



June 5, 2017

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer

Subject: 2017 State Route 91 Implementation Plan

Overview

The Orange County Transportation Authority annually prepares a long-range plan for improvements along the State Route 91 corridor, between State Route 57 in Orange County and Interstate 15 in Riverside County. The plan includes a listing of potential improvements, preliminary cost estimates and potential implementation timeframes. These improvements are sponsored by various agencies, including the Riverside County Transportation Commission and the California Department of Transportation. The 2017 State Route 91 Implementation Plan includes the latest project information and serves as reference for future project development efforts.

Recommendation

Approve the 2017 State Route 91 Implementation Plan.

Background

AB 1010 (Chapter 688, Statutes of 2002) requires the Orange County Transportation Authority (OCTA) to annually prepare a plan and a proposed schedule for improvements along State Route 91 (SR-91) between Interstate 15 (I-15) and State Route 55 (SR-55). The preparation of the plan is conducted in collaboration with the California Department of Transportation (Caltrans), the Riverside County Transportation Commission (RCTC), the Transportation Corridor Agencies, and the cities of Anaheim, Corona, and Yorba Linda.

On September 30, 2008, SB 1316 (Chapter 714, Statutes of 2008) was signed into law. This bill built upon AB 1010 to extend the limits of the corridor to State Route 57 (SR-57), authorized RCTC to operate a toll facility along the portion of the SR-91 in Riverside County, and extended the timeframe for the operations of the toll lanes to 2065. SB 1316 also allows the use of excess toll revenues for congestion relief projects or services along the SR-91 corridor between SR-57 and the Orange/Riverside County line.

The intent of the SR-91 Implementation Plan (Plan) is to list a suite of congestion relief projects and outline improvements in the SR-91 corridor that are possible given the elimination of the non-compete clause related to the franchise agreement under AB 680 (Chapter 310, Statutes 1995). The Plan describes projects and transportation benefits, anticipated implementation schedules by milestone year, and costs for major projects through 2035. The projects for the Plan have been updated based on the latest information provided by the project sponsors.

Discussion

Since 2002, OCTA, Caltrans, and RCTC have made significant progress in improving the SR-91. Completed projects include:

- Green River Road Overcrossing Improvement Project
- North Main Street Corona Metrolink Parking Structure Project
- Eastbound lane addition from State Route 241 (SR-241) to State Route 71 (SR-71)
- Lane addition in both directions between SR-55 and SR-241
- Westbound lane at Tustin Avenue
- Metrolink service improvements

A total of \$478 million has been invested in the completion of six projects including the addition of 17 lane miles throughout the SR-91 corridor. Since 2003, average daily traffic throughput has increased by 12 percent, showing that improvements within the corridor have helped in alleviating the effects of population growth and facilitated connectivity between Orange and Riverside counties by enhancing capacity and improving mobility. These figures do not include the Riverside County 91 Corridor Improvement Project (CIP). Although the CIP is open to traffic, the project remains in the Plan as an active project since formal completion is expected to occur in November 2017.

The Plan, which includes input from the stakeholders, is provided in Attachment A. The projects are organized by readiness and logical sequencing.

Early improvements in the corridor are anticipated to be completed by 2021 and include four projects, at a total cost of \$1.65 billion. The planned projects include:

- Initial phase of the Riverside County 91 CIP:
 - Widen SR-91 by one general purpose (GP) lane in each direction east of Green River Road
 - Extend the 91 Express Lanes to I-15
 - Add collector-distributor roads in the vicinity of the City of Corona
 - Add I-15/SR-91 direct high-occupancy vehicle/high-occupancy toll (HOV/HOT) south connector

- Add southbound HOV/HOT lanes on I-15 to Ontario Avenue
 - Provide system/local interchange improvements
- Express bus service improvements between Orange and Riverside counties
- Direct connector between the 91 Express Lanes and SR-241
- Metrolink Service and Station Improvements

Three other projects are slated for implementation between 2022 and 2030, including improvements at the SR-71/SR-91 interchange, widening SR-91 between SR-57 and SR-55 and I-15/SR-91 direct north connector. Projects anticipated for implementation by 2030 are estimated to cost between \$524 million and \$1 billion.

Improvements for implementation by 2035 focus on longer lead time concepts and include:

- Ultimate phase of the 91 CIP:
 - Widening SR-91 by one GP lane in each direction from SR-241 to SR-71
 - Improving SR-91 east of I-15
- Fairmont Boulevard improvements at SR-91

The post-2035 list of improvements included in Appendix A of the Plan are highly conceptual in nature. Some of the concepts are derived from the Riverside - Orange County Major Investment Study. Appendix A includes an elevated four-lane facility between SR-241 and I-15, Anaheim to Ontario International Airport high-speed ground transportation system, and the Irvine - Corona Expressway (ICE) from SR-241/State Route 133 to I-15/Cajalco Road, connector improvements at the SR-91/SR-55 interchange, and an eastbound fifth lane addition near SR-241. The projected cost of the post-2035 projects is in excess of \$14 billion, and the implementation will require a significant amount of planning, design, external funding, and future policy and public input.

Lastly, staff continues to monitor the financial viability of the ICE concept as requested by the SR-91 Advisory Committee and the Riverside Orange Corridor Authority in 2010. The ICE has not moved beyond the conceptual phase due to the current economic climate, lack of state and federal transportation funding, and the high construction cost. Until considerable advancements are made in efficient and affordable tunneling technology, and more state and federal funding is available, this project will be a major challenge to complete.

Summary

OCTA has completed the 2017 Plan required by AB 1010 and subsequently, SB 1316 legislation. Updates include project schedules, project descriptions, costs, and traffic analysis.

Attachment

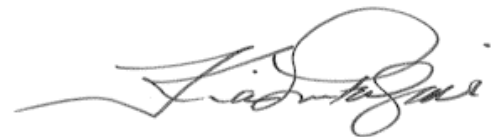
- A. Draft State Route 91 Implementation Plan 2017

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