 65 bridges are in the design phase. The 383 bridges receiving bond funding include:

- 152 on the Bay Area Rapid Transit (BART) system
- 23 under the jurisdiction of the California Department of Water Resources (roads crossing the California Aqueduct)
- 61 under the jurisdiction of local agencies in Los Angeles County
- 147 under the jurisdiction of local agencies in other areas

Bixby Creek Bridge - Monterey

Descriptions may include more than one project.

HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT (HRCSA) PROGRAM, $250 MILLION

HRCSA funds are used for high-priority highway grade separation and railroad crossing safety improvements throughout the state. HRCSA projects contribute significantly to both the safety of the state's transportation system and the reduction of greenhouse gas emissions.

As of June 2015, the Commission has allocated $225 million to projects programed in the HRCSA program, leveraging over $906 million in other federal, state, and local funds. The 37 HRCSA projects include:

GRADE SEPARATIONS

- City of Elk Grove - Grant Line Road Grade Separation Project
- City of Fremont - Warren Avenue Grade Separation Project
- City of Fremont - Kato Road Grade Separation Project
- City of Fullerton - Fullerton Road Grade Separation Project
- City of Lathrop - Lathrop Road Grade Separation Project with Union Pacific Railroad
- City of Los Angeles - North Spring Street Grade Separation Project
- City of Los Angeles - Riverside Drive Grade Separation Project
- City of Merced - G Street Undercrossing
- City of Richmond - Marina Bay Parkway Grade Separation Project
- City of Sacramento - 6th Street Overcrossing - Roadwork
- City of Sacramento - 6th Street Overcrossing - Bridge
- City of San Diego - Park Boulevard at Harbor Drive/ Pedestrian Bridge
- City of Stockton - Navy Drive Underpass Improvements
- City of Stockton - Lower Sacramento Road
- City of Stockton - Port of Stockton Expressway
- City of Stockton - Eight Mile Road/Union Pacific Railroad (East) Grade Separation Project
- City of Stockton - Eight Mile Road/Union Pacific Railroad (West) Grade Separation Project
- City of Tulare - Santa Fe Trail Grade Separation Project
- City of Tulare - Bardsley Avenue Grade Separation Project
- City of Tulare - Cartmill Avenue Grade Separation Project
- Kern County - 7th Standard Road/Santa Fe Way Grade Separation Project
- Kern County - Hageman Road/Burlington Northern Santa Fe Railway Railroad Grade Separation Project
- Los Angeles County - Nogales Street Grade Separation Project
- Orange County - Sand Canyon Grade Separation Project
- San Francisco - Jerrold Avenue and Quint Street Bridges Grade Separation Project
- San Mateo County - San Mateo Bridges Grade Separation Project
- San Mateo County - San Bruno Grade Separation Project
- San Mateo County - San Mateo Bridges Grade Separation Project
- Tulare County - Betty Drive Grade Separation Project

CROSSING IMPROVEMENTS

- Los Angeles County - Branford Road Grade Crossing Safety Improvements
- Los Angeles County - Moorpark Avenue Grade Crossing Safety Improvement
- Los Angeles County - Grandview Avenue Grade Crossing Safety Improvements
- Los Angeles County - Sonora Avenue Grade Crossing Safety Improvement
- Los Angeles County - Woodley Avenue Grade Crossing Safety Improvements
- Los Angeles County - Broadway-Brazil Street Grade Crossing Safety Improvements
- Orange County - Dana Point and San Clemente Crossings
- Orange County - San Clemente Beach Trail Crossings

TRAFFIC LIGHT SYNCHRONIZATION PROGRAM (TLSP), $250 MILLION

The TLSP funded traffic light synchronization projects and other technology-based improvements to improve safety, operations and the effective capacity of local streets and roads. Implementing legislation enacted in 2007 further directed the Commission to allocate $150 million of the TLSP funds to the City of Los Angeles for upgrading and installing traffic signal synchronization within its jurisdiction, with the $100 million remainder to be available for projects elsewhere in the state.

As of June 2015, the Commission has allocated approximately $237 million to 79 projects (2 remain unallocated), leveraging over $92 million in other funds. Caltrans estimates that these projects will save motorists 38,000 hours every day statewide during peak periods alone. In addition to the time savings, studies show that routes with synchronized traffic lights can significantly reduce greenhouse gas emissions.

Agency	Project Name
City of Los Angeles	22 projects throughout the City
Roseville	East ITS Coordination
Citrus Heights	TLSP Phase II Greenback Lane
Citrus Heights	TLSP Phase III Antelope Road
Rancho Cordova	Folsom Boulevard
Sacramento	TLSP Projects
Sacramento Co.	Florin Road
Sacramento Co.	Madison Avenue
Alameda CMA	San Pablo Corridor
Alameda Co.	Redwood Road
San Leandro	ATMS Expansion
San Ramon	Bollinger Canyon
San Ramon	Crow Canyon
Walnut Creek	Ygnacio Valley Road Corridor
Marin Co.	Sir Francis Drake Boulevard
San Jose	TLSP Projects
Santa Clara Co.	Co. Expressway TDCS for TLSP
SFMTA	Franklin, Gough & Polk Streets
San Mateo C/CAG	SMART Corridor Projects
Santa Rosa	Steele Lane / Guerneville
Watsonville	Signal Corridor Upgrade
Fresno	Clovis Avenue
Fresno	Shaw Avenue
Hanford	12th Avenue
Compton	Rosecrans Avenue
Culver City	Citywide TLSP
Glendale	Brand Boulevard
Glendale	Colorado Street/ San Fernando Road
Glendale	Glendale Avenue/Verdugo Road
Inglewood	La Brea Avenue

Agency	Project Name
Pasadena	California Boulevard
Pasadena	Del Mar Boulevard
Pasadena	Hill Avenue
Pasadena	Los Robles Avenue
Pasadena	Orange Grove Boulevard
Pasadena	Sierra Madre Boulevard
Santa Clarita	Advanced System Detection Expansion
Murrieta	Murrieta Hot Springs Road
Corona	TLSP ATMS Phase II
Temecula	Citywide Traffic Signal Synchronization
SANBAG	TLSP Tier 3 & 4
Rancho Cucamonga	Foothill Boulevard
Tracy	Grant Line Road
Tracy	Tracy Boulevard
El Cajon	Main Street
San Diego Co.	Bonita Road, Sweetwater Road, Briarwood Road
San Diego Co.	South Mission Road
San Marcos	Rancho Santa Fe Road
San Marcos	San Marcos Boulevard Smart Corridor
SANDAG	At-grade Crossing Traffic Synchronization
SANDAG	East-West Metro Corridor
SANDAG	I-15 Corridor
SANDAG	I-805 Corridor
SANDAG	Transit Signal Priority
Santee	Magnolia Avenue
Santee	Mission Gorge Road
Vista	North Santa Fe Avenue
Vista	South Melrose Drive
Garden Grove	TMC Upgrade
OCTA	Countywide TLSP

Alameda CMA
Alameda Congestion Management Agency
SFMTA
San Francisco Municipal Transportation Agency
San Mateo C/CAG
City/County Association of Governments of San Mateo County
SANBAG
San Bernardino Associated Governments
SANDAG
San Diego Association of Governments
OCTA
Orange County Transportation Authority

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Patrick Mason
Phillip H. Tagami
Esteban E. Torres
Larry Zarian

Executive Director
Will Kempton

Cover Photos

Top - Capitol Corridor
Left Center - US 50 - Sacramento County
Center - Colton Crossing - San Bernardino County
Right Center - TLSP Project
Bottom - Cherry Avenue Interchange - San Bernardino County

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