

Date of Hearing: May 6, 2026

ASSEMBLY COMMITTEE ON APPROPRIATIONS

Buffy Wicks, Chair

AB 2307 (Sanchez) – As Amended April 6, 2026

Policy Committee: Transportation Vote: 16 - 0

Urgency: No State Mandated Local Program: No Reimbursable: No

SUMMARY:

This bill authorizes the Western Riverside Council of Governments (COG), in coordination with the Department of Transportation (Caltrans), to establish a pilot program to synchronize traffic signals for purposes of evaluating a regional model for coordinating traffic signal timing between state highways and local road systems.

If the COG undertakes the pilot program, the bill requires Caltrans, generally, to participate in the pilot program and, specifically, to review work plans, data standards and evaluation methodologies and to evaluate the effectiveness of the pilot program.

The bill requires the COG, should it undertake the pilot program, to submit a program outcome report to the Legislature by January 1, 2028.

FISCAL EFFECT:

Any costs to local government as a result of the bill will be because the COG chose to undertake the pilot program; therefore, such costs are not eligible for reimbursement from the state.

Caltrans reports that it views the work required of it by this bill as part of its existing, ongoing workload.

COMMENTS:

While not defined by this bill or by existing state law, traffic signal synchronization generally refers to, as the Orange County Transportation Agency puts it, technology that “allows a series of lights to turn green in advance of arriving traffic based on synchronized timers set to current traffic conditions and congestion levels.”

The state has funded traffic signal synchronization efforts. Specifically, The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) created the Traffic Light Synchronization Program and authorized \$250 million to fund traffic light synchronization projects and other technology-based improvements to ameliorate safety operations and the effective capacity of local streets and roads. The bond act directed \$150 million of the funds to the City of Los Angeles and the remaining \$100 million to other agencies. According to the California Transportation Commission (administrator of the bond funds), as of June 30, 2020, the commission had allocated \$150 million to 22 projects sponsored by the City of Los Angeles and the remaining \$100 million to 59 projects sponsored by other agencies.

Many of the agencies that undertook traffic signal synchronization projects found significant reductions in travel time and increases in travel speed.

As described above, this bill authorizes the COG to establish a pilot program to synchronize traffic signals for purposes of evaluating a regional model for coordinating traffic signal timing between state highways and local road systems. And area local governments express support for the bill. Yet, nothing in state law prevents the COG from undertaking a traffic signal synchronization pilot program today.

According to the author, this bill is needed because “signal coordination between local agencies and Caltrans is often limited by jurisdictional boundaries and administrative delays.” The primary effect of this bill, then, is to obligate Caltrans to coordinate with the COG on such a pilot program, should the COG elect to undertake one.

There is no opposition registered against this bill.

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