



91 PROJECT UPDATE

Riverside County Transportation Commission

Building & Construction Trades Council

February 14, 2013





We Hear You...

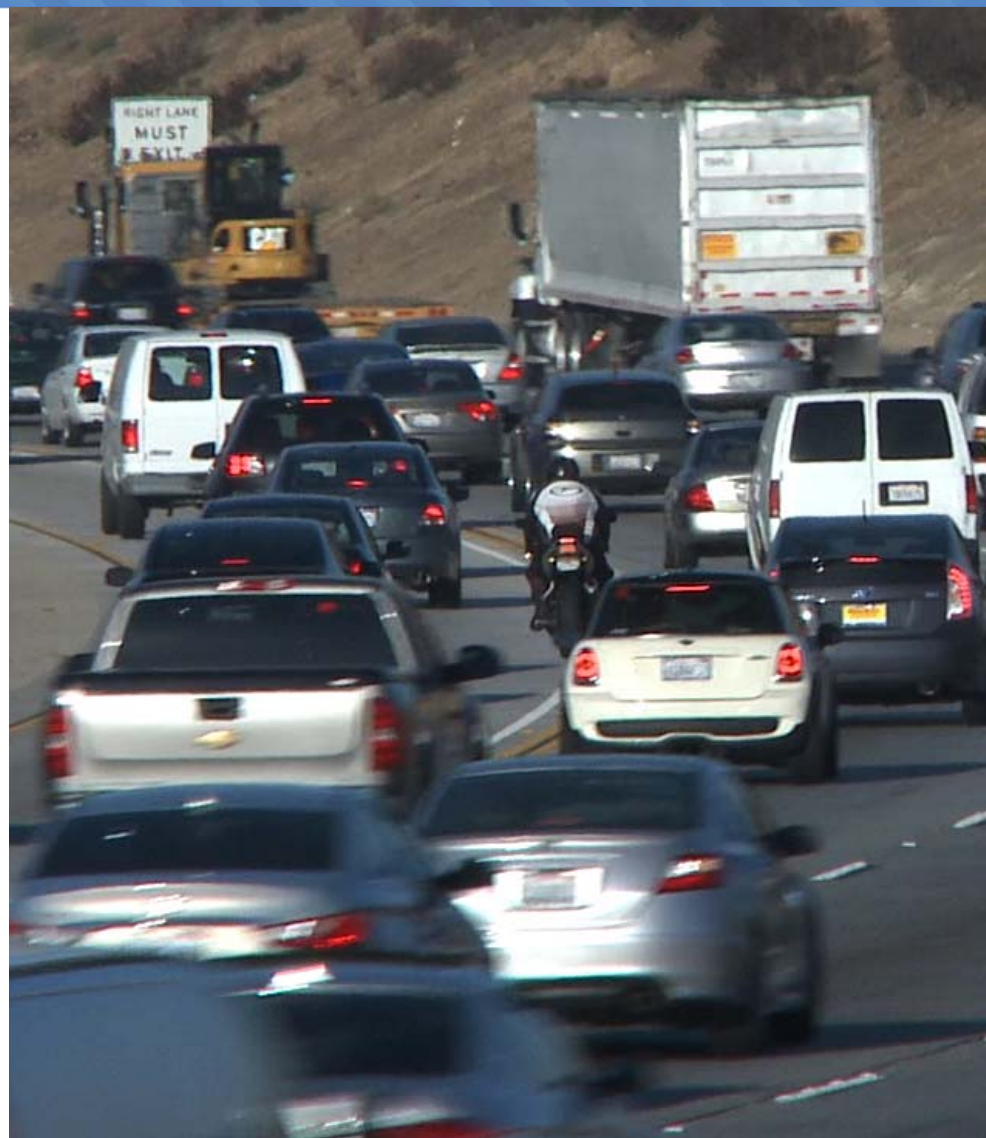




Project Need

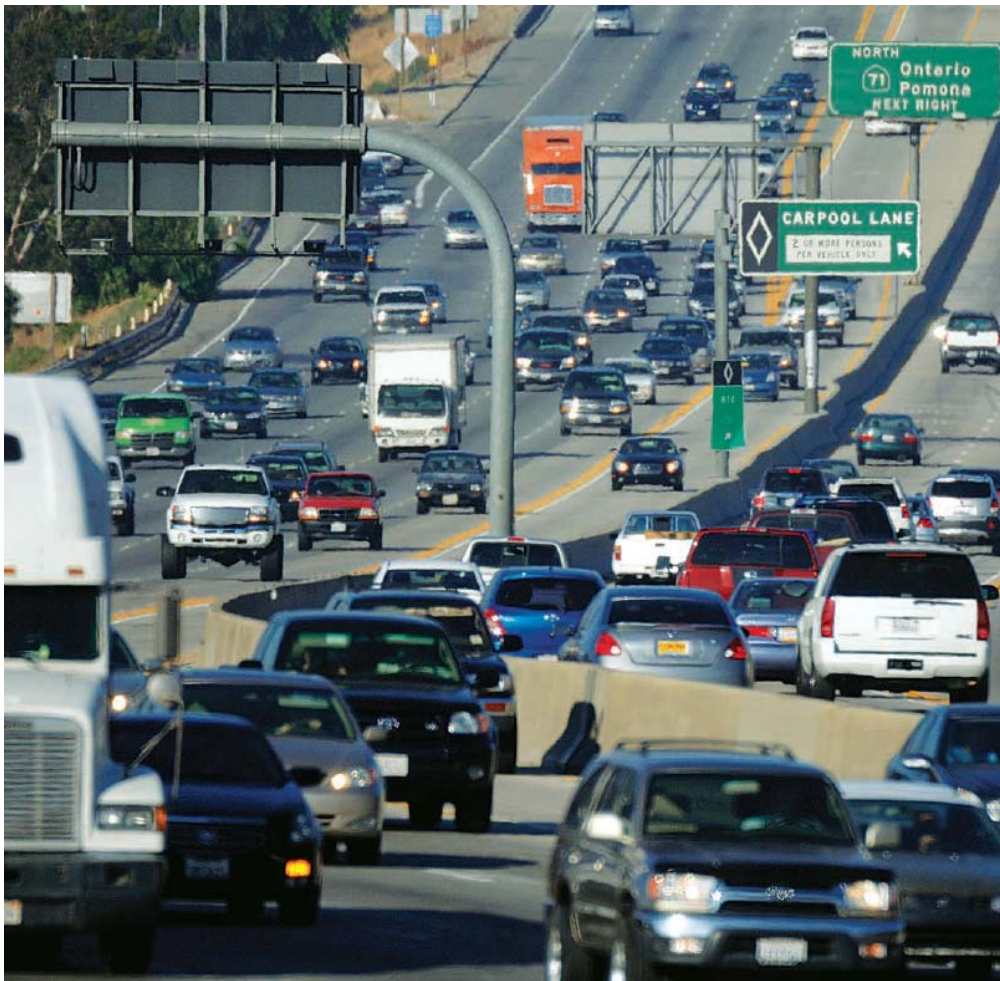


- 91 is primary east-west route
- 280,000 vehicles daily, 140,000 more by 2035
- Afternoon eastbound delays in top 15 of nation – speeds drop below 15 MPH





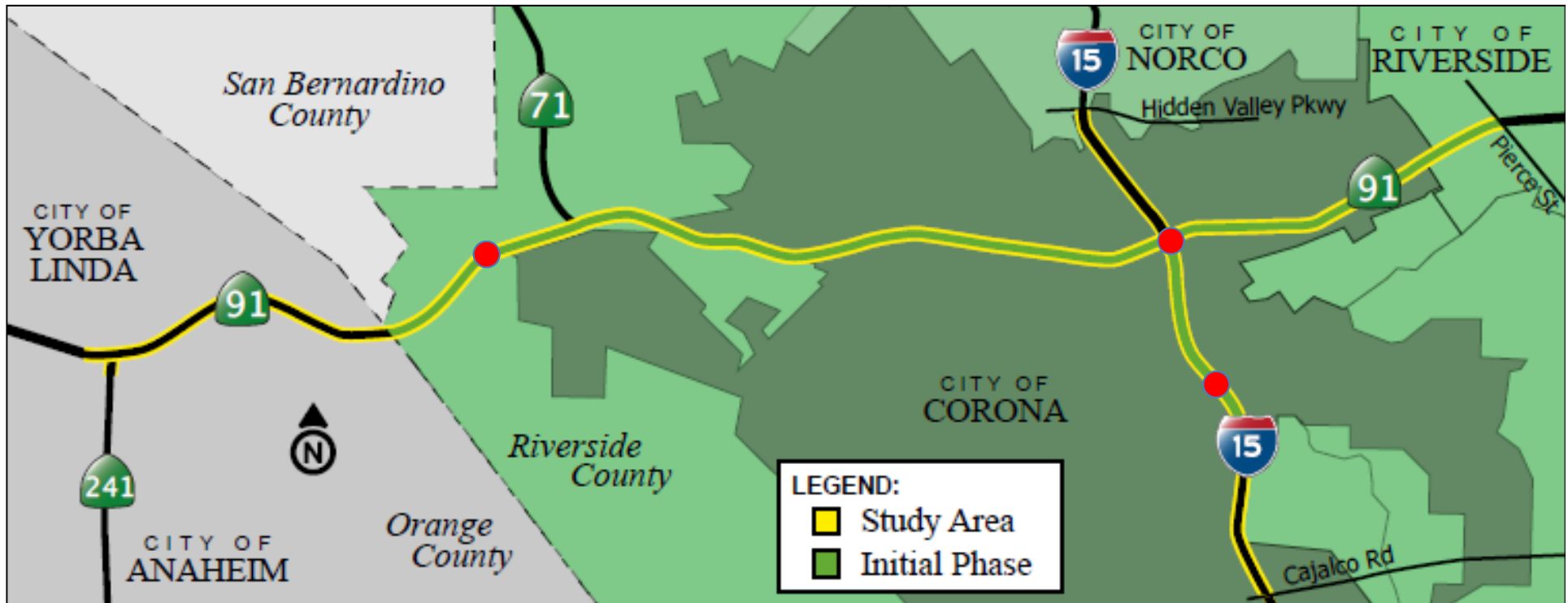
Fast Forward



- Environmental process completed
- Project approved for construction
- Design-build proposals submitted Jan. 29
- Funding package nearly finalized: \$1.3 billion project



Project Limits



- **Regular Lanes:** 71 to Pierce Street
- **Tolled Express Lanes:** County Line to I-15; I-15 South to Ontario Avenue
- **Toll Access Points:** West: Green River East: I-15 Interchange South: Ontario Avenue



Project Benefits



- Fewer traffic delays
- Faster emergency response
- Less local street congestion
- Reduced air pollution





Project Benefits



- 16,200 jobs (4,600 for construction/support)
- Economic boost from new workers
- Local investment – improved infrastructure
- Improvements to Green River, Auto Center, Maple, Lincoln, Main Street, I-15



Economic Output



- Project will generate \$2+ billion in statewide economic output: \$421 million/year
 - \$220 million/year through **direct** spending in Riverside County
 - \$55 million/year through **indirect** spending in Riverside County
 - \$146 million/year output in rest of state

Source: Beacon Economics, 2011



Express Lanes



- Extend nationally proven 91 Express Lanes from Orange County
- Choice: faster, reliable travel
- Replace carpool lanes; carpoolers with 3+ and transponder ride free 94% of time





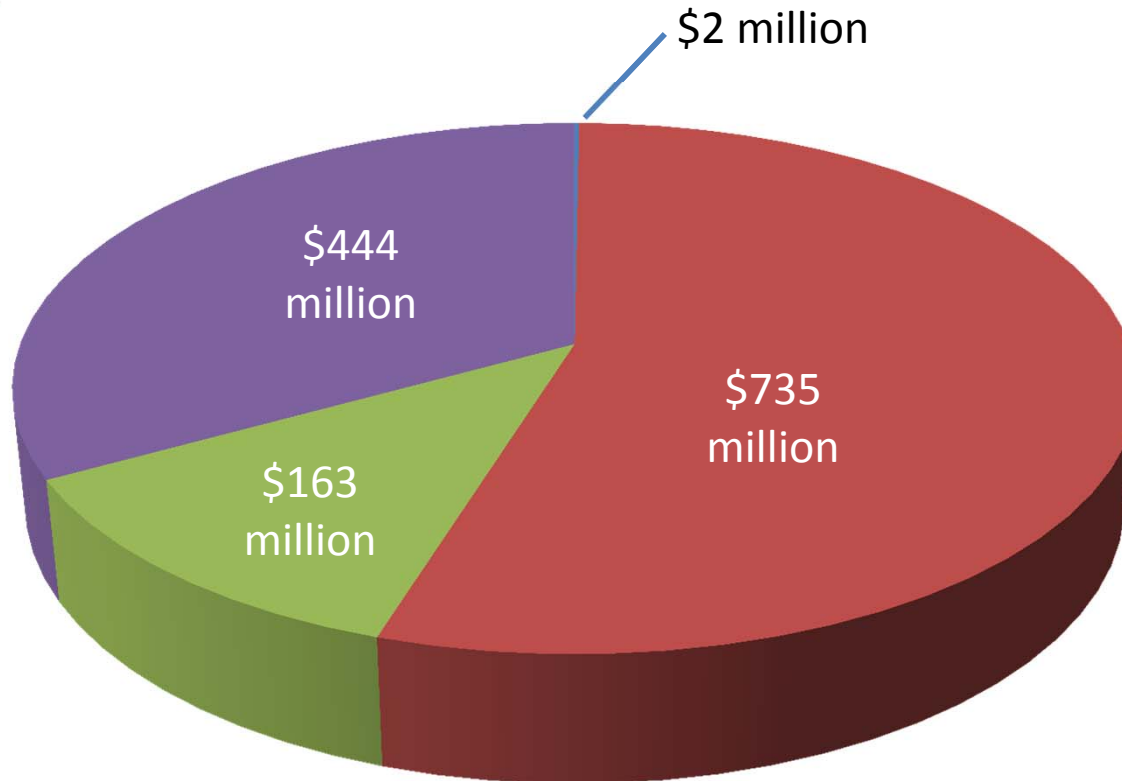
Express Lanes







- RCTC to own/operate in Riv Co.
- Seamless transition from OC Express Lanes – one transponder
- 57% of transponder owners live in IE
- Revenue pays for new tolled lanes, part of new non-tolled roadway improvements
- Revenue must be reinvested in 91 corridor



Project Funding



-  RCTC Measure A Revenue
-  Federal Loan
-  Toll Bonds
-  State



Transit/Trail Connections



- Metrolink passenger rail
- RTA-OCTA express buses
- Corona Cruiser
- Park & Ride network
- Santa Ana River Trail





Design-Build Method



- Innovative: Allows concurrent design, construction
- Will save 3-4 years over design-bid-build



- Shorter construction = Fewer impacts, lower cost
- Construction planned to start in 2014; new lanes planned to open 2017



Proposed Schedule



Design-Build Process



July 2012:
Issued Design-Build Request for Proposals



May 2013:
Award Design-Build Contract



Early 2014:
Begin Construction



2017:
Open New Lanes



Opportunities



Property Mitigation

- 12 Corona properties require complex site mitigation work (building cut/refacing, construction of new structures, parking lots)
- Requests for bids planned for mid-2013

Demolition

- 70-80 properties scheduled for demo, early fall 2013
- RCTC creating “bench” of 4-5 firms; RFP coming in early March; selected firms will compete for work



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