



# NEWS RELEASE

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**FOR IMMEDIATE RELEASE**

## Proposition 1B: Good Return on Investment

Shrinking dollars must be replaced with reliable revenue source to continue good work

**SAN BERNARDINO** – After nearly 10 years since it was passed by voters, over \$15 billion from Proposition 1B has been put to work by Caltrans and its partners for more than 2,000 projects, bringing significant and critically needed investment to California’s transportation infrastructure. Without this funding, numerous projects to California’s roads, bridges, transit and rail systems would not have been possible.

“In 2006, voters approved nearly \$20 billion for transportation infrastructure and entrusted Caltrans and its partners to put that money to work, and we delivered,” said Caltrans Director Malcolm Dougherty. “As this one-time program sunsets, Caltrans urges policymakers to come up with a long-term, stable source of transportation funding to ensure that these investments don’t go to waste because California is not providing enough funding to maintain this infrastructure.”

Proposition 1B represented the largest state expenditure on transportation infrastructure since the governorship of Edmund "Pat" Brown in the 1950s. Some of the major allocations included in Proposition 1B included:

- \$4.5 billion for 90 corridor projects for efforts to reduce congestion on state highways and major access routes.
- \$2.5 billion for 87 projects improving freight movement on state highways and rail system, and in ports.
- \$3.6 billion to nearly 1,200 projects for public transit and rail systems improvements, including projects to upgrade transit service, modernize transit stations and help purchase cleaner-running buses.
- \$1 billion for 23 projects making improvements to State Route 99, which traverses approximately 400 miles of the state’s central valley.

Caltrans and the California Transportation Commission (CTC) also channeled approximately \$2 billion worth of project savings to pay for more than 50 new or expanded projects. Caltrans, the CTC and their transportation partners statewide kept project costs down through competitive bidding, low administrative costs and stretching the savings as far as possible to give taxpayers the most value for their money. Additionally, over the course of Proposition 1B implementation,

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Caltrans was still able to fully deliver with its capital outlay support staffing declining to the lowest levels in 18 years. The CTC recently issued a report on the benefits of Proposition 1B, which can be linked here: [http://www.catc.ca.gov/1baccount/Proposition\\_1B\\_Report\\_9-2-15.pdf](http://www.catc.ca.gov/1baccount/Proposition_1B_Report_9-2-15.pdf)

“Caltrans and our partners made sure every dollar counts when it came to improving California’s transportation infrastructure,” continued Dougherty.

Some significant projects in this region that benefitted from Proposition 1B include:

**The Interstate 215 “North Segments 1, 2 & 5/Connectors 210/215 – Add HOV and Mixed Flow Lane” Projects in San Bernardino** constructed approximately six miles of high occupancy and mixed flow lanes in each direction from south of Redlands Loop Overhead to north of 16<sup>th</sup> Street Overcrossing, south of Massachusetts Avenue to State Route 210 and Interstate 215/State Route 210 Junction. The \$391 million projects received nearly \$167 million of its funding from Proposition 1B. Caltrans estimates the project will eliminate more than 22,000 hours of traffic delays and improve air quality.

**The State Route 91 HOV Project in Riverside** is constructing approximately six miles of high occupancy lanes and auxiliary lanes in each direction from Adams Street to the 60/91/215 Junction. The \$247 million project received nearly \$120 million of its funding from Proposition 1B. Caltrans estimates the project will eliminate more than 6,771 hours of delays and improve air quality. After the project is completed in summer 2016, motorists will be able to take advantage of continuous car pool lanes connecting Orange County to Riverside County.

**On Interstate 15 “Construct New Interchanges” Projects in Fontana, Hesperia and Victorville**—In Fontana, Caltrans constructed the Interstate 15 Duncan Canyon Road Interchange costing approximately \$35 million and receiving nearly \$14 million of its funding from Proposition 1B. In Hesperia, Caltrans constructed the Interstate 15 Ranchero Road Interchange, which cost approximately \$64 million and receiving nearly \$33 million of its funding from Proposition 1B. In Victorville, Caltrans constructed the Interstate 15 La Mesa/Nisqually Road Interchange costing approximately \$83 million and receiving nearly \$16 million of its funding from Proposition 1B.

**On Interstate 215 “Add One Mixed Flow Lane” Projects in Riverside County** is constructing approximately six miles of mixed flow lanes in each direction from Interstate 15/215 Junction to Scott Road. The \$29 million project received nearly \$26 million of its funding from Proposition 1B. Caltrans estimates the project will eliminate more than 2,424 hours of traffic delays and improve air quality. Constructing approximately 14.5 miles of mixed flow lanes in each direction from Scott Road to Nuevo Road. The \$124 million project received nearly \$95 million of its funding from Proposition 1B. Caltrans estimates the project will eliminate more than 10,232 hours of delays and improve air quality when project construction is completed in late 2015.

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**Devore Interchange Project in San Bernardino County** is constructing approximately two miles of mixed flow lanes in each direction, reconfiguring the interchange and adding a truck by-pass from Glen Helen Parkway through the Interstate 215/15 Junction. The \$325 million project received nearly \$54 million of its funding from Proposition 1B. Caltrans estimates the project will eliminate more than 1,200 hours of delays and improve air quality when project construction is completed late 2016.

**The Interstate 10 “Westbound Mixed Flow Lane Addition” project in Redlands and Yucaipa** constructed approximately 3.5 miles of mixed flow lanes from east of Ford Street to west of Live Oak Canyon Road. The \$31 million project received nearly \$14 million of its funding from Proposition 1B. Caltrans estimates the project will eliminate more than 868 hours of delays and improve air quality.

**The Interstate 215 HOV Bi-County Project in San Bernardino/Riverside Counties** constructed approximately eight miles of carpool lanes from the 60/91/215 Junction to south of the Orange Show Road Interchange and Newport Avenue Overcrossing in Grand Terrace. The \$205 million project received nearly \$80 million of its funding from Proposition 1B. Caltrans estimates the project will eliminate more than 14,571 hours of delays and improve air quality.

According to [projections made in May](#) in the 2015 Ten-Year State Highway Operation and Protection Program (SHOPP) Plan, Caltrans has a projected funding shortfall of nearly \$60 billion over the next 10 years given available revenue.

The Ten-Year SHOPP outlines a strategy for improving roads, addressing major rehabilitation work on the state highway system and supporting Caltrans’ sustainability goal through projects that bring long-lasting and smart mobility improvements. The plan identifies approximately \$8 billion annually needed to fund necessary improvements and preventative maintenance activities over the next ten years. However, in light of a shortfall of approximately \$5.7 billion per year in funding, the plan warns that the state highway system will deteriorate and may need more expensive remedies in the future.

In light of this backlog, Caltrans has adopted a “fix-it-first” approach to its transportation infrastructure, prioritizing the preservation of California’s existing highway system. For every \$1 spent on preventative maintenance, such as keeping a road in good condition, California can avoid spending \$6 to \$14 later to rebuild the same road. In the long run, California can save hundreds of millions of dollars in the upkeep of the new infrastructure investments made possible by Proposition 1B, if the maintenance funding required is made available.

Proposition 1B, approved by California voters in November 2006, authorized the issuance of \$19.9 billion in general obligation bonds for specific transportation programs intended to relieve congestion, facilitate goods movement, improve air quality and enhance the safety of the state’s

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transportation system. To date, the state has allocated more than \$18 billion in Proposition 1B funding for transportation purposes statewide.

A comprehensive list of all programs that received Proposition 1B funding can be found at <http://www.bondaccountability.dot.ca.gov/bondacc/>.



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