

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 25-26, 2003

Reference No.: 2.1a.(27)  
Action Item

From: ROBERT L. GARCIA  
Chief Financial Officer

Prepared by: Jim Nicholas  
Division Chief  
Transportation Programming

Ref: STIP AMENDMENT 02S-092

The Riverside County Transportation Commission (RCTC) and the Department of Transportation (Department) are requesting this State Transportation Improvement Program (STIP) amendment. This amendment was noticed at the May 2003 Commission meeting and there were no questions. Commission staff recommended the item be placed on the June 2003 Agenda for further discussion of impacts to the State Highway Account.

RCTC and the Department proposes that the Commission select the Route 60/91/215 Interchange project (PPNO 121D) in Riverside County for Grant Anticipation Revenue Vehicle (GARVEE) funding to advance project delivery. This project is programmed in the 2002 STIP with \$251,264,000 (\$200,926,000 Construction Capital; and \$50,338,000 Right of Way Capital) of Grandfathered Regional Improvement Program (GF-RIP), Regional Improvement Program (RIP) and Interregional Improvement Program (IIP) funds. The project also includes Federal Congestion Mitigation and Air Quality (CMAQ) funds of \$7,000,000, Traffic Congestion Relief Program (TCRP) funds of \$17,000,000, and Federal Surface Transportation Program (STP) funds of \$13,327,000. The Department will be requesting a partial allocation up to \$35,000,000 in FY 2003-04 RIP and IIP funds at the June 2003 Commission meeting for a portion of project construction which must begin no later than January 2004. If the proposal to use GARVEE funding and the partial allocation are approved, the remaining construction and right of way funds will be reprogrammed as a GARVEE debt service project. (Noticed at May 2003 CTC meeting.)

## RECOMMENDATION:

The Department recommends that the amendment be considered at the June 2003 Commission meeting. A key issue concerning the level of cash needed for this project in FY 2003-04 must be resolved before the Department can recommend approval.

**BACKGROUND:**

This request follows Chapter 862 of the Statutes of 1999 (SB 928) which authorizes the State Treasurer to issue GARVEE bonds and authorizes the Commission to select projects for accelerated construction from bond proceeds.

GARVEEs are tax-exempt debt instrument financing mechanisms backed by annual Federal appropriations for Federal Aid transportation projects. They were authorized in Federal law by Section 311 of the National Highway System Designation Act of 1995. GARVEE proceeds can be used for the costs of right of way and/or construction of highway or other transportation projects that are eligible under Title 23 of the United States Code, that meet all federal requirements. Repayment of debt service is subject to the constraints of Article XIX of the State Constitution. For STIP projects, the repayment will be charged to the county and/or interregional share from future STIP funds. Bond repayments are typically made over several STIP programming cycles.

This amendment proposes the sale of GARVEE bonds with the proceeds of \$239,300,000 (including cost of issuance) to be used for Right of Way and Construction Capital on the Route 60/91/215 Interchange Design Sequencing Project. Including financing, the total cost will be approximately \$298,718,000 based on anticipated interest rate of 4.25%. To minimize financing charges, two bonds, \$137,900,000 and \$100,000,000 would be sold in January 2004 and January 2006 respectively. Debt service is proposed to start with payments (principals and interests) of \$17,400,000 in FY 2004-05 and FY 2005-06, follow with payment of \$29,900,000 in FY 2006-07 through FY 2013-14, and end with payments of \$12,500,000 in fiscal years 2014-15 and 2015-16. The Department and RCTC agree that debt service for the GARVEE bond will be paid with future year STIP allocations using proportional shares equal to the IIP and RIP investment on the project. A summary of the project financing is shown in Attachment A "Summary of Funding Sources and Federal Matching Expenditures".

In addition to requesting approval to use GARVEE bond funds, this amendment also proposes that up to \$35,000,000 of state-only funds be allocated in FY 2003-2004 to keep the project on schedule. Approximately \$41,400,000 of state funds will be needed on the project to match the federal funds used to service the bond debt and to match other programmed local CMAQ and RSTP. As noted above, state funds cannot be used to service debt and so must be expended within the normal project construction timeframe. The difference (approximately \$6,400,000) of matching state funds will be funded within the Construction Support component.

The Route 60/91/215 Interchange project was approved as one of the "Design Sequencing" pilot projects to expedite overall project delivery and to simplify traffic handling during construction. The first contract on the Route 215 Corridor (PPNO 0121L) was awarded November 2002 to widen three existing over-crossings, construct a new bridge, 15 retaining walls and one ramp approach. A substantial lag between completion of the initial project and the commencement of the Route 60/91/215 Interchange project would require remedial action to ensure safety and operational integrity of the freeway facilities, such as backfilling behind retaining walls, paving roadway surfaces, replacing temporary drainage facilities and railings.

The Route 60/91/215 Interchange Design Sequencing Project includes reconstruction of the Canyon Crest Drive (a main entrance to UCR Campus), widening of the undercrossing, and realignment of a frontage road inside the UC campus. The Department has an executed Right of Entry Agreement (April 24, 2003) with the University of California at Riverside (UCR), to provide access to UCR properties between June 18, 2004 and September 1, 2004. Reconstruction of the Canyon Crest Drive and widening of the undercrossing are on the critical path and are in the first stage of construction. Failure to complete this work within the time window will delay the project by one year.

Additionally, offers have been made to 149 business and residential property owners to acquire Right of Way for the project. If funds were not provided to complete the acquisition process, business and residential property owners may file reverse condemnation cases against the Department for additional compensations and damages due to project delay.

**RESOLUTION:**

Resolved, that the California Transportation Commission (Commission) revise the 2002 State Transportation Improvement Program (STIP) at the end of the 30-day notice period as follows:

**Revises:**

County	CT District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor				
Riverside	08	0121D	3348U1	CO	2003-04	40.1	43.3	215				
<b>Implementing Agency:</b>		PA&ED	Caltrans		AB 3090	PS&E	Caltrans	AB 3090				
<b>(by component)</b>		R/W	Caltrans		AB 3090	CON	Caltrans	AB 3090				
<b>RTPA/CTC :</b>		Southern California Association of Governments										
<b>Project Title:</b>		Route 215 Corridor – HOV, Truck Climbing Lane –El Cerrito Drive to Jct 60/91/215 Interchange										
<b>Location:</b>		Riverside County –El Cerrito Drive to Junction 60/91/215 Interchange										
<b>Description:</b>		Construct Interchange, add 2 HOV lanes and Truck Climbing Lane (southbound)										
<b>(DOLLARS IN THOUSANDS)</b>												
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component				
		Prior	02/03	03/04	04/05	05/06	Future	PA&ED (E & P)	PS&E (Design)	R/W SUP	CON SUP	R/W
<b>STIP Programming – GRIP (Grandfathered RIP)</b>												
Existing	\$136,922	\$50,697		\$86,225				\$14,148	\$12,152	\$18,913	\$24,397	\$67,312
Change	(\$91,709)	(\$24,397)		(\$67,312)				\$0	\$0	\$0	(\$24,397)	(\$67,312)
Proposed	\$45,213	\$26,300		\$18,913				\$14,148	\$12,152	\$18,913	\$0	\$0
<b>STIP Programming – RIP</b>												
Existing	\$132,939	\$23,212		\$100,656		\$9,071		\$6,685	\$1,997	\$6,480	\$25,941	\$91,836
Change	(\$88,077)	(\$15,615)		(\$64,642)		(\$7,820)		\$0	\$0	\$0	(\$25,941)	(\$62,136)
Proposed	\$44,862	\$7,597		\$36,014		\$1,251		\$6,685	\$1,997	\$6,480	\$0	\$29,700
<b>STIP Programming – IIP</b>												
Existing	\$48,814	\$2,101		\$46,713				\$2,101		\$4,935		\$41,778
Change	(\$36,478)			(\$36,478)				\$0		\$0		(\$36,478)
Proposed	\$12,336	\$2,101		\$10,235				\$2,101		\$4,935		\$5,300
<b>STIP Programming – IIP, RIP and GRIP (GARVEE Debt Service)</b>												
Existing	\$0				\$0	\$0	\$0					\$0
Change	\$299,000				\$17,400	\$17,400	\$264,200					\$299,000
Proposed	\$299,000				\$17,400	\$17,400	\$264,200					\$299,000
<b>Local FHWA - Congestion Mitigation and Air Quality (CMAQ)</b>												
Existing	\$7,000			\$7,000								\$7,000
Change	\$0			\$0								\$0
Proposed	\$7,000			\$7,000								\$7,000
<b>Local FHWA – Surface Transportation Program (STP)</b>												
Existing	\$13,327			\$13,327								\$13,327
Change	\$0			\$0								\$0
Proposed	\$13,327			\$13,327								\$13,327
<b>Transportation Congestion Relief Program (TCRP)</b>												
Existing	\$17,000			\$17,000								\$17,000
Change	\$0			\$0								\$0
Proposed	\$17,000			\$17,000								\$17,000
<b>TOTAL</b>												
Existing	\$356,002	\$76,010		\$270,921	\$0	\$0	\$9,071	\$22,934	\$14,149	\$30,328	\$50,338	\$238,253
Change	\$82,736	(\$40,012)		(\$168,432)	\$17,400	\$17,400	\$256,380	\$0	\$0	\$0	(\$50,338)	\$133,074
Proposed	\$438,738	\$35,998		\$102,489	\$17,400	\$17,400	\$265,451	\$22,934	\$14,149	\$30,328	\$0	\$371,327

**STIP AMENDMENT 02S-092**

Location Map



08-Riverside

PPNO 0121D

Location: Riverside County –El Cerrito Drive to Junction 60/91/215 Interchange

Description: Construct Interchange, add 2 HOV lanes and Truck Climbing Lane (southbound)

ATTACHMENT



**STIP AMENDMENT 02S-092**  
**SUMMARY OF FUNDING SOURCES AND FEDERAL MATCHING EXPENDITURES**  
**FOR PROJECTS PROPOSED FOR GARVEE FINANCING**  
 Riv-215 Corridor Project

**Funding and Cost Summary**

Project	PPNO	Principal Amount of GARVEE	Costs of Issuance	Interest Cost at 4.25%	Total Est'd. GARVEE Financing	CMAQ (Federal)	RSTP (Federal)	Total Federal Funds	State Funds	Total Matching Funds	Total Project Cost incl. Financing
Riv-215	121D	237,822,000	1,478,000	59,419,000	\$ 298,719,000	7,000,000	13,327,000	\$ 319,046,000	35,000,000	\$ 35,000,000	\$ 354,046,000
		<b>\$ 237,822,000</b>	<b>\$ 1,478,000</b>	<b>\$ 59,419,000</b>	<b>\$ 298,719,000</b>	<b>\$ 7,000,000</b>	<b>\$ 13,327,000</b>	<b>\$ 319,046,000</b>	<b>\$ 35,000,000</b>	<b>\$ 35,000,000</b>	<b>\$ 354,046,000</b>

**Federal Matching Expenditure Detail**

Project	PPNO	Total Federal Funds	Total Matching Funds	Federal Matching Requirement	Surplus Matching Requirement
Riv-215	121D	\$ 319,046,000	35,000,000	41,335,791	(6,335,791)
		<b>\$ 319,046,000</b>	<b>\$ 35,000,000</b>	<b>\$ 41,335,791</b>	<b>\$ (6,335,791)</b>



OFFICE OF THE MAYOR

68  
City of La Quinta  
(2-1a(27))

REC'D BY CIC  
JUN 09 2003

P.O. Box 1504  
78-495 CALLE TAMPICO  
LA QUINTA, CALIFORNIA 92253

(760) 777-7000  
(TDD) (760) 777-1227

June 5, 2003

Mr. R. Kirk Lindsey  
Chairman, California Transportation Commission  
1120 N Street  
Room 2221 (MS-52)  
Sacramento, CA 95814

Dear Chairman Lindsey:

On May 21, the California Transportation Commission will consider a State Transportation Improvement Program (STIP) amendment to allocate \$35 million to Riverside County for the reconstruction of the 60/91/I-215 interchange.

On behalf of the City of La Quinta, I am writing to respectfully urge your support of this action. The California Department of Transportation has already made a significant commitment to this project and work crews have already been setting the stage for the main project. Much of Downtown Riverside is under construction because of this project. As a result, it would probably cost the state more to suspend the project than it would to allocate the \$35 million being sought.

More importantly, suspending this project should not be considered a viable option because of its importance to the entire Southern California Region. Given its location connecting three freeways, this interchange impacts the region far beyond the City of Riverside. This interchange affects mobility to locations that include the University of California, Riverside; March Air Reserve Base, Ontario International Airport and the Palm Springs/Coachella Valley. These locations, along with many others, are job centers and important economic activity centers located in the state's most vibrant and fastest growing county.

While we are mindful that the California Transportation Commission is faced with the challenge of a transportation funding shortfall of unprecedented proportions, it is the belief of our city that the potential positive impact of funding this project far outweighs the monetary impact that it will have on the STIP.

Thank you once again for your consideration of this funding allocation. Your leadership in such trying economic and budgetary times is sincerely appreciated and valued.

Sincerely,

DON ADOLPH, Mayor  
City of La Quinta





2-12(27)  
PW-0058-03

OFFICE OF: City Mayor

(909) 736-2372  
(909) 736-2493 (FAX)

815 WEST SIXTH STREET, P.O. BOX 940, CORONA, CALIFORNIA 92878-0940  
CORONA CITY HALL - ONLINE, ALL THE TIME <http://www.ci.corona.ca.us>

June 11, 2003

Mr. R. Kirk Lindsey  
Chairman, California Transportation Commission  
1120 N Street  
Room 221 (MS-52)  
Sacramento, CA 95814

Dear Chairman Lindsey:

~~On June 25, 2003, the California Transportation Commission will consider a State Transportation Improvement Program (STIP) amendment to allocate \$35 million to Riverside County for the reconstruction of the 60/91/I-215 Interchange.~~

On behalf of the City of Corona, I am enclosing a council resolution supporting this project. The California Department of Transportation has already made a significant commitment to this project, and work crews have already been setting the stage for the main project. Much of downtown Riverside is under construction because of this project. As a result, it would probably cost the state more to suspend the project than it would to allocate the \$35 million being sought.

More importantly, suspending this project should not be considered a viable option because of its importance to the entire Southern California Region. Given its location connecting three freeways, this interchange impacts the region far beyond the City of Riverside. This interchange affects mobility to locations that include the University of California, Riverside, March Air Reserve Base, Ontario International Airport and the Palm Springs/Coachella Valley. These locations, along with many others, are job centers and important economic activity centers located in the state's most vibrant and fastest growing county.

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Thank you once again for your consideration of this funding allocation. Your leadership in such trying economic and budgetary times is sincerely appreciated and valued.

Sincerely,

Jeffrey P. Bennett  
Mayor

3  
THIS DOCUMENT CONTAINS CONFIDENTIAL INFORMATION  
IT IS A TRUE COPY OF THE ORIGINAL RECORD  
ON FILE IN THIS OFFICE.  
ATTEST: June 11 2003  
Victoria J. Wasko  
City Clerk of the City of Corona  
Caitlin Vandusen  
Deputy

RESOLUTION NO. 2003-72

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
CORONA, CALIFORNIA, SUPPORTING FUNDING OF  
THE 60/91/I-215 INTERCHANGE

WHEREAS, the 60/91/I-215 Interchange located in Downtown Riverside is the Inland Region's most complex freeway-to-freeway interchanges; and

WHEREAS, the 60/91/I-215 interchange is strategically located in the center of the Inland Empire connecting freeways traveling from various directions and destinations; and

WHEREAS, the Inland Area of Riverside and San Bernardino Counties are among the state's most vibrant regions, adding thousands of jobs each year and attracting ~~millions of dollars in new business investment; and~~

WHEREAS, the economies of Riverside County, San Bernardino County, and numerous communities within both counties depend on the viability of the 60/91/I-215 interchange; and

WHEREAS, the Coachella Valley consisting of communities including Palm Springs, Palm Desert, La Quinta, Indian Wells, and Rancho Mirage are world-renowned tourist and convention locations that depend on highway travelers who use the 60/91/I-215 interchange; and

WHEREAS, the voters of Riverside County approved Measure A by a 78.9 percent margin in 1988; and

WHEREAS, the Measure A program sets aside a significant portion of the needed funding for improving the 60/91/I-215 project; and

WHEREAS, since the cost of improving the interchange requires more than \$350 million, including State Transportation Improvement Program dollars; and

WHEREAS, the project has been identified for State Transportation Improvement Program funding; and

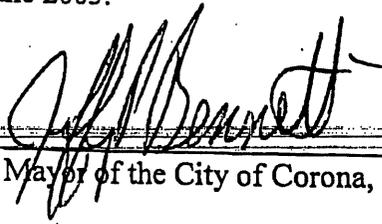
WHEREAS, the Riverside County Transportation Commission has identified the reconstruction of the 60/91/I-215 interchange as its primary near-term transportation priority; and

WHEREAS, the State of California has recognized the importance of improving the 60/91/I-215 interchange and designated it as a "design sequencing" project.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Corona, California, that the City of Corona respectfully calls upon the California Transportation Commission to commit State Transportation Improvement Program funding to the reconstruction of the 60/91/1-215 Interchange.

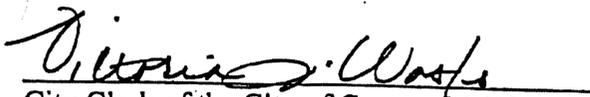
**BE IT FURTHER RESOLVED** that the City of Corona urges that economic investment in highway development in Riverside and San Bernardino Counties should remain a state priority to ensure the ongoing health and vitality of one of California's most successful and growing regions.

**ADOPTED** this 4th day of June 2003.



Mayor of the City of Corona, California

**ATTEST:**

  
City Clerk of the City of Corona, California

**CERTIFIED COPY**



**CERTIFICATION**

I, Victoria Wasko, City Clerk of the City of Corona, California, do hereby certify that the foregoing Resolution was regularly introduced and adopted by the City Council of the City of Corona, California, at a regular meeting thereof held on the 4th day of June 2003, by the following vote of the Council:

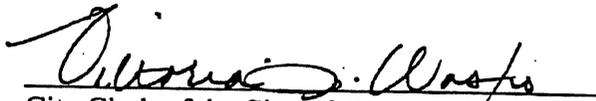
**AYES:** BENNETT, MILLER, MONTANEZ, SPIEGEL, TALBERT

**NOES:** NONE

**ABSENT:** NONE

**ABSTAINED:** NONE

~~IN WITNESS THEREOF, I have hereunto set my hand and affixed the official~~  
~~seal of the City of Corona, California, this 4th day of June 2003.~~

  
\_\_\_\_\_  
City Clerk of the City of Corona, California

(SEAL)

CERTIFIED COPY



RESOLUTION NO. 20611

OF THE CITY COUNCIL OF THE CITY OF  
PALM SPRINGS, CALIFORNIA,  
DECLARING SUPPORT FOR FUNDING OF  
60/91/I-215 INTERCHANGE

WHEREAS the 60/91/I-215 Interchange located in Downtown Riverside is the Inland Region's most complex freeway-to-freeway interchange; and

WHEREAS the 60/91/I-215 interchange is strategically located in the center of the Inland Empire connecting freeways traveling from various directions and destinations; and

WHEREAS the Inland Area of Riverside and San Bernardino Counties are among the State's most vibrant regions, adding thousands of jobs each year and attracting millions of dollars in new business investment; and

WHEREAS the economies of Riverside County, San Bernardino County and numerous communities within both counties depend on the viability of the 60/91/I-215 interchange; and

WHEREAS the Coachella Valley consists of communities, including Palm Springs, Palm Desert, La Quinta, Indian Wells and Rancho Mirage, that are world-renowned tourist and convention locations that depend on highway travelers who use the 60/91/I-215 interchange; and

WHEREAS the voters of Riverside County approved Measure A by a 78.9 percent margin in 1988; and

WHEREAS the Measure A program sets aside a significant portion of the needed funding for improving the 60/91/I-215 project; and

WHEREAS since the cost of improving the interchange requires more than \$350 million, including State Transportation Improvement Program dollars; and

WHEREAS the project has been identified for State Transportation Improvement Program funding; and

WHEREAS the Riverside County Transportation Commission has identified the reconstruction of the 60/91/I-215 interchange as its primary near-term transportation priority; and

WHEREAS the State of California has recognized the importance of improving the 60/90/I-215 interchange and designated it as a "design sequencing" project;

RESOLVED that the City of Palm Springs respectfully calls upon the California Transportation Commission to commit State Transportation Improvement Program funding to the reconstruction of the 60/91/I-215 interchange.

BE IT FURTHER RESOLVED THAT the City of Palm Springs urges that economic investment in highway development in Riverside and San Bernardino Counties should remain a State priority to ensure the ongoing health and viability of one of California's most successful and growing regions.

ADOPTED this 4th day of June, 2003.

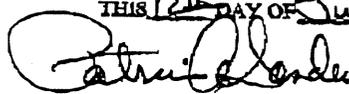
AYES: Members Mills, ~~Oden~~, ~~Belter~~-Spurgin and Mayor Kleindienst  
NOES: None  
ABSENT: Member Hodges - Excused

ATTEST: CITY OF PALM SPRINGS, CALIFORNIA

By: /s/ PATRICIA A. SANDERS City Clerk      /s/ DAVID H. READY City Manager

REVIEWED & APPROVED AS TO FORM: \_\_\_\_\_

I HEREBY CERTIFY THAT THE FOREGOING IS A TRUE COPY OF  
RESOLUTION No. 20611 DULY ADOPTED BY THE  
CITY COUNCIL OF THE CITY OF PALM SPRINGS IN A MEETING  
THEREOF HELD ON THE 4th DAY OF June, 2003  
DATED AT PALM SPRINGS, CALIFORNIA,  
THIS 12th DAY OF June, 2003

 CITY CLERK  
CITY OF PALM SPRINGS, CALIFORNIA



REC'D BY CTC PW-0058-03

JUN 16 2003

*no 00*  
*(2-1a(27))*

OFFICE OF: City Mayor

(909) 736-2372  
(909) 736-2493 (FAX)

815 WEST SIXTH STREET, P.O. BOX 940, CORONA, CALIFORNIA 92878-0940  
CORONA CITY HALL - ONLINE, ALL THE TIME <http://www.ci.corona.ca.us>

June 11, 2003

Mr. R. Kirk Lindsey  
Chairman, California Transportation Commission  
1120 N Street  
Room 221 (MS-52)  
Sacramento, CA 95814

Dear Chairman Lindsey:

On June 25, 2003, the California Transportation Commission will consider a State Transportation Improvement Program (STIP) amendment to allocate \$35 million to Riverside County for the reconstruction of the 60/91/I-215 Interchange.

On behalf of the City of Corona, I am enclosing a council resolution supporting this project. The California Department of Transportation has already made a significant commitment to this project, and work crews have already been setting the stage for the main project. Much of downtown Riverside is under construction because of this project. As a result, it would probably cost the state more to suspend the project than it would to allocate the \$35 million being sought.

More importantly, suspending this project should not be considered a viable option because of its importance to the entire Southern California Region. Given its location connecting three freeways, this interchange impacts the region far beyond the City of Riverside. This interchange affects mobility to locations that include the University of California, Riverside, March Air Reserve Base, Ontario International Airport and the Palm Springs/Coachella Valley. These locations, along with many others, are job centers and important economic activity centers located in the state's most vibrant and fastest growing county.

While we are mindful that the California Transportation Commission is faced with the challenge of a transportation funding shortfall of unprecedented proportions, it is the belief of our city that the potential positive impact of funding this project far outweighs the monetary impact that it will have on the STIP.

Thank you once again for your consideration of this funding allocation. Your leadership in such trying economic and budgetary times is sincerely appreciated and valued.

Sincerely,

Jeffrey P. Bennett  
Mayor

ATTEST: June 11 03

Victoria J. Wasko  
City Clerk of the City of Corona, California

By: *Lauren Vanduprel*  
Deputy

RESOLUTION NO. 2003-72

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
CORONA, CALIFORNIA, SUPPORTING FUNDING OF  
THE 60/91/I-215 INTERCHANGE

WHEREAS, the 60/91/I-215 Interchange located in Downtown Riverside is the Inland Region's most complex freeway-to-freeway interchanges; and

WHEREAS, the 60/91/I-215 interchange is strategically located in the center of the Inland Empire connecting freeways traveling from various directions and destinations; and

WHEREAS, the Inland Area of Riverside and San Bernardino Counties are among the state's most vibrant regions, adding thousands of jobs each year and attracting millions of dollars in new business investment; and

WHEREAS, the economies of Riverside County, San Bernardino County, and numerous communities within both counties depend on the viability of the 60/91/I-215 interchange; and

WHEREAS, the Coachella Valley consisting of communities including Palm Springs, Palm Desert, La Quinta, Indian Wells, and Rancho Mirage are world-renowned tourist and convention locations that depend on highway travelers who use the 60/91/I-215 interchange; and

WHEREAS, the voters of Riverside County approved Measure A by a 78.9 percent margin in 1988; and

WHEREAS, the Measure A program sets aside a significant portion of the needed funding for improving the 60/91/I-215 project; and

WHEREAS, since the cost of improving the interchange requires more than \$350 million, including State Transportation Improvement Program dollars; and

WHEREAS, the project has been identified for State Transportation Improvement Program funding; and

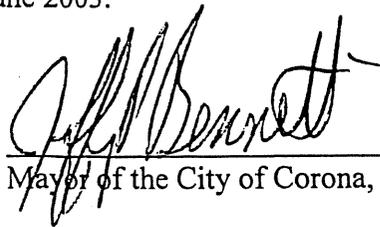
WHEREAS, the Riverside County Transportation Commission has identified the reconstruction of the 60/91/I-215 interchange as its primary near-term transportation priority; and

WHEREAS, the State of California has recognized the importance of improving the 60/91/I-215 interchange and designated it as a "design sequencing" project.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Corona, California, that the City of Corona respectfully calls upon the California Transportation Commission to commit State Transportation Improvement Program funding to the reconstruction of the 60/91/I-215 Interchange.

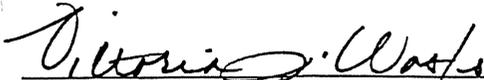
**BE IT FURTHER RESOLVED** that the City of Corona urges that economic investment in highway development in Riverside and San Bernardino Counties should remain a state priority to ensure the ongoing health and vitality of one of California's most successful and growing regions.

**ADOPTED** this 4th day of June 2003.



\_\_\_\_\_  
Mayor of the City of Corona, California

**ATTEST:**

  
\_\_\_\_\_  
City Clerk of the City of Corona, California

**CERTIFIED COPY**



CERTIFICATION

I, Victoria Wasko, City Clerk of the City of Corona, California, do hereby certify that the foregoing Resolution was regularly introduced and adopted by the City Council of the City of Corona, California, at a regular meeting thereof held on the 4th day of June 2003, by the following vote of the Council:

AYES: BENNETT, MILLER, MONTANEZ, SPIEGEL, TALBERT

NOES: NONE

ABSENT: NONE

ABSTAINED: NONE

IN WITNESS THEREOF, I have hereunto set my hand and affixed the official seal of the City of Corona, California, this 4th day of June 2003.

  
City Clerk of the City of Corona, California

(SEAL)

CERTIFIED COPY  


Table 2 – Options for the Growth Management Program

	GMP Component	Option 1	Option 2	Option 3
0.	Reward System <sup>2</sup>	CONTINUE EXISTING REQUIREMENTS		
1.	Growth Management Element			
4.	Development Mitigation Program			
5.	Cooperative, Multi-Jurisdictional Planning			
6.	Five-Year CIP			
8.	TSM Ordinance or Resolution			
3.	Performance Standards (Fire, Police, Parks, Sanitary, Water, and Flood)	Continue	<i>Eliminate, but encourage "best practices" for Transportation Oriented Development (TOD)</i>	Eliminate
7.	Housing Options and Job Opportunities	Continue	<i>Achieve goals, show progress</i>	Eliminate
9.	Additional Components	None.	<i>Existing County, or locally adopted ULLs, or new, jointly accepted ULL.</i>	
2.	Traffic LOS Standards and TSOs	<i>Continue, with LOS exemptions for TOD and/or traffic metering</i>	<i>Eliminate LOS Standards on non-regional routes. Keep TSOs on Regional Routes, with exemptions for TOD and/or traffic metering.</i>	Eliminate
	Separate Smart Growth Incentive Program	Compliance with the GMP could be linked to this program, or it could be entirely separate.		

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<sup>2</sup> Percentage of funds dedicated to Local Street Maintenance and Improvements to be determined through the Expenditure Plan (currently 18%).