

HOW ARE COMMUNITY CONCERNS BEING ADDRESSED?

RCTC has held a total of 12 community meetings since beginning the project. Public input at these meetings has led to changes in the design of the project. At the UCR Station, for example, public input led to a change in station design to eliminate on-site parking and instead make the station only a "drop-off" station. The public's primary concerns throughout the process have been safety, noise, and rail traffic.

SAFETY:

Safety is a priority for RCTC and Metrolink. The Perris Valley Line would employ a comprehensive strategy of appropriate safety measures to systematically reduce the opportunity for accidents at grade crossings.

Twenty-one existing grade crossings would be improved with measures that could include flashing warning devices, gates, raised center medians, striping, signing and pavement markings, crossing safety lighting, and pedestrian safety improvements.

Federal law mandates that railroads have positive train control (PTC) in place by 2015. Although the specific technology has not been prescribed, Metrolink and the railroads are developing plans to meet that mandate. One technique that could be implemented sooner than 2015 is use of automatic train stop technology. If, for any reason, the train engineer does not respond to a red light, the train's brakes will be activated, bringing the train to a stop.



Grade crossing with raised center medians and safety gates



Grade crossing with quad gates

NOISE:

Upgrades to the tracks with such modifications as improvements to the rail bed and welded rail would mean less noise and vibration from rail traffic. Not only would the Metrolink trains be quieter, but existing freight traffic will be quieter as well. In addition, noise will be mitigated through the use of sound barriers.

There is also a federal standard for cities and counties to apply for and create "Quiet Zones" where train horns and whistles are not used. Quiet Zones require extra safety measures to compensate for the non-use of the warning whistles and horns. These safety measures may include four quadrant gates, one-way streets with signs, and medians. It is the responsibility of the local agency that owns the roadway at the crossing to apply for and fund a Quiet Zone.

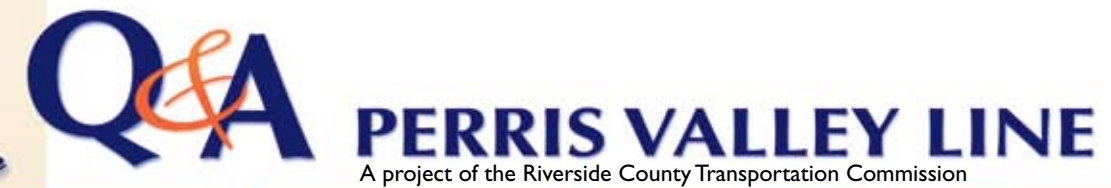
INCREASED RAIL TRAFFIC:

The Perris Valley Line corridor has been used for freight since the 1880s.

When RCTC purchased the San Jacinto Branch Line track from BNSF, BNSF retained freight operating rights on the track. Metrolink trains, however, would receive priority. The new Perris Valley Line service would add six round trips per day to the existing rail traffic.

RCTC conducted a rail study on future freight demand and found that economic factors would play a larger role in determining freight use than track improvements. In fact, freight traffic could increase on the line to meet possible future increased demand even if no upgrades were made.

BNSF operates an average of three round trips per day on the track and serves eight shippers that have spur lines south of Eastridge Avenue. There is some anecdotal information that BNSF uses siding on the route to make up or store trains. The largest shipper, a lumber company, is subject to variable demand created by the construction industry. Upgrades are not required for freight. The slightly faster travel times possible on the short length of track improved for the Perris Valley Line would not constitute an incentive to increase freight traffic. Any advantage from increased speeds would be more than offset by the time required for local switching activity and the generally multi-state character of most freight trips make these short distance improvements irrelevant.



WHAT IS THE PERRIS VALLEY LINE?

The Perris Valley Line would extend Metrolink service 24 miles farther into Riverside County, directly serving the communities of Riverside, Moreno Valley, and Perris. The service would extend the existing Metrolink 91 Line, which currently runs to Fullerton and Los Angeles, bringing commuter rail service to major employment centers such as Hunter Park, UC Riverside and Meridian Business Park as well as southern Riverside County. The Perris Valley Line will run in an existing freight corridor, constructed more than 120 years ago, adjacent to the I-215.

WHY IS THE PERRIS VALLEY LINE NEEDED?

Riverside County is one of the fastest-growing counties in the nation, projected to reach 3 million people by 2020. By that time, the number of vehicles using the I-215 Corridor is expected to increase to 200,000 per day. The Perris Valley Line would help relieve traffic congestion along its entire route, improving conditions on the I-215, SR-60, and SR-91.

The Perris Valley Line would attract an estimated 5,700 riders daily, providing them a 40-minute commute from South Perris to downtown Riverside compared to the projected 80-minute commute for rush hour traffic in 2025. The service would eliminate thousands of vehicle trips per day on I-215 and SR-60 serving commuters from the cities of Temecula, Murrieta, Menifee, Perris, Moreno Valley, Hemet, and San Jacinto.



Riverside County
Transportation Commission
P.O. Box 12008
Riverside, CA 92502

PERRIS VALLEY LINE PROJECT



JAN 2009 www.perrisvalleyline.info

PUBLIC INVITED TO REVIEW ENVIRONMENTAL STUDIES

The environmental studies for the Perris Valley Line are now complete. The report, called an "Initial Study/Mitigated Negative Declaration" (IS/MND), describes the project and the existing environment that has the potential to be affected; enumerates the potential impacts; and defines methods of avoiding, minimizing, and mitigating potential impacts.

The studies are available online at www.perrisvalleyline.info and are also available for review at the following locations:

RCTC office

4080 Lemon Street, 3rd Floor
Riverside, CA 92502-2208

Riverside Main Library

3581 Mission Inn Avenue
Riverside, CA 92501

Moreno Valley Public Library

25480 Alessandro Boulevard
Riverside, CA 92553

Perris Public Library

163 E. San Jacinto Avenue
Perris, CA 92570

PUBLIC INFORMATION MEETING

The public is invited to attend an Open House meeting where consultants and staff who prepared the Perris Valley Line environmental studies will be on hand to discuss your questions about the project.

WEDNESDAY February 4, 2009

6:00 p.m. — 8:00 p.m.

TownGate Community Center Banquet Hall
13100 Arbor Park Lane
Moreno Valley, CA 92553

Drop in anytime between 6:00 p.m. and 8:00 p.m.
There will be no formal presentation.

PUBLIC HEARING

A Public Hearing on the project is scheduled for February 11, 2009 before the RCTC Commissioners. The public is invited to make oral comments at this meeting. Written comments will be accepted through February 20, 2009.

WEDNESDAY February 11, 2009

9:30 a.m.

Riverside County Administrative Center—
Board Room
4080 Lemon Street, Main Floor
Riverside, CA 92501

HOW CAN I COMMENT?

RCTC will receive written public input on the project and the IS/MND during the public comment period which begins January 20, 2009 and ends February 20, 2009. Comments will become part of the public record. RCTC Commissioners are expected to review the document and consider it at a meeting in Spring 2009.

There is no difference between a written comment and an oral comment made at the Public Hearing. Send your comments to:

Ms. Edda Rosso, RCTC

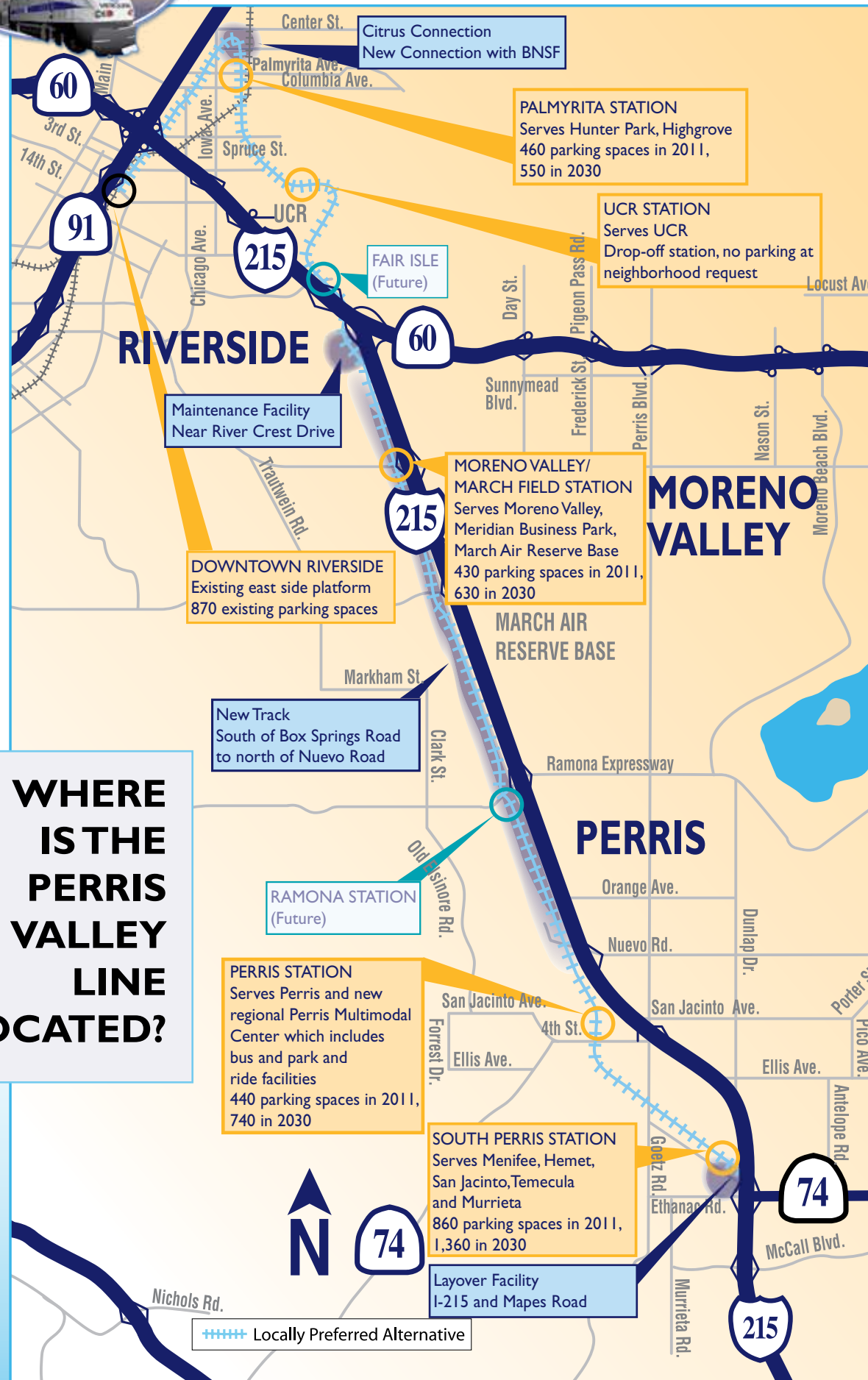
P.O. Box 12008
Riverside, CA 92502-2208.



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PERRIS VALLEY LINE



WHAT IS PLANNED?

The Perris Valley Line is located within the right-of-way of the existing 120-year old San Jacinto Branch Line. The project would include track rehabilitation with welded rails, new track for a 9-mile segment parallel to I-215 south of Box Springs Road and north of Nuevo Road, a new connection with BNSF north of the city of Riverside called the Citrus Connection, track relocated to a new platform at Perris Station, five new stations with provisions for two stations later to meet future demand, a maintenance facility, and a layover facility. (See Map)

The five stations would be constructed to Metrolink standards and feature a 680-foot platform with track-side canopy structures, ticket kiosks, schedule information, and low-water use landscaping. The layover station would be constructed near the South Perris Station and the maintenance facility near River Crest Drive.

Enhancements would be made at 21 existing grade crossings and could include flashing warning devices, gates, raised center medians, striping, signing and pavement markings, crossing safety lighting, and pedestrian safety improvements. Three grade crossings in Perris would be closed.

As a part of upgrading track, two existing bridges over the San Jacinto River would be replaced. A new bridge over the Riverside Canal would be constructed to provide for an additional track.



HOW WAS THE PERRIS VALLEY LINE DEVELOPED?

After the successful launch of Metrolink in 1992, RCTC took steps to leverage the potential for commuter rail as a solution to growing traffic congestion by purchasing the San Jacinto Branch Line from Burlington Northern Santa Fe (BNSF) in 1993.

In 2002, RCTC created the Perris Valley Line project, holding a series of six public meetings. In early 2004, RCTC, with the Federal Transit Administration (FTA), conducted an Alternatives Analysis to evaluate transit options for alleviating current and forecasted transportation deficiencies. This included a no-project option that studied projected roadway planning efforts, an express bus service, and new commuter rail service. Commuter rail was found to offer the best alternative to congested roadways, improving mobility for residents and commuters and also contributing to reduced congestion.

In order to qualify the Perris Valley Line project for federal funding, a federal Environmental Assessment (EA) was prepared. Four public outreach meetings were held and the EA was circulated for review and comment. The EA is expected to be completed with a response to public comments in 2009.

In 2007, FTA approved the Alternatives Analysis and qualified the project for funding with a medium-high rating under the "Small Starts" portion of the "New Starts" program. RCTC has selected the Perris Valley Line project as its locally preferred alternative for providing public transit service to the area.

In 2008 engineering was conducted in order to complete studies under the California Environmental Quality Act (CEQA) and discover what, if any, environmental impacts might result from the project. These studies were conducted in 2008. During the process, engineering was modified to minimize environmental impacts and two public outreach meetings were held to update the community.

The CEQA Initial Study is now complete. The Initial Study identifies potentially significant effects, but revisions to the project either avoid the significant effects, or reduce them to a less-than-significant level. There is no substantial evidence that the revised project would result in a significant environmental effect. As a result, the Initial Study concluded that a Mitigated Negative Declaration was the appropriate CEQA document.

