

RESOLUTION NO. 2019-085

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONA, CALIFORNIA, OPPOSING ANY ACTION BY THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION: 1) TO CONVERT HOV/CARPOOL LANES ON STATE ROUTE 91 OR INTERSTATE 15 CORRIDORS TO TOLL LANES; 2) TO BORROW AGAINST OR USE SURPLUS STATE ROUTE 91 EXPRESS LANE TOLL REVENUES ON PROJECTS OTHER THAN THE SR-91 CORRIDOR UNTIL THE ULTIMATE SR-91 CORRIDOR IMPROVMENT PROJECT IS FULLY FUNDED; AND 3) TO IMPLEMENT THE 2019-2029 WESTERN RIVERSIDE COUNTY HIGHWAY DELIVERY PLAN UNLESS THREE IDENTIFIED LANE DROPS ON THE SOUTHBOUND INTERSTATE 15 CORRIDOR ARE ADDRESSED

WHEREAS, in November 2012, the Riverside County Transportation Commission (“RCTC”), a county transportation commission created and existing pursuant to California Public Utilities Code Sections 130053 and 130053.5, approved the State Route 91 (“SR-91”) Corridor Improvement Project (“Ultimate SR-91 CIP”), consisting of various transportation improvements along the SR-91 Corridor (defined as that portion of State Route 91 from the Orange /Riverside County line to Interstate 15 (“I-15”)) to be implemented in phases in order to maximize the use of available funds; and

WHEREAS, the initial phase of the Ultimate SR-91 CIP generally consisted of widening the SR-91 by one general purpose lane in each direction east of Green River Road, adding collector-distributor roads and direct south connectors at the I-15/SR-91 interchange, extending the SR-91 toll lanes to I-15, and providing system/local interchange improvements (“Phase 1 SR-91 CIP”); and

WHEREAS, while the Phase 1 SR-91 CIP was substantially completed in March 2017, the remaining phases of the Ultimate SR-91 CIP are to be completed as funding becomes available; and

WHEREAS, pursuant to California Public Utilities Code Section 130244, RCTC acquired all rights and interests in that portion of the toll road lanes known as the SR-91 Express Lanes that are located in Riverside County, commencing at the Orange / Riverside County line and ending at I-15, as well as the authority to operate express lanes within Riverside County until 2065; and

WHEREAS, California Public Utilities Code Section 130244 expressly requires RCTC to expend any surplus toll revenues remaining after operations and maintenance costs, debt repayment, repair and rehabilitation expenses, and reserves/other funds on transportation projects in the corridor from which the revenues were generated; and

WHEREAS, on July 10, 2019, RCTC approved the 2019-2029 Western Riverside County Highway Delivery Plan (“10 Year Plan”), which includes plans for the possible conversion of existing HOV/carpool lanes located on SR-91 from McKinley Avenue to State Route 60 in Moreno Valley to toll lanes; and

WHEREAS, the conversion of existing HOV/carpool lanes to toll lanes would eliminate the ability of vehicles with two or more occupants to use the HOV/carpool lanes in each direction free of charge and would instead require all users to pay a toll; and

WHEREAS, the elimination of existing HOV/carpool lanes will undoubtedly add to the congestion on the SR-91, the busiest highway in the County, because users who were previously using the HOV/carpool lanes and who are not willing or financially able to pay the tolls will now be driving in the regular lanes; and

WHEREAS, the taxpayers in Riverside County have already paid for the construction of the existing HOV/carpool lanes and they should only be expected to pay tolls if additional lanes with additional capacity are provided; and

WHEREAS, on July 10, 2019, RCTC also took action to pursue the use of surplus toll revenues from the 91 Express Lanes on projects outside the SR-91 Corridor, contrary to the requirements of Public Utilities Code Section 130244, by seeking legislative amendments to state law to extend the eligible boundary for the use of surplus toll revenues east to the 60/91/215 interchange and south on I-15 to State Route 74, and developing a finance plan for issuing bonds secured by surplus toll revenues; and

WHEREAS, until such time that the Ultimate SR-91 CIP is fully funded by RCTC, any surplus toll revenues generated by the SR-91 Express Lanes that are located in the SR-91 Corridor should be used exclusively to fund and complete the components of the Ultimate SR-91 CIP remaining to be constructed; and

WHEREAS, using excess toll revenue outside of the SR-91 Corridor before completing the Ultimate SR-91 CIP creates congestion and hinders throughput exiting the SR-91 Express Lanes on eastbound SR-91 at I-15; and

WHEREAS, in order to ensure free travel, RCTC increases rates charged to vehicles exiting the SR-91 Express Lanes on eastbound SR-91 at McKinley, while allowing the rates charged to vehicles exiting the SR-91 Express Lanes on southbound I-15 at Ontario Avenue to be up to \$16 cheaper, thereby creating abnormally heavy traffic on I-15 southbound; and

WHEREAS, RCTC’s 10 Year Plan did not include any projects that address the lane drops at Magnolia Avenue, Ontario Avenue and El Cerrito on southbound I-15; and

WHEREAS, these three successive lanes drops on southbound I-15 create congestion and excessive delays for the traveling public heading south to Temescal Valley, Lake Elsinore, Canyon Lake, Wildomar, Murrieta and Temecula, thereby pushing excessive amounts of PM traffic onto

the streets of Corona and overwhelming city streets; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Corona, California, as follows:

SECTION 1. That the above recitals are true and correct, and incorporated herein by reference.

SECTION 2. That the City declares its opposition to any action or efforts by RCTC to study, plan, consider, or fund the conversion of existing HOV/carpool lanes to toll lanes on any portion of SR-91 or I-15 within the County of Riverside.

SECTION 3. That the City declares its opposition to any action or efforts by RCTC to use or borrow against surplus toll revenues generated by the SR-91 Express Lanes along the SR-91 Corridor for any projects other than projects necessary to implement and complete the Ultimate SR-91 CIP.

SECTION 4. That the City declares its opposition to the 10 Year Plan and any action or efforts by RCTC to implement the 10 Year Plan, unless the 10 Year Plan is amended or updated to include solutions for the lane drops at Magnolia Avenue, Ontario Avenue and El Cerrito on southbound I-15.

SECTION 5. This Resolution shall be effective immediately upon adoption and shall remain in effect until revoked by further action of the City Council.

SECTION 6. The Mayor shall sign this Resolution and the City Clerk shall attest thereto, and this Resolution shall take effect and be in force on the date of its adoption.

SECTION 7. A certified copy of this Resolution shall be promptly transmitted to the RCTC Commissioners.

PASSED, APPROVED AND ADOPTED on October 2, 2019.

Mayor of the City of Corona, California

ATTEST:

City Clerk of the City of Corona, California

(SEAL)

CERTIFICATION

I, Sylvia Edwards, 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 2nd day of October 2019, by the following vote of the Council:

AYES:

NOES:

ABSENT:

ABSTAINED:

IN WITNESS THEREOF, I have hereunto set my hand and affixed the official seal of the City of Corona, California, this 2nd day of October, 2019.

Sylvia Edwards
City Clerk of the City of Corona, California