TRANSPORTATION CORRIDOR AGENCIES™

Fiscal Year 2024 Capital Improvement Plan

Adopted June 8, 2023

Introduction

The Transportation Corridor Agencies (TCA) are comprised of the Foothill/Eastern Transportation Corridor Agency (F/ETCA) and the San Joaquin Hills Transportation Corridor Agency (SJHTCA). For nearly 30 years TCA has planned, financed, constructed and now operates 420 lane miles of toll roads in Orange County, known as The Toll Roads. The Toll Roads are comprised of State Routes 73, 133, 241 and 261. The roads provide important links in the county and regional transportation network and ensure a safe, reliable commute for motorists.

The Agencies are committed to implementing improvements to The Toll Roads that will allow continued efficient operation. In order to maintain free flow traffic conditions on The Toll Roads, various roadway improvements may be required to keep pace with changing traffic conditions, land uses and demographics. Anticipated system improvements are reflected in the projects that constitute the Agencies' Capital Improvement Plan (CIP).

The Agencies' adopted Strategic Plan outlines the goals and approaches used to develop the CIP project scopes and delivery schedules. Specifically, the CIP supports the Strategic Plan goals for regional mobility and incorporating forward-looking solutions to address increased demand while keeping toll rates low. Project considerations that will be core to the Agencies' approach include the use of innovative technologies that enhance safety and increase efficiency; reuse of existing infrastructure and reduced capital expenditures; enhancements and streamlining of the project delivery process; and alignment with statewide environmental objectives.

The CIP is updated annually to document new projects; changes to existing project status, costs and schedules; and provide a general summary of the projects completed to date. The Fiscal Year 2024 (FY24) CIP represents an approximately $511 million investment for the F/ETCA and approximately $37 million investment for the SJHTCA in current capital projects through 2030. The CIP also outlines conceptual capital projects under study that represent potential future on-system investments.

In alignment with the Agencies' Strategic Plan, ongoing traffic studies are performed, as needed, to assess the needs and implementation schedules for system improvements. The traffic forecasts are used to identify projects and develop implementation strategies for the projects needed to maintain free flow conditions on The Toll Roads. The traffic forecasts are also being used to periodically evaluate project implementation schedules. Updates are reflected in each annual CIP.

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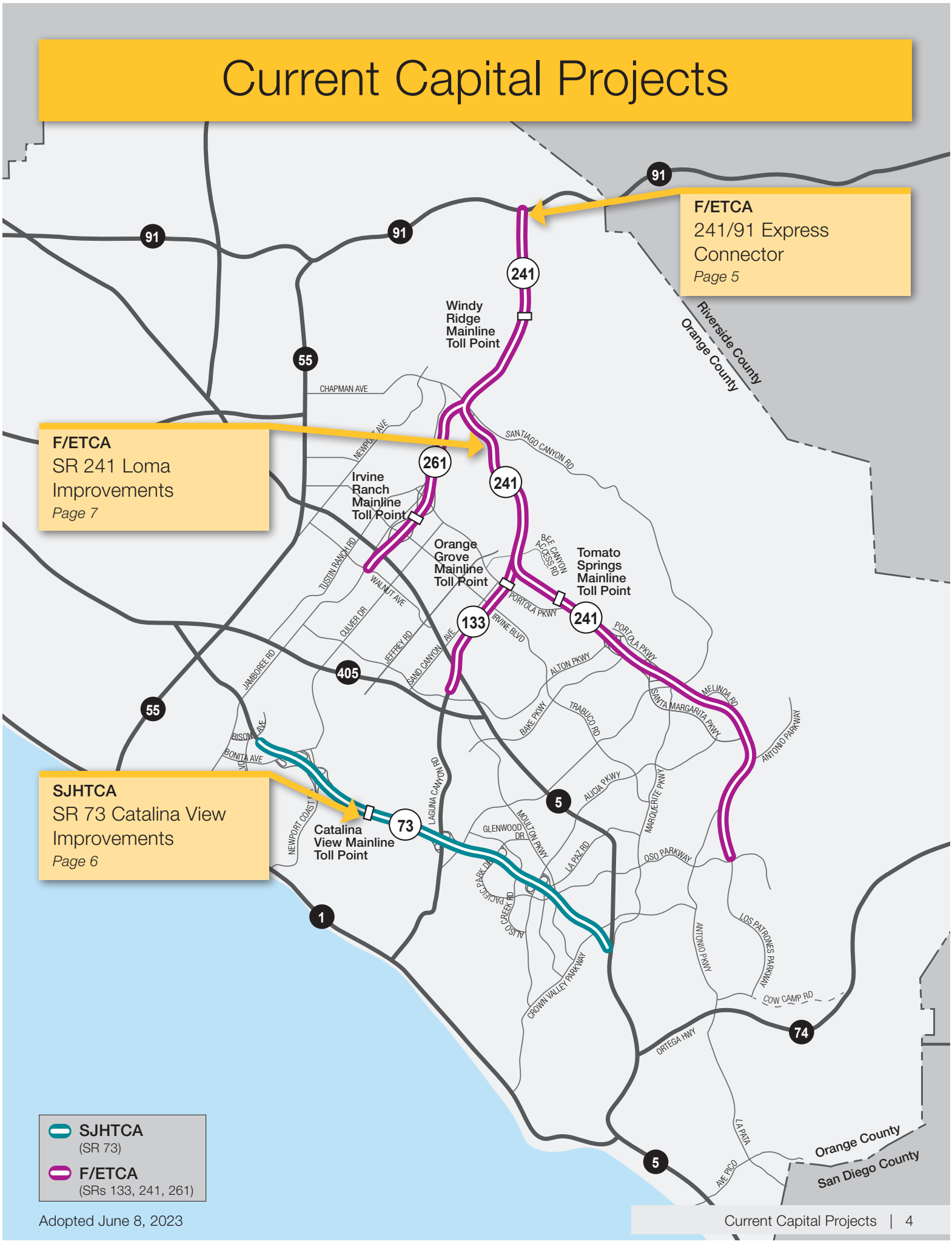
Current Capital Projects



Adopted June 8, 2023

241/91 Express Connector

F/ETCA

Summary

The 241/91 Express Connector Project will construct a tolled median-to-median connector with a single lane in each direction between SR 241 and the 91 Express Lanes, carrying northbound SR 241 traffic to the eastbound 91 Express Lanes and westbound 91 Express Lanes traffic to the southbound SR 241. The project will also extend a fifth northbound lane from the Santiago Creek Bridge to SR 91.

Project Status

Final design is in progress.

Anticipated Completion

2027

Total Project Cost

$423 million

The project is fully funded by the F/ETCA from cash reserves.

Project Description

The 241/91 Express Connector Project will provide a median-to-median tolled connector between the 91 Express Lanes and SR 241. The project will improve traffic operations on northbound SR 241 and SR 91 general-purpose lanes while also maintaining reliable travel times and free flow speeds during peak periods in the 91 Express Lanes.

Planning/Engineering

Preliminary engineering concepts for a tolled direct connector between SR 241 and the 91 Express Lanes were developed by the F/ETCA and Caltrans and used for the environmental analysis. The 91 Express Lanes Extension and SR 241 Connector Feasibility Study were completed in March 2009. A Project Study Report-Project Development Support document was completed in January 2012. The Draft Environmental Document was circulated for public review from November 7, 2016, to January 9, 2017. The Final Environmental Document was signed by Caltrans and circulated for public review. A Record of Decision was approved in early 2020. Final design began in Summer 2020.

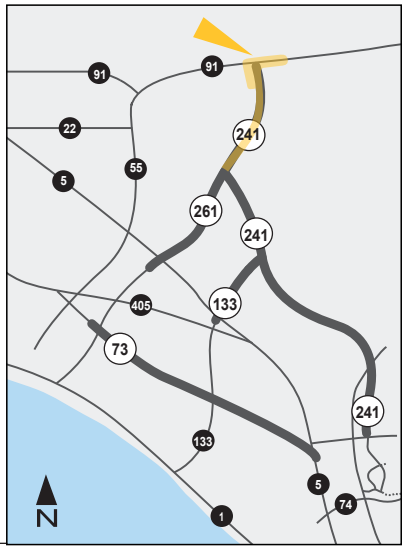
The project is being implemented by the F/ETCA (project sponsor) in coordination with Caltrans, Orange County Transportation Authority (OCTA) and Riverside County Transportation Commission (RCTC). This multi-agency team is currently developing agreements to define roles and responsibilities for the maintenance and operations of the project.

Right-of-Way

Right-of-way acquisition from the City of Anaheim has been identified for the project.

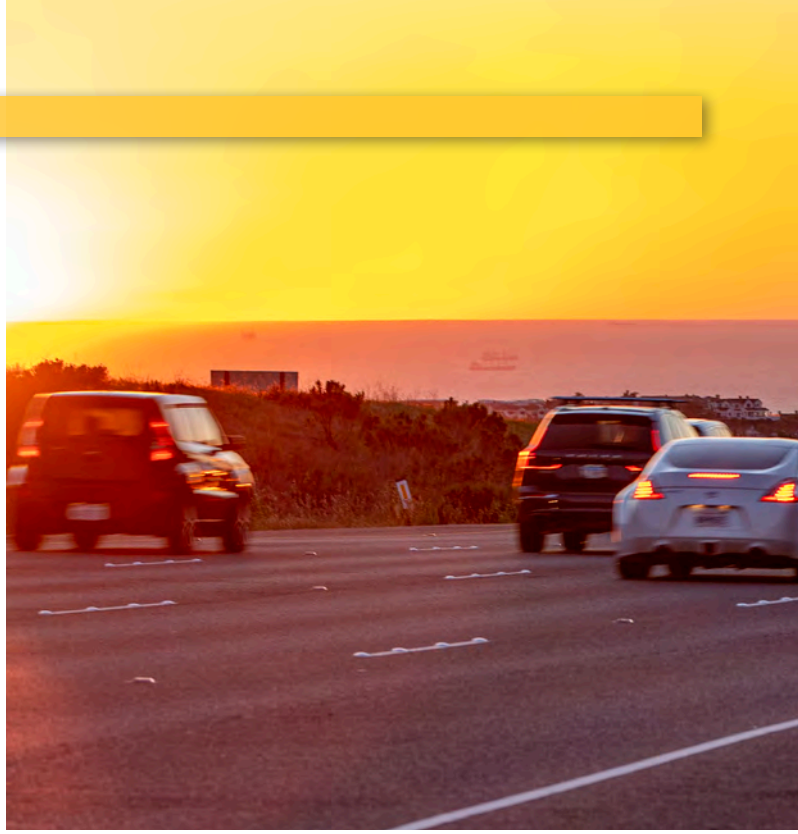
Construction

Construction completion is anticipated by 2027. Caltrans will advertise, award and administer the construction contract. The project construction is aligned with other improvements in the area including the 15/91 Express Lanes Connector and 71/91 Interchange Project.



SR 73 Catalina View Improvements

SJHTCA



Summary

The SR 73 Catalina View Improvements Project consists of using the existing median to provide one additional lane in each direction through the Catalina View Mainline Toll Point (resulting in four mainline lanes and one truck climbing lane) and making operational improvements on SR 73 leading up to the mainline toll point in each direction.

Project Status

Preliminary engineering and environmental revalidation is in progress.

Anticipated Completion

2030

Total Project Cost

$36.9 million

The project will be fully funded by the SJHTCA from cash reserves.

Project Description

Operational conditions have degraded on SR 73 in the mainline lanes during the morning and afternoon peak periods in the vicinity of the Catalina View Mainline Toll Point. As traffic volumes continue to grow over the next decade, operational conditions will continue to degrade unless otherwise addressed via higher toll rates or through delivery of this project. The project will add a fourth lane through the Catalina View Mainline Toll Point and make operational improvements from SR 133 to Sand Canyon Bridge in the northbound direction and from the Newport Coast Drive on-ramp to the Laguna Canyon Road off-ramp in the southbound direction. These improvements are consistent with the originally envisioned and approved SR 73.

Planning/Engineering

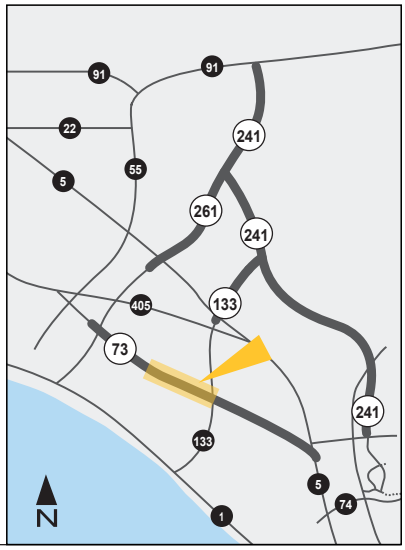
Activities to advance the project approval and environmental revalidation were initiated in 2022. Final design will commence upon completion of environmental revalidation.

Right-of-Way

No right-of-way impacts are anticipated.

Construction

Construction completion is anticipated by 2030.



SR 241 Loma Improvements

F/ETCA

Summary

The SR 241 Loma Improvements Project provides lane improvements in each direction on SR 241 from the junction of SR 133 to north of SR 261. The project uses the existing roadway footprint to add one lane in each direction and shift southbound traffic onto the existing graded roadbed.

Project Status

Final design is anticipated to restart in FY24.

Anticipated Completion

2029

Total Project Cost

$87.4 million

The project will be fully funded by the F/ETCA from cash reserves.

Project Description

Operational conditions are anticipated to degrade by 2030 on SR 241 during the morning and afternoon peak periods between the SR 133 and SR 261. As traffic volumes grow, operational conditions will continue to degrade unless otherwise addressed through delivery of this project or via higher toll rates.

The SR 241 Loma Improvements Project will add one lane in each direction and shift southbound traffic onto the separated roadbed between the junction with SR 133 and Santiago Creek Bridge, just north of the junction with SR 261, to improve traffic operations. These improvements are consistent with the originally envisioned and approved SR 241.

Planning/Engineering

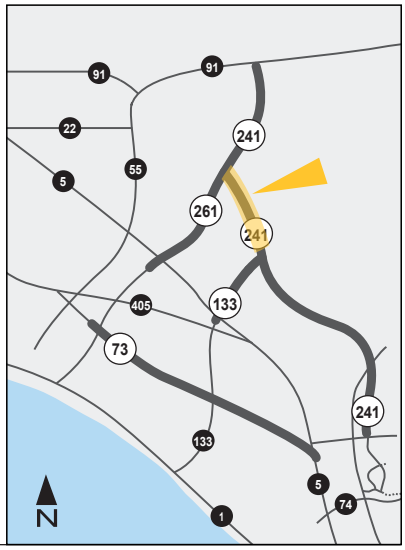
A Project Study Report/Project Report (PSR/PR), an addendum to the Eastern Transportation Corridor environmental document and permits were prepared for the project. The F/ETCA initiated final design of the project in March 2020 and the project was put on hold in April 2020. Final design is anticipated to restart in FY24.

Right-of-Way

No right-of-way impacts are anticipated.

Construction

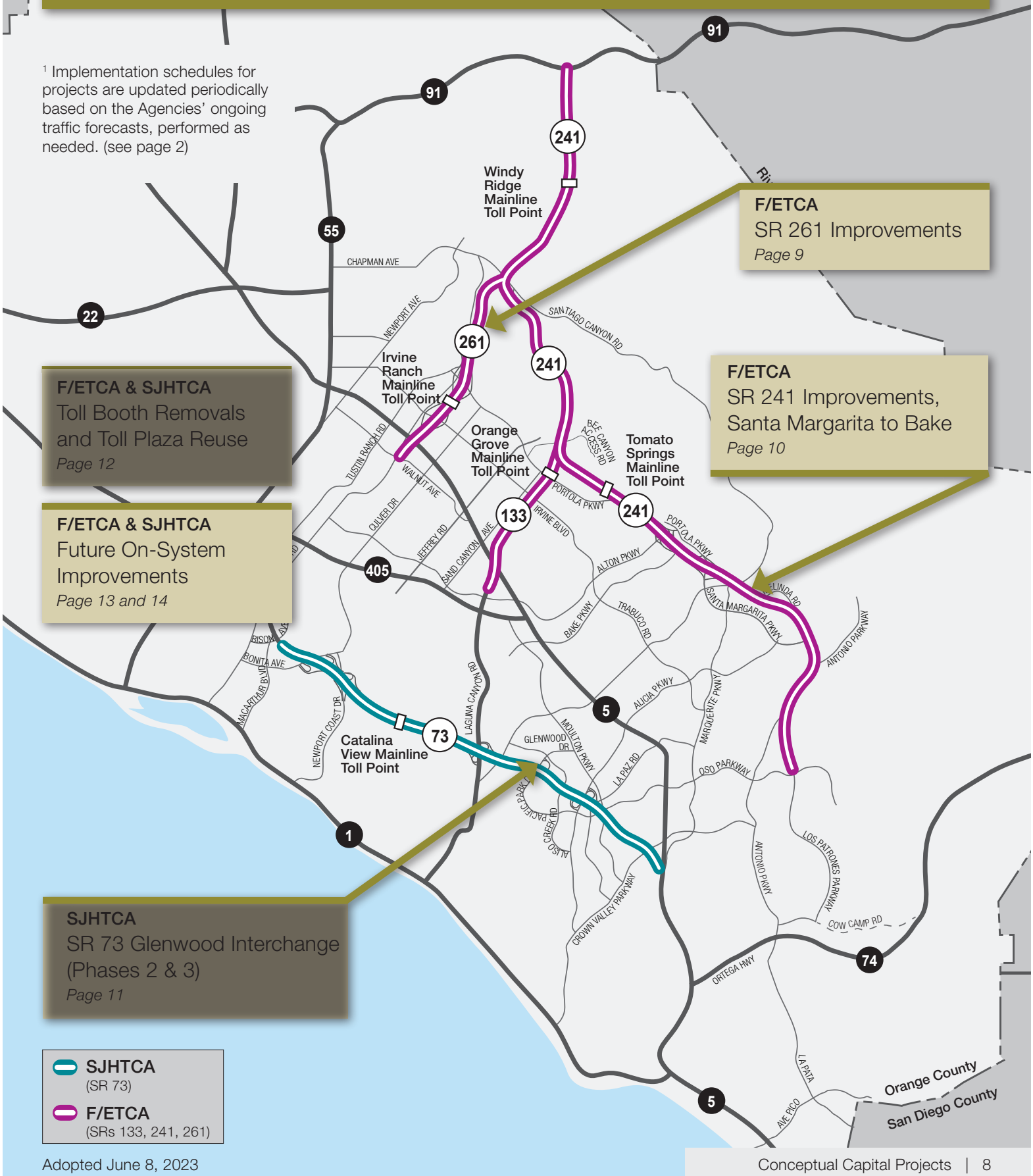
Construction completion is anticipated by 2029.



Conceptual Capital Projects

Completion Horizon by 2035[1] or Later

[1] Implementation schedules for projects are updated periodically based on the Agencies' ongoing traffic forecasts, performed as needed. (see page 2)



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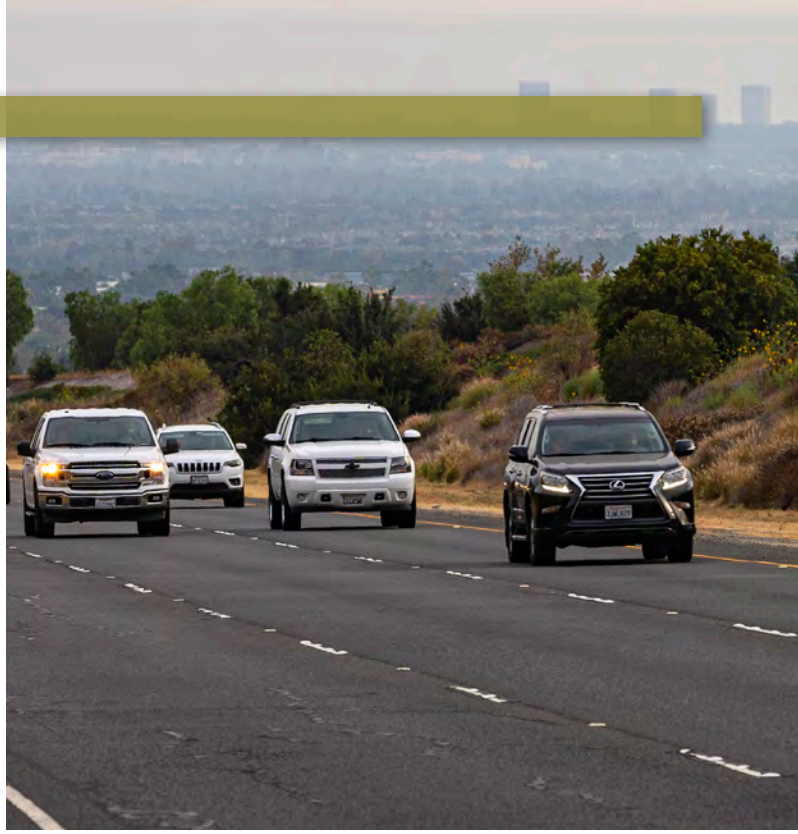
SJHTCA
(SR 73)

F/ETCA
(SRs 133, 241, 261)

Adopted June 8, 2023

SR 261 Improvements
F/ETCA



Summary
The SR 261 Improvements Project would consist of using the existing median to add lane(s) on SR 261 between the southerly terminus of the SR 261 (at Walnut Avenue Bridge) and the SR 241 to support free-flowing conditions.

Project Status
Project initiation is on hold for further assessment of need and timing.

Anticipated Completion
TBD

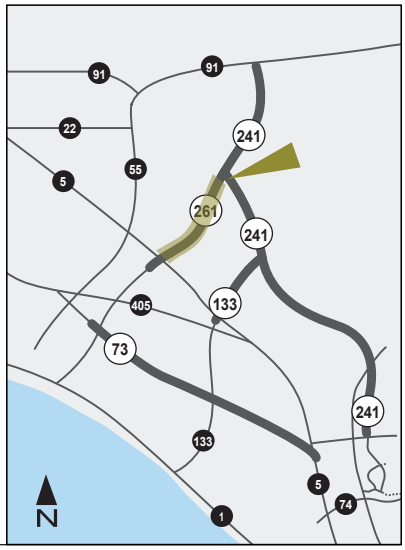
Total Project Cost
TBD

Project Description:
Ongoing traffic studies indicate that, as traffic volumes continue to grow over the next decade, operational deficiencies may be experienced in this segment in the future. This condition could be addressed via higher toll rates or through delivery of this project. The SR 261 Improvements project would add lane(s) in each direction between Walnut Avenue and SR 241 interchange to improve traffic operations. These improvements would be consistent with the originally envisioned and approved SR 261.

Planning/Engineering:
Development of preliminary alternatives and analysis of operational improvements, costs and project delivery schedule is on hold.

Right of Way:
No right-of-way impacts are anticipated.

Construction:
TBD



SR 241 Improvements, Santa Margarita to Bake

F/ETCA

Summary

The SR 241 Improvements Project would add one lane in the southbound direction from approximately Santa Margarita Parkway to Bake Parkway.

Project Status

Final design is on hold for further assessment of need and timing.

Anticipated Completion

TBD

Total Project Cost

TBD

Project Description

The SR 241 Improvements Project would add one lane in the southbound direction for 4.8 miles, from south of the Melinda Road Bridge to north of the Bake Parkway Bridge. Project includes the widening of the northbound and southbound Upper Oso Reservoir and the Aliso Creek Bridges and construction of limited pavement widening in the northbound direction. These improvements would be consistent with the originally envisioned and approved SR 241.

Planning/Engineering

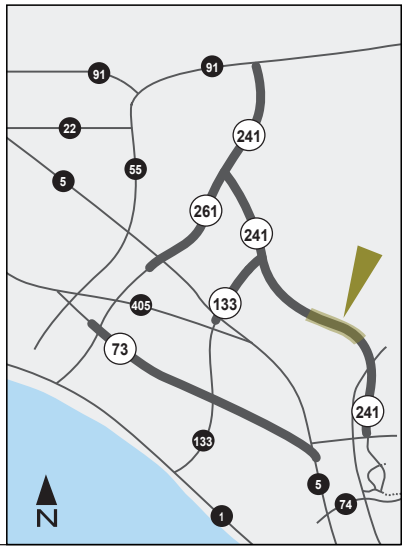
An addendum to the original Foothill Transportation Corridor — North environmental document, Final Supplemental EIR No. 423, March 1990, was completed in 2011. Final design was initiated in 2007 and put on hold in 2011 for further assessment of need and timing.

Right-of-Way

No right-of-way impacts are anticipated.

Construction

TBD



SR 73 Glenwood Interchange (Phases 2 & 3)

SJHTCA

Summary

The Glenwood Interchange Project, Phase 2, will add a southbound on-ramp and northbound off-ramp at the Glenwood Drive interchange with SR 73. Phase 3 is a future expansion and reconfiguration of the northbound on-ramp from Glenwood Drive combined with braiding the northbound on-ramp with the El Toro Road off-ramp.

Project Status

Project initiation is on hold for further assessment of need and timing.

Anticipated Completion

TBD

Total Project Cost

TBD

Project Description

Phase 1 was constructed in 2003. Phase 2 adds ramps south of Glenwood Drive bridge to complete the interchange movements for the remaining directions of travel. Phase 3 braids Glenwood Drive northbound on-ramp with northbound El Toro Road off-ramp movements to provide for intersection and mainline operational benefits. These improvements would be consistent with the originally envisioned and approved SR 73.

Planning/Engineering

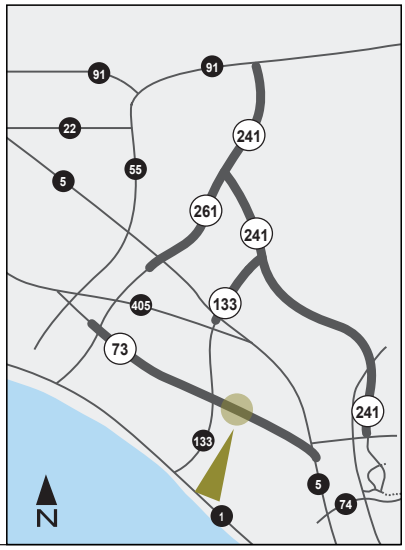
Conceptual Phase 2 and Phase 3 interchange configurations were prepared during the design phase of the SR 73 Initial Build. Development of preliminary alternatives and analysis of operational improvements, costs and project delivery schedule have not yet commenced.

Right of Way

No right-of-way impacts are anticipated.

Construction

TBD



Toll Booth Removals and Toll Plaza Reuse

F/ETCA & SJHTCA

Summary

The Toll Booth Removals and Toll Plaza Reuse Project consists of removing the remaining toll booths and related equipment at toll points throughout the system, researching possible reuse of the toll booths and exploring options for reuse of the toll plazas and buildings.

Project Status

Conceptual planning has not yet commenced.

Anticipated Completion

TBD

Total Project Cost

F/ETCA TBD | SJHTCA TBD

Project Description

With the transition to all-electronic toll (AET) collection on The Toll Roads in 2014, cash toll booths are no longer required. The toll booths and related equipment on multi-lane ramps were removed in 2017 as part of the Toll Booth Removals Phase 1 Project. The removal of the remaining toll booths and related equipment at single lane ramp toll points (Toll Booth Removals Phase 2) and mainline toll points (Toll Booth Removals Phase 3) are still pending.

The Agencies' 10 mainline toll plazas represent significant investments in assets and right-of-way that have been underutilized since the conversion to AET. These assets provide opportunities to explore infrastructure enhancements that could leverage the physical footprint of the toll plazas to increase customer value or ridership of the roads.

A study is proposed to research possible reuse options for the remaining toll booths and explore options for reuse of the toll plazas and buildings throughout the system. The recommendations developed as part of the study will be brought before the F/ETCA and the SJHTCA Boards of Directors for further action.

Planning/Engineering

A Toll Plaza Facilities Reuse Study was conducted in 2016 to explore the feasibility of various reuses for the toll plazas and booths throughout the system. No preliminary concepts have been developed yet from the study.

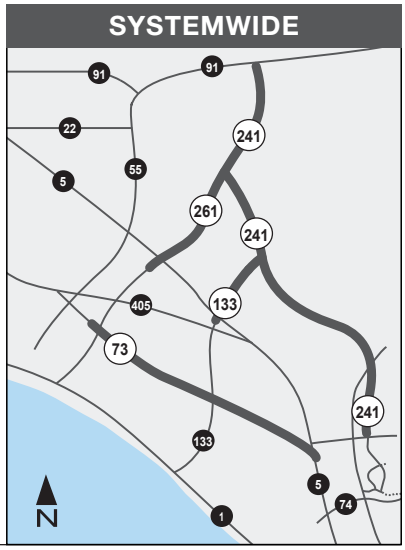
Conceptual planning has not yet commenced.

Right-of-Way

No right-of-way impacts are anticipated.

Construction

TBD



Conceptual Capital Projects

Foothill/Eastern Transportation Corridor Agency

Project	Anticipated Completion	Total Project Cost	Description
F/ETCA SRs 133, 241, 261, from SR 91 to SR 241/ FTC-N (at Portola Parkway-Irvine) and I-5, (Eastern Transportation Corridor) (ETC), Future On-System Improvements SR 241, from Oso Parkway to ETC (at Portola Parkway-Irvine), (Foothill Transportation Corridor — North) (FTC-N), Future On-System Improvements	N/A	N/A	Over the past two decades, The Toll Roads have become an integral part of the regional transportation system in Orange County. Customer surveys show that people depend on The Toll Roads for reliable travel times. As regional travel demand grows and operations of the regional transportation system degrades, portions of The Toll Roads can also be effected. In order to preserve dependable travel times, roadway improvement projects become warranted. The Toll Roads were designed to be expanded with additional lanes as traffic demands and volumes grow. Space is also provided within the median for either additional travel lanes and/or potential transit facilities as the County of Orange and surrounding communities grow. Since the original construction of the corridors, there have been changes to several key factors that influence travel demand. These factors include residential and non-residential development changes, shifts in population and employment, changes to the arterial highway system and changes in commuter behavior. **Project Status** The Agencies are using the ongoing traffic studies to understand the specific areas and segments of The Toll Roads system where improvements will be needed in order to maintain free flow conditions. Separate projects with implementation schedules are included in each annual update of the CIP as determined by the Agencies.

Conceptual Capital Projects

San Joaquin Hills Transportation Corridor Agency

Project	Anticipated Completion	Total Project Cost	Description
SJHTCA SR 73, I-5 in San Juan Capistrano to SR 73 in Irvine, (San Joaquin Hills Transportation Corridor) (SJHTC), Future On-System Improvements	N/A	N/A	Over the past two decades, The Toll Roads have become an integral part of the regional transportation system in Orange County. Customer surveys show that people depend on The Toll Roads for reliable travel times. As regional travel demand grows and operations of the regional transportation system degrades, portions of The Toll Roads can also be effected. In order to preserve dependable travel times, roadway improvement projects become warranted. The Toll Roads were designed to be expanded with additional lanes as traffic demands and volumes grow. Space is also provided within the median for either additional travel lanes and/or potential transit facilities as the County of Orange and surrounding communities grow. Since the original construction of the corridors, there have been changes to several key factors that influence travel demand. These factors include residential and non-residential development changes, shifts in population and employment, changes to the arterial highway system and changes in commuter behavior. **Project Status** The Agencies are using the ongoing traffic studies to understand the specific areas and segments of The Toll Roads system where improvements will be needed in order to maintain free flow conditions. Separate projects with implementation schedules are included in each annual update of the CIP as determined by the Agencies.

Estimated Project Cost by Agency (in $1,000)

Foothill/Eastern Transportation Corridor Agency

	Project	FY22 & Prior	FY23 Actual Plus Projected	FY24 Proposed Budget	FY25 & Later	Total Project Cost
Current	241/91 Express Connector	$27,595	$8,307	$19,155	$368,298	$423,355
	SR 241 Loma Improvements	$961	$310	$2,250	$83,879	$87,400
Conceptual (2035[1] or Later)	SR 241 Improvements, Santa Margarita and Bake	$3,902	$0	$0	TBD	TBD
	SR 261 Improvements	$0	$0	$0	TBD	TBD
	Toll Booth Removals and Toll Plaza Reuse	$2,935	$0	$0	TBD	TBD
	Future On-System Improvements	$0	$0	$0	TBD	TBD
F/ETCA Total		**$35,393**	**$8,617**	**$21,405**	**TBD**	**TBD**

Footnote

[1] Implementation schedules for projects are updated periodically based on the Agencies' ongoing traffic forecasts, performed as needed. (see page 2)

Estimated Project Cost by Agency (in $1,000)

San Joaquin Hills Transportation Corridor Agency

	Project	FY22 & Prior	FY23 Actual Plus Projected	FY24 Proposed Budget	FY25 & Later	Total Project Cost
Current	SR 73 Catalina View Improvements	$148	$342	$930	$35,480	$36,900
Conceptual (2035[1] or Later)	SR 73 Glenwood Interchange (Phases 2 & 3)	$0	$0	$0	TBD	TBD
	Toll Booth Removals and Toll Plaza Reuse	$2,455	$0	$0	TBD	TBD
	Future On-System Improvements	$0	$0	$0	TBD	TBD
SJHTCA Total		**$2,603**	**$342**	**$930**	**TBD**	**TBD**

Footnote

[1] Implementation schedules for projects are updated periodically based on the Agencies' ongoing traffic forecasts, performed as needed. (see page 2)

Completed Projects

Foothill/Eastern Transportation Corridor Agency

Initial Projects		
Project	**Year**	**Description**
F/ETCA Eastern Transportation Corridor (ETC) and Foothill Transportation Corridor – North (FTC-N) Initial Builds	1993 1998	Construction of 133, 261 and 241 Toll Roads which extend from SR 91 in the north to I-5 in the west, the Laguna Freeway (SR 133) to the southeast and Oso Parkway to the south. The initial approximately 34.1-mile project included the purchase of right-of-way and construction of two to three mainline lanes, plus climbing and auxiliary lanes with sufficient median to add additional lanes and/or transit later.
Enhancements to the Initial Projects		
Project	**Year**	**Description**
F/ETCA SR 241 Banderas Bridge Overcrossing	2002	Construction of a new SR 241 overcrossing between Antonio Parkway and Santa Margarita Parkway. The project was sponsored by the City of Rancho Santa Margarita to provide improved traffic circulation within the city. The F/ETCA contributed $1.22 million to project costs.
F/ETCA Santa Margarita Parkway Northbound On-Ramp Widening	2005	Addition of a second lane to the Santa Margarita Parkway Northbound on-ramp to address high peak-hour traffic volumes. Project included widening the 1,500-foot long northbound Arroyo Trabuco Creek Bridge to the ultimate corridor configuration.
F/ETCA Arroyo Trabuco Creek Southbound Bridge Widening	2005	Widening of the southbound Arroyo Trabuco Creek Bridge to its ultimate corridor configuration during the widening of the Santa Margarita Parkway northbound on-ramp thereby allowing both northbound and southbound structures to be widened to their Ultimate Corridor width at the same time. This strategy allowed only one disruption of the Arroyo Trabuco Creek below the bridge. The project was designed and constructed including the addition of a second exit lane to Santa Margarita Parkway.
F/ETCA SR 241 Northbound Widening, Arroyo Trabuco Creek to Bake Parkway	2003	Addition of one lane in the median of northbound SR 241 from Arroyo Trabuco Creek to Bake Parkway including the widening of five twin northbound and southbound bridges (Portola Parkway South Undercrossing (UC), Serrano Equestrian UC, Lake Forest Dr. UC, Bake Parkway UC, Melinda Road UC) to their Ultimate Corridor configuration.

Completed Projects

Foothill/Eastern Transportation Corridor Agency

Enhancements to the Initial Projects (continued)		
Project	**Year**	**Description**
F/ETCA SR 241 Tomato Springs Toll Plaza Third FasTrak Lanes	2004	Addition of one lane in each direction between NB SR 241/ SB SR 133 connector and Portola Parkway (North) Overcrossing. These lanes were added to address increasing traffic volumes and FasTrak® usage at this location. Project included the reconfiguration of the lane delineation between the mainline toll point and the adjacent SR 133 interchange to encourage FasTrak as the predominant toll payment method.
F/ETCA Landscaping Enhancements	2004	Installation of landscaping enhancements on SR 241 and SR 261 Toll Roads.
F/ETCA SR 133 Widening Merge/Diverge Project, I-5 to SR 241	2005	Addition of one mixed flow lane in each direction from I-5 to SR 241 along with median guardrail for most of the 2.5-mile project length.
F/ETCA Windy Ridge FasTrak Lane Widening	2009	Addition of a third FasTrak lane in each direction in the median of SR 241 through the Windy Ridge Mainline Toll Point from south of the Southern California Edison (SCE) Wildlife Undercrossing (UC) to north of the Windy Ridge Wildlife UC (3 miles). SCE UC southbound bridge and Windy Ridge UC northbound bridge built to their ultimate corridor configuration.
F/ETCA All-Electronic Tolling (AET)	2014	Conversion of toll collection facilities to all-electronic-toll collection. Project included various modifications to mainline toll points and signage. Additionally, the project included removal of toll booths and related equipment on multi-lane ramps where traffic passed on both sides of the existing toll booths.
F/ETCA Wildlife Protection Fence	2016	Construction of six miles of wildlife protection fence along the northbound and southbound lanes of SR 241 from the Chapman/Santiago Canyon Road interchange to SR 91.

Completed Projects

Foothill/Eastern Transportation Corridor Agency

Enhancements to the Initial Projects (continued)		
Project	**Year**	**Description**
F/ETCA Los Patrones Parkway, Oso Parkway to Cow Camp Road (in partnership with the County of Orange and Rancho Mission Viejo)	2020	Los Patrones Parkway is a four-lane divided roadway that creates a 4.5-mile, north-south link from the southerly terminus of SR 241 between Oso Parkway and Cow Camp Road. The project includes a multi-purpose pathway trail for pedestrians and cyclists from Oso Parkway to Chiquita Canyon Drive. Rancho Mission Viejo (RMV) was the project sponsor with the County of Orange as the lead agency. An agreement was required by the County of Orange between RMV and the F/ETCA to address funding, phasing and construction of Los Patrones Parkway including designing the roadway as a high speed, unsignalized transportation corridor. The F/ETCA provided funding for the right-of-way, design and a portion of the construction pursuant to the County of Orange Major Thoroughfare and Bridge Fee Program. The F/ETCA has contributed a total of $55.5 million to date.
F/ETCA Oso Parkway Bridge	2021	Constructed a bridge structure at Oso Parkway and mainline roadway gap closure between the southern terminus of SR 241 and the northern terminus of Los Patrones Parkway to provide users of Los Patrones Parkway direct access to and from the 241 Toll Road under the new bridge. Project also improved bicycle and pedestrian access on Oso Parkway through the interchange.
F/ETCA Signage Enhancements	2022	Updated sign messaging throughout The Toll Roads and along the approaches from the connecting highways and arterials to provide consistent messaging that notifies drivers they are entering an all-electronic toll collection facility, explains how tolls can be paid, and incorporates current California Manual on Uniform Traffic Control Devices (CA MUTCD) recommendations for toll road signage.
F/ETCA NB 241 Channelizers at Windy Ridge	2022	Installed of over 800 channelizers for a distance of 1-mile on northbound SR 241 between the No. 2 and No. 3 lanes approaching SR 91. The channelizers separate traffic heading eastbound on SR 91 from those heading westbound on SR 91 and are intended to deter vehicle queue-jumping on this stretch of SR 241. The project is an interim condition that will be replaced by permanent improvements proposed as part of the 241/91 Express Connector Project.

Completed Projects

San Joaquin Hills Transportation Corridor Agency

Initial Projects		
Project	**Year**	**Description**
SJHTCA San Joaquin Hills Transportation Corridor (SJHTC) Initial Build	1996	Construction of an approximately 17.4-mile extension of SR 73 from Jamboree Road in the City of Newport Beach to I-5 in San Juan Capistrano as a tolled facility. The initial project included three lanes in each direction, plus climbing and auxiliary lanes with sufficient median to add additional lanes and/or transit later. Additionally, constructed the extension and realignment of Ford Road (completed 1995). This 1.65-mile project extended and realigned Ford Road (now known as Bonita Canyon Drive) between MacArthur Boulevard and Newport Coast Drive.
Enhancements to the Initial Projects		
Project	**Year**	**Description**
SJHTCA SR 73 Glenwood Interchange (Phase 1)	2003	Construction of the southbound off-ramp and northbound on-ramp at Glenwood/Pacific Park Drive on SR 73. Work was performed under a design-build contract.
SJHTCA Landscaping Enhancements	2004	Installation of landscaping enhancements at interchanges along SR 73.
SJHTCA SR 73 Northbound Roadway Widening	2009	Addition of a fourth lane to the northbound mainline in two locations: (1) from the former lane drop north of Aliso Viejo Parkway to north of the Laguna Canyon Road on-ramp, a distance of 2.4 miles, and (2) from the Catalina View Mainline Toll Point cash lane merge, to the MacArthur Boulevard off-ramp, a distance of 3.3 miles. Ford Road/Bonita Canyon Drive Undercrossing (UC) northbound bridge, Newport Coast Drive UC northbound bridge, and Wildlife UC No. 2 northbound bridge built to their ultimate corridor configuration.
SJHTCA All-Electronic Tolling (AET)	2014	Conversion of toll collection facilities to all-electronic-toll collection. Project included various modifications to mainline toll points and signage. Additionally, the project included removal of toll booths and related equipment on multi-lane ramps where traffic passed on both sides of the existing toll booths.

Completed Projects

San Joaquin Hills Transportation Corridor Agency

Enhancements to the Initial Projects (continued)		
Project	**Year**	**Description**
SJHTCA Signage Enhancements	2022	Updated sign messaging throughout The Toll Roads and along the approaches from the connecting highways and arterials to provide consistent messaging that notifies drivers they are entering an all-electronic toll collection facility, explains how tolls can be paid, and incorporates current California Manual on Uniform Traffic Control Devices (CA MUTCD) recommendations for toll road signage.

Transportation Corridor Agencies·