ATTACHMENT J-6

NEWSLETTERS

This attachment contains copies of newsletters and brochures distributed by RCTC over the course of the project to provide the public information on the project and the status of the technical studies and the environmental process. (22 pages)

WHAT IS THE PROCESS FOR THE MID COUNTY PARKWAY?

Right now RCTC is studying the location of alternative routes for the Mid County Parkway. In order to move forward, the following steps must be completed:

- **Route Evaluation:** Possible routes will be identified and evaluated for feasibility both by engineers and environmental agencies.
- **Public Input:** Public meetings will be held to gather public input on the possible alignments both before the formal environmental process and then again in the first phase of the environmental process, called Scoping. Public input helped determine the general location of this route during the regional transportation planning process held in 2002 and 2003 and RCTC is committed to seeking residents' input as the project moves forward.
- **Environmental Studies:** Environmental studies to determine the potential impacts of the alternative routes will be completed including a draft EIS/EIR. These studies will measure impacts to biological resources, water resources, geology, air quality, cultural resources, paleontology, noise, socioeconomics, land use, public services and utilities, aesthetics, traffic and circulation, and public safety.
- **Alternatives Narrowed:** The results of the public input process, environmental studies, and the input of other transportation and environmental agencies will narrow down the choice of possible routes for the Mid County Parkway.
- **Preferred Alternative Selection:** RCTC will choose the locally preferred alternative from those studied in the Draft EIS/EIR. If approved, the preferred route will move forward for design and construction.

WHAT IS THE MID COUNTY PARKWAY SCHEDULE?

The Mid County Parkway is being pursued under the historic Cajalco-Ramona Corridor NEPA Partnership agreement between RCTC, the County of Riverside, the United States Department of Transportation, the United States Environmental Protection Agency, the United States Fish and Wildlife Service, the US Army Corps of Engineers, Caltrans, and the California Department of Fish and Game. This agreement means that all project partners have pledged to employ streamlining procedures that will help ensure timely traffic relief for western Riverside County residents. Nevertheless, the project is expected to take at least three years before final engineering and right of way acquisition can begin. Construction can begin after all right of way has been obtained and utility conflicts have been resolved.

2004	2005	2006	2007	2008	2010
• Preliminary Studies • Public Meetings • Identify Alternatives	• Study Alternatives • Environmental Studies and Engineering • Public Meetings	• Draft EIR/EIS • Public Hearings	• Final EIR/EIS • Obtain other environmental approvals and permits	• Final Design • Right of way acquisition	• Construction

We want to know what you think. If you have any comments about the Mid County Parkway,
call us at (951) 787-7141, email us through our website at www.midcountyparkway.org, or write us:
Cathy Bechtel, Mid County Parkway Manager

ADDRESS SERVICE REQUESTED

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

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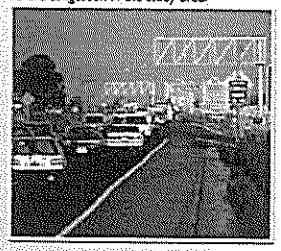
Q&A MID COUNTY PARKWAY

A project of the Riverside County Transportation Commission

WHAT IS THE MID COUNTY PARKWAY?

The Mid County Parkway is a proposed 32-mile transportation corridor that will relieve traffic congestion for east-west travel in western Riverside County between the San Jacinto and Corona areas and help address future transportation needs through 2030.

The Mid County Parkway will help relieve congestion in the study area.



The proposed corridor was identified as a part of the Riverside County Integrated Project, a regionwide transportation and environmental planning project undertaken over several years by the Riverside County Transportation Commission (RCTC) and the County of Riverside. The Project determined that a corridor in the vicinity of Cajalco Road in the west and Ramona Expressway in the east would significantly reduce congestion, improve traffic flow, and reduce travel times on I-215, SR 91, SR 74, and SR 60. County residents, through their input at public meetings, helped determine the general corridor locations under consideration. Further study of potential route locations is being conducted by RCTC, the agency responsible for transportation planning in Riverside County and the administrator of Measure A, Riverside County's 1/2¢ sales tax for transportation.

WANT TO KNOW MORE ABOUT THE MID COUNTY PARKWAY?

Meetings will be held at the following times and locations:

9/21/04 (Tuesday)—6:30 pm
Valley Wide Recreation & Park District
901 W. Esplanade Ave.
San Jacinto, CA 92581

9/22/04 (Wednesday)—6:30 pm
Val Verde Unified School District
District Office Conference Room
975 W. Morgan St.
Perris, CA 92571

9/23/04 (Thursday)—6:30 pm
Eagle Glen Golf Course
1800 Eagle Glen Pkwy.
(I-15 & Cajalco Rd.)
Corona, CA 92581

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Riverside County Transportation Commission www.rctc.org

WHY IS THE MID COUNTY PARKWAY NEEDED?

By 2020, the County's population is projected to double to 3 million. Today, east-west traffic within western Riverside County is carried on State Routes 60, 91 and 74. These corridors, which link western Riverside County to San Bernardino County and the Coachella Valley to the east and Los Angeles and Orange counties to the west, are already experiencing significant gridlock. Another east-west route to relieve this congestion is essential in order to maintain and enhance quality of life in western Riverside County.

Such a route was identified as a high priority in the Riverside County Integrated Project's transportation element, called the Community and Environmental Transportation Acceptability Process (CETAP). In July 2002, a draft Environmental Impact Study/Environmental Impact Report (EIS/EIR) was published for an east-west corridor identified as the "Hemet to Corona/Lake Elsinore Corridor." While RCTC studied several alternatives for the corridor, a route roughly following Cajalco Road and the Ramona Expressway was eventually identified as a preferred route to relieve congestion and provide future mobility. The new name for this Cajalco-Ramona route is the Mid County Parkway.

CETAP and the projects it studied, including the Mid County Parkway, were identified by the White House for Environmental Streamlining.

The project received national recognition when it was identified by the White House under Executive Order 13274 for environmental streamlining, one of only seven transportation projects in the nation to initially receive this designation.

In order to move forward now, it is necessary to study the corridor in detail and eventually identify a specific route.

Between now and 2020, Riverside will double its population to 3 million people.

MID COUNTY PARKWAY

A project of the Riverside County Transportation Commission

WHAT ARE THE BENEFITS OF THE MID COUNTY PARKWAY?

The Mid County Parkway will offer a variety of benefits to residents, commuters, property owners and business owners throughout western Riverside County.

For the ***General Public,*** the Mid County Parkway will bring badly needed traffic congestion relief, giving residents more time at home with family and less time in traffic.

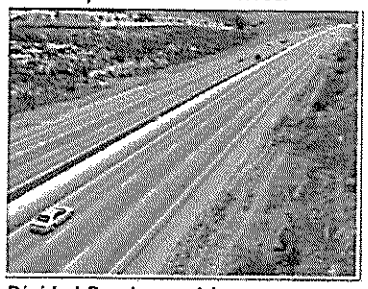
For ***Businesses,*** improved mobility provided by the Mid County Parkway will expedite the movement of goods and services across western Riverside County, a k e y factor in maintaining and enhancing the local economy. Reduced travel times across western Riverside County and improved mobility will bring residents and businesses substantial savings in transportation costs and improve the climate for attracting new businesses to the region.

Commercial and Industrial property values along the route will see an upswing in value from improved transportation access.

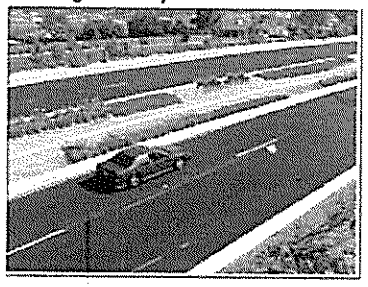
The Mid County Parkway will also create an express route for regional trips and public transit between the population centers of San Jacinto/Hemet, Perris/Moreno Valley, and Corona/Norco.

The following roadway designs are being evaluated as possibilities for various segments of the Mid County Parkway:

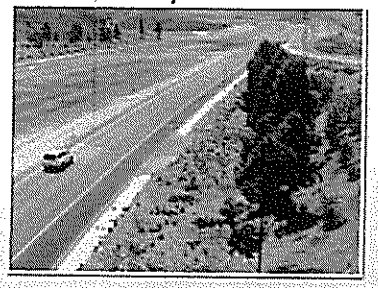
Roadway with Center Divider



Divided Roadway with Drainage Facility in Median

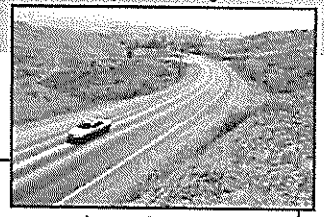


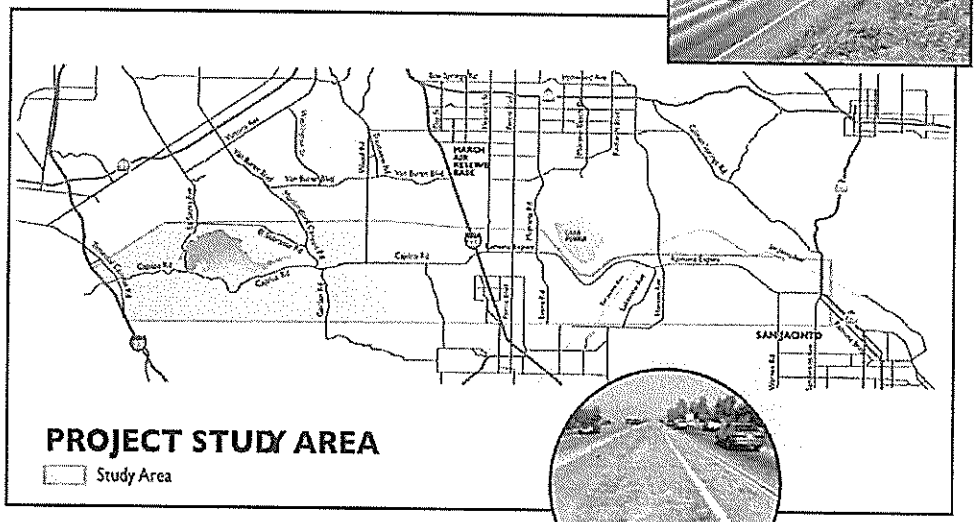
Divided Roadway



WHERE WILL THE MID COUNTY PARKWAY BE LOCATED?

Study Area: *Cajalco Road looking toward I-15.*





Presently, no specific route has been selected for the Mid County Parkway. The study area, shown here, includes a large area located on either side of the existing roadway known as Cajalco Road between I-15 and I-215 and as Ramona Expressway east of I-215. The project must provide for connections to SR 79 in the east, I-215 in the center, and I-15 to the west.

Study Area: *Ramona Expressway in the Perris Area.*

HOW WILL THE MID COUNTY PARKWAY BE FUNDED?

The preliminary design and environmental studies for the Mid County Parkway will be funded through a Federal Streamlining Allocation and the western Riverside County Transportation Uniform Mitigation Fee or TUMF.

The TUMF is paid as a part of the fees collected for development of land in Riverside County and is participated in by all 14 cities in western Riverside County and the County of Riverside. These fees paid by new development offset the cost of providing transportation improvements to accommodate new homes and residents.

Final Engineering Design, right-of-way acquisition and construction costs are anticipated to be funded by a combination of Measure A, Riverside County's 1/2¢ sales tax for transportation; TUMF fees; and state and federal dollars. RCTC is working closely with Caltrans and the Federal Highways Administration so that the proposed roadway will meet state and federal standards and be eligible for state and federal funding.

(continued from page one)

operation of the proposed project.

Public Services and Utilities

The EIS/EIR will discuss the potential for adverse impacts to public services (fire, police, schools, and other public facilities) and public utilities (gas, water, electricity, solid waste, and wastewater). Potential impacts to public services include delays to emergency vehicles during construction, effects on schools, and access to public facilities.

Section 4(f) Resources

Section 4(f) of the U.S. Department of Transportation Act of 1966 specifies that publicly owned public parks, recreation areas, wildlife and waterfowl refuges, or any significant historic site may not be used for projects that use federal funds unless there is no feasible and prudent alternative to the use of such land. The Mid County Parkway will incorporate all possible planning to minimize harm to Section 4(f) lands.

Transportation/Traffic

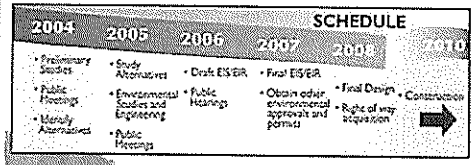
While the proposed project is expected to have a beneficial effect on regional traffic circulation, the EIS/EIR will analyze the effect of the alternatives on both regional and local traffic conditions.

Visual

Implementation of the project may change the visual character and quality of the project area. A visual analysis will be included in the EIS/EIR to address how the project will affect the existing visual setting.

Water Resources

The Mid County Parkway project will be evaluated with respect to its potential effect on waters of the U.S. and State. The evaluation will initially focus on opportunities to avoid impacts to these waters, where feasible, by shifting alignments or applying project design features (e.g., using bridges to span channels rather than using culverts).



We want to know what you think. If you have any comments or questions about the Mid County Parkway, call us at (951) 787-7141, email us through our website at www.midcountyparkway.org, or write us:
Cathy Bechtel, Mid County Parkway Manager
Riverside County Transportation Commission • P.O. Box 12008 • Riverside, CA 92502-2208

WHAT HAPPENED AT THE FIRST PUBLIC MEETINGS?

Meetings held in the San Jacinto, Perris and Corona areas drew more than 150 people interested in the Mid County Parkway project. Residents were given the opportunity to discuss in smaller "break out" groups what they felt were potential benefits and impacts of the Mid County Parkway, as well as ask questions about the project.

Benefits identified by residents at all three meetings included:

- Traffic congestion relief
- A safer road with fewer accidents
- Traffic relief during peak periods
- Alternate east-west route to relieve the SR-60 and SR-91 freeways
- Better connections with SR-79, I-215 and Metrolink
- Less "cut through" traffic on city and neighborhood streets
- A better local economy

Congestion relief was the main issue identified in all communities. Corona residents were concerned that improvements on Cajalco without improvements to the SR-91 corridor will result in increasing the SR-91 bottleneck. Residents in all communities expressed concerns about air quality and a desire to see designs that minimized impacts to wildlife and habitat, property and houses, and that preserved the rural character of the area.

Some residents wanted limited access to avoid congestion and more development at intersections. On the other hand, they also wanted to ensure access is adequate. Additional congestion on the I-15 and the SR-91 near the western terminus of the project was also a concern. Many residents felt the planning and construction schedule was too long. Public transit and ridesharing to reduce demand for new roadways was also supported.

Concerns identified by residents at all three meetings included:

- Timing of the project (build it faster)
- Access to the parkway from local areas
- Impact to wildlife habitat
- Impact to air quality
- Impact to property and houses
- Project aesthetics/design
- Impact to I-15 in Corona

The Mid County Parkway technical team was asked to address these concerns and issues in the environmental studies for the project. Those who attend the scoping meetings will have an opportunity to make additional comments and requests related to the environmental study.

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Riverside County
Transportation Commission
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Riverside, CA 92502

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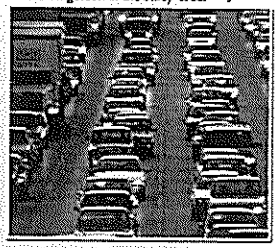
Q&A MID COUNTY PARKWAY

A project of the Riverside County Transportation Commission

WHAT IS HAPPENING WITH THE MID COUNTY PARKWAY PROJECT?

The Mid County Parkway Project is a proposed 32-mile transportation corridor that will relieve traffic congestion for east-west travel in Western Riverside County between the San Jacinto and Corona areas and help meet future transportation needs through 2030.

The Mid County Parkway will help relieve congestion in the study area.



Following three public meetings held in September to update residents on the project and get their input, the Riverside County Transportation Commission has moved forward with a formal notice of intent to begin the environmental review phase of the project, known as the Environmental Impact Statement/Environmental Impact Report (EIS/EIR). During this phase, RCTC wants your input on the alternatives shown inside this newsletter. The specific issues to be studied in the EIS/EIR are listed below. Come to a meeting (see list lower left) or provide your comments in writing (see back page).

WHAT WILL BE STUDIED?

The next phase in the process is to hold public meetings to help define the range of alternatives and scope of the EIS/EIR studies. The multi-year EIS/EIR will include studies of:

Air Quality

Regional and local air quality may be affected by the project. The air quality analysis will discuss both short-term impacts resulting from construction, as well as long-term impacts resulting from project operation.

Biological Resources

Sensitive biological resources, such as plant life, wildlife, and their habitat may be impacted by the project. Potential impacts include direct loss of habitat from grading or other construction activities, direct loss of animals and plants by project construction, loss or disruption of wildlife movement corridors, and habitat fragmentation. Several existing habitat reserves may be affected and the project's consistency with the recently approved Western Riverside County Multiple Species Habitat Conservation Plan will be evaluated.

Community Impacts

A Community Impact Assessment will be prepared for the Mid County Parkway project that will address the potential community and socioeconomic impacts. The Community Impact Assessment will study impacts to existing land use, housing, employment, and population conditions in the vicinity of the project alternatives.

Cultural Resources

The proposed alternatives have the potential to affect both prehistoric and historic cultural resources. Potential impacts include direct loss of resources from grading or other construction activities, as well as indirect effects resulting from construction of the new transportation facilities that may affect the historical context of a particular resource.

Floodplain Evaluation

The proposed project may affect floodplains, particularly for the San Jacinto River and Temescal Wash. The existing floodplain setting will be documented in the EIS/EIR along with an evaluation of potential floodplain impacts and encroachments.

Geology and Soils

The EIS/EIR will discuss potential geological impacts of the proposed project, with an emphasis on whether implementation of the alternatives will result in any increased impacts to persons or property, such as landslides, seismic hazards, or soil erosion.

Hazardous Waste

A hazardous waste Initial Site Assessment will be prepared for the project. A records search of agency databases will be conducted to determine whether there are any known hazardous waste sites along the project alternatives. Field surveys will be conducted as necessary.

Noise

Existing noise levels in the vicinity of the project will be documented in the EIS/EIR. A noise study will be conducted to evaluate projected noise levels resulting from construction and

(continued on back page)

WANT TO KNOW MORE ABOUT THE MID COUNTY PARKWAY?

Attend a Public Scoping Meeting.

Meetings will be held at the following times and locations:

12/7/04 (Tuesday)—6:30 pm
Eagle Glen Golf Course
1800 Eagle Glen Parkway
Corona, CA 92883

12/9/04 (Thursday)—6:30 pm
Lakeside Middle School
27720 Walnut Avenue
Perris, CA 92571

12/14/04 (Tuesday)—6:30 pm
Tomas Rivera Middle School
21675 Martin Street
Perris, CA 92570

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Volume 2: November 2004

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MID COUNTY PARKWAY

A project of the Riverside County Transportation Commission

WHAT ROUTES WILL BE STUDIED?

The Mid County Parkway project will complete environmental studies for seven alternative routes and a no project alternative. Of the seven alternative routes, two combine elements from the General Plan with alignments that have been developed through the study process to date. Many of the alignment alternatives share common segments but there are significant differences in the Lake Mathews and Perris areas. The yellow lines on the maps to the right show the proposed alternatives, and the blue hatched areas show areas near the alignment that are still under study to allow for adjustment of the final alignment as a result of the environmental studies.

Alternative 1: No Project/No Action

Alternative 1 represents 2030 traffic on the planned street network except for future improvements to Cajalco Road and Ramona Expressway, which would remain as they exist today. The future east-west traffic described in the study area would be served by the existing Cajalco Road and El Sobrante between I-15 and I-215, and by existing Ramona Expressway between I-215 and SR-79. This alternative assumes 2030 land use conditions and implementation of planned improvements to the regional and local circulation system as accounted for in the Riverside County General Plan and other adopted plans and policies.

Alternative 2: North Lake Mathews/North Perris Alternative

Alignment Alternative 2 is a 6- to 10-lane limited access parkway alternative. Alternative 2 is located north of Lake Mathews and follows a northerly alignment through Perris. The alignment would be located along or near the existing El Sobrante Road for much of the area directly north of Lake Matthews and follows a new alignment west of Lake Mathews. It is located north of Ramona Expressway from I-215 to east of Evans Road. Alternative 2 would connect to system-to-system interchanges at I-15, at I-215, and at SR-79.

Alternative 3: North Lake Mathews/South Perris Alternative

Alignment Alternative 3 is a 6- to 10-lane limited access parkway alternative. Alternative 3 is located north of Lake Mathews and follows a southerly alignment through Perris. Alternative 3 is located south of Ramona Expressway from I-215 to just west of Antelope Road. The alignment would be located along or near the existing El Sobrante Road for much of the area directly north of Lake Mathews and follows a new alignment west of Lake Mathews. Alternative 3 would connect to system-to-system interchanges at I-15, at I-215, and at SR-79.

Alternative 4: South Lake Mathews/North Perris Alternative

Alignment Alternative 4 is a 6- to 10-lane limited access parkway alternative. Alternative 4 is located south of Lake Mathews and follows a northerly alignment through Perris. This alternative would be located south of the existing Cajalco Road west of Lake Mathews Drive and located north of Ramona Expressway from I-215 to east of Evans Road. Alternative 4 would connect to system-to-system interchanges at I-15, at I-215, and at SR-79.

Alternative 5: South Lake Mathews/South Perris Alternative

Alignment Alternative 5 is a 6- to 10-lane limited access parkway alternative. Alternative 5 is located south of Lake Mathews and follows a southerly alignment through Perris. This alternative is located south of the existing Cajalco Road west of Lake Mathews Drive and is located south of Ramona Expressway from I-215 to just west of Antelope Road. Alternative 5 would connect to system-to-system interchanges at I-15, at I-215, and at SR-79.

Alternative 6: General Plan/North Perris Alternative

Alignment Alternative 6 involves the implementation of arterial improvements included in General Plan, including a 6-lane arterial north of Lake Mathews and a 4-lane arterial south of Lake Mathews, west of El Sobrante Road, and a new 6- to 10-lane limited access parkway facility east of El Sobrante Road. This alternative is the same as Alternatives 2 and 4 described above east of I-215 and is located north of Ramona Expressway from I-215 to east of Evans Road. The proposed arterial street improvements north and south of Lake Mathews are consistent with the Riverside County General Plan Circulation Element and generally follow the alignments shown in the General Plan.

Alternative 7: General Plan/South Perris Alternative

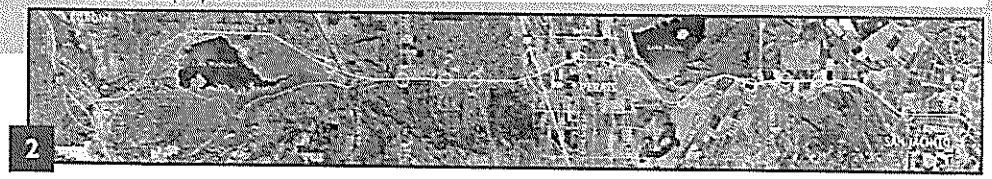
Alignment Alternative 7 involves the implementation of arterial improvements included in the Riverside County General Plan, including a 6-lane arterial north of Lake Mathews, a 4-lane arterial south of Lake Mathews, west of El Sobrante Road, and a new 6- to 10-lane limited access parkway facility east of El Sobrante Road. This alternative is the same as Alternatives 3 and 5 described above east of I-215 and follows a southerly alignment through Perris. The proposed arterial street improvements north and south of Lake Mathews are consistent with the Riverside County General Plan Circulation Element and generally follow the alignments shown in the General Plan.

Alternative 8: General Plan Circulation Element

Alternative 8 represents 2030 traffic on the planned street network according to the Circulation Element of the Riverside County General Plan. This alignment alternative is the same as Alternative 1 but includes implementation of Cajalco Road and Ramona Expressway consistent with the Riverside County General Plan Circulation Element. The traffic demand modeling for the MCP would be utilized to determine the ability of the adopted General Plan improvements to Cajalco Road and Ramona Expressway to meet the stated purpose and need of the MCP and to support the forecast travel demand for 2030.

1 NO PROJECT/NO ACTION
This alternative represents existing conditions, therefore no map is provided.

LEGEND
Proposed alignment
Proposed connection
Alignment study area

2


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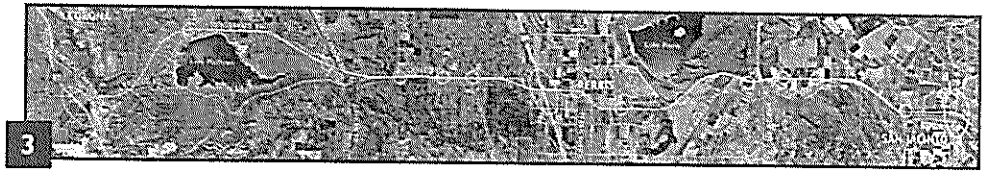

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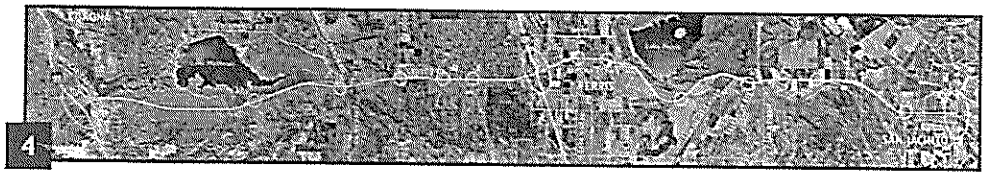

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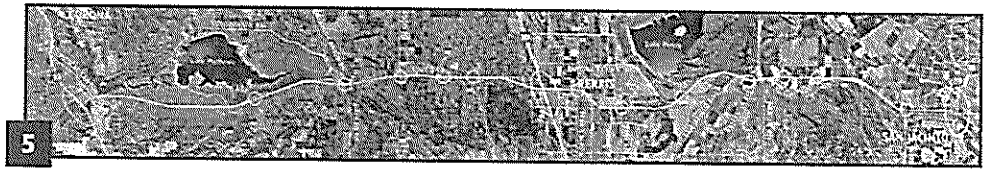

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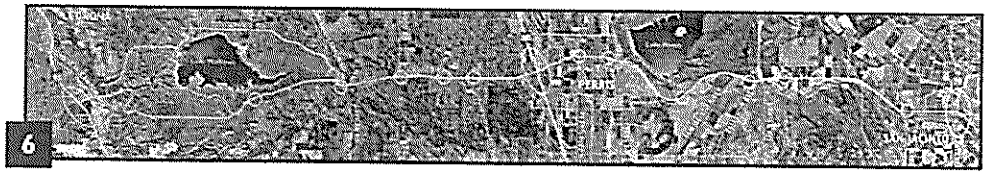

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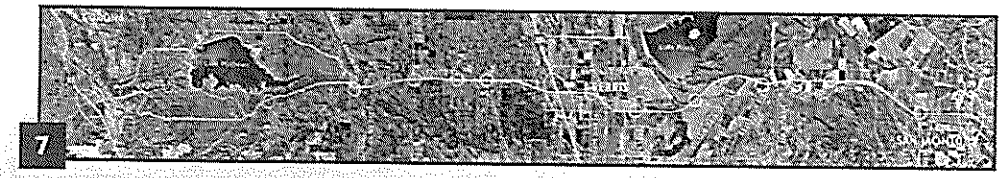

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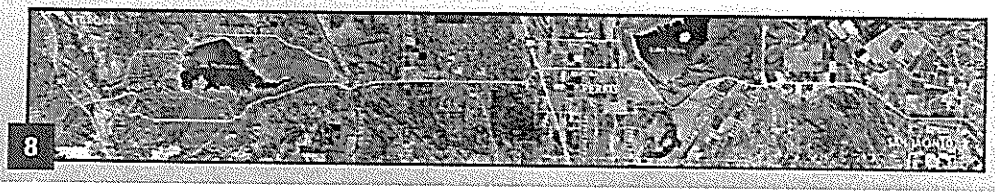


Q&A MID COUNTY PARKWAY

A project of the Riverside County Transportation Commission

WHAT IS THE MID COUNTY PARKWAY PROJECT?

The Mid County Parkway is a proposed 32-mile transportation corridor that will relieve traffic congestion for east-west traffic between the San Jacinto and Corona areas in western Riverside County. The corridor was identified as a part of the Riverside County Integrated Project, a regionwide environmental and transportation planning effort to ensure that Riverside County's mobility, environment, and quality of life are protected as our region continues to grow. County residents, at public meetings, helped to determine the corridor locations for future transportation projects including the Mid County Parkway.

The agency studying the project is the Riverside County Transportation Commission (RCTC), the agency responsible for regionwide transportation planning and the administrator of Measure A, Riverside County's 1/2¢ sales tax for transportation.

WHAT IS HAPPENING WITH THE MID COUNTY PARKWAY PROJECT?

Public meetings held in September and December 2004 helped determine both the Scope of the studies for the Mid County Parkway project as well as alternatives and issues that RCTC should consider during the studies.

The project is currently in the process of developing environmental reports called the Draft Environmental Impact Statement/Environmental Impact Review (EIS/EIR). Both members of the public and public agencies concerned about the project have given their initial input regarding the potential routes under consideration.

Eight alternatives are currently being studied. They include a "No Project Alternative" to look at the consequences of not taking any action, improvements included in the Riverside County General Plan, and a series of routes that represent a menu of choices for the project.

Recently, some new options have been developed. They are being considered for addition to those already under study. They were developed for a variety of reasons including public concerns regarding possible impacts to homes and to habitat reserve areas and engineering and environmental concerns expressed by public agencies. In addition, RCTC took the proposed alternatives to independent experts for a review called "Value Analysis." This is an important part of any roadway project that might be built with federal funds. Those experts echoed the concerns of the public and the agencies and made some suggestions for other options.

The new options are called the Far South option, located between Lake Mathews in the west and Evans Road in the east, and the Perris Storm Drain option, located just west of the Lake Perris Dam.

WANT TO KNOW MORE ABOUT THE MID COUNTY PARKWAY?

A meeting on the new options will be held:

Wednesday—
August 3, 2005—6:30 pm
Columbia Elementary School
21350 Rider Street
(Corner of Rider and Old Elsinore Rd.)
Perris, CA 92570

Get Information and Updates–
www.midcountyparkway.org

Volume 3: July 2005

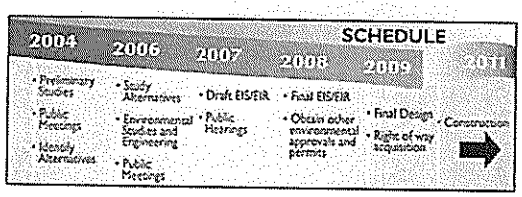
Riverside County Transportation Commission www.rctc.org

WHAT IS BEING STUDIED?

EIS/EIR studies will look at the following factors:

- Air Quality
- Biological Resources
- Community Impacts
- Cultural Resources
- Floodplain Evaluation
- Geology and Soils
- Hazardous Waste
- Noise
- Public Services and Utilities
- Publicly owned parks, recreation areas, and wildlife areas (section 4(f) Resources)
- Transportation/Traffic
- Visual Impacts
- Water Resources

WHAT IS THE SCHEDULE FOR THE MID COUNTY PARKWAY?



WHAT HAS THE PUBLIC SAID ABOUT THE MID COUNTY PARKWAY?

Last year, six public outreach meetings were held in all segments of the project area. More than 500 people have now attended meetings about the project. Benefits identified by the public include:

- Relieving traffic congestion
- A safer road with fewer accidents
- An east-west alternative to the SR-60 and SR-91 freeways
- Less cut through traffic on local streets and roads
- Better connections with SR-79 and I-215

Concerns expressed included:

- Effects on homes and businesses
- Impacts to wildlife habitat areas
- Increased traffic on I-15
- Impacts to air quality
- Access to the project from local areas
- The lengthy process to build the project

The Mid County Parkway technical team has been addressing these issues in the environmental studies for the project. As a result, additional alignments are being considered. As the study process continues, you can make additional comments by contacting RCTC (see Who Can I Contact on this page).

WHO CAN I CONTACT ABOUT MID COUNTY PARKWAY PROJECT?

We want to know what you think. If you have any comments or questions about the Mid County Parkway, call us at (951) 787-7141, email us through our website at www.midcountyparkway.org, or write us:

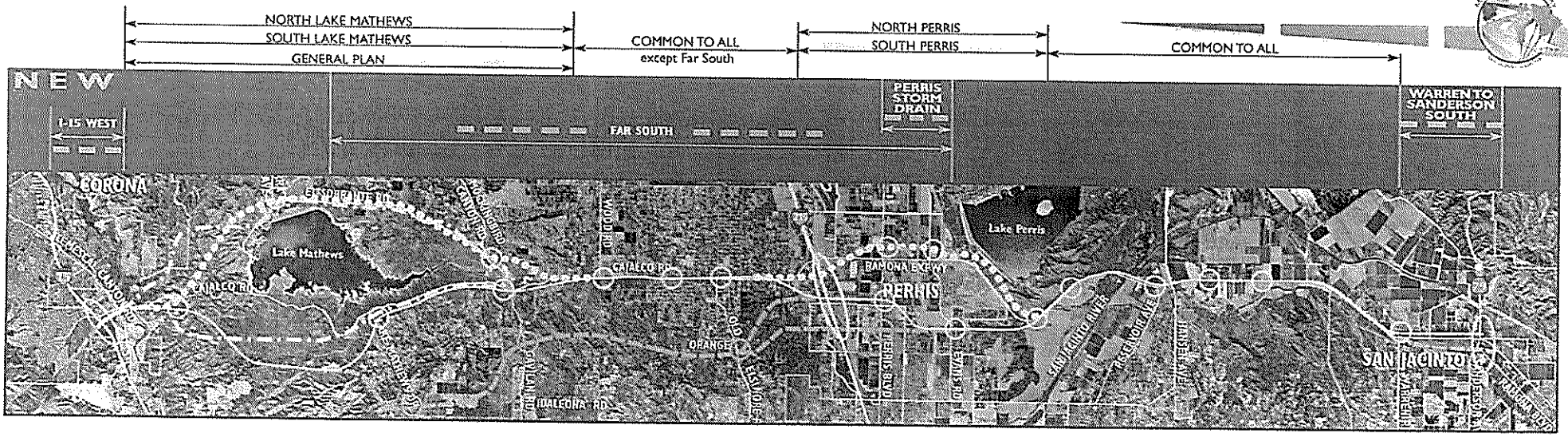
Cathy Bechtel, Mid County Parkway Manager
Riverside County Transportation Commission
P.O. Box 12008 • Riverside, CA 92502-2208

ADDRESS SERVICE REQUESTED

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

PRSRT STD
U S POSTAGE
PAID

GIVE US YOUR INPUT ABOUT THE OPTIONS



WHY ARE WE CONSIDERING NEW OPTIONS?

Members of the public and public agencies gave us input regarding their concerns about impacts to homes, businesses, and habitat reserves. A "Value Analysis" team of independent experts examined the proposed alternatives for weaknesses that could either stop the project from moving forward or that would add significant cost to the project if solutions were not found.

This input resulted in several new options for further consideration by the public, concerned public agencies, and study team members. From west to east, these are the new options under consideration:

New—I-15 West Option:

This option would extend all of the routes west of the I-15 Freeway to provide access to the parkway for the Corona community.

New—Far South Option:

All of the original eight alternatives affected the Lake Mathews habitat reserve. The "Value Analysis" team suggested that at least one option be developed to avoid this area to ensure the project could move forward in the event that crossing the reserve was not possible. This new option offers the possibility of avoiding the Lake Mathews habitat reserve and affecting fewer acres of Stephen's Kangaroo Rat reserve. In addition, because it is so far south of Cajalco Road, it has the advantage of fewer community impacts to the Mead Valley area.

continued in the right column on the next page

	CRITERIA: Need	Construction	Social Factors	Sensitive Wildlife/Vegetation
North Lake Mathews	6 lanes, meets projected demand	Second highest total cost 6 local interchanges	Affects about the same number of homes, businesses as South Lake Mathews	Lake Mathews (259 acres) and Stephen's Kangaroo Rat (259 acres) habitat reserves affected
South Lake Mathews	6 lanes, meets projected demand	Third highest total cost 6 local interchanges	Affects about the same number homes, businesses as North Lake Mathews	Lake Mathews (238 acres) and Stephen's Kangaroo Rat (400 acres) habitat reserves affected
County General Plan	6 lanes north of Lake Mathews combined with 4 lanes south, meets projected demand	Highest total cost 6 local interchanges	Second least effect on homes, businesses	Lake Mathews (358 acres) and Stephen's Kangaroo Rat (512 acres) habitat reserves affected
Far South NEW	6 to 8 lanes, from Rd to I-215 6 lanes, I-215 to Old Elsinore 4 lanes, Old Elsinore Rd west Meets projected demand	Lowest total cost 4 local interchanges Cajalco Rd remains open, can be up to 4 lanes Adds 1 year to timeline	Least effect on homes, businesses	Stephen's Kangaroo Rat (158 acres) habitat reserve affected No effect on Lake Mathews reserve

	CRITERIA: Need	Construction	Social Factors	Sensitive Wildlife/Vegetation
North Perris	6 to 8 lanes Meets projected demand	Highest total cost	Affects fewest homes and businesses	Affects Stephen's Kangaroo Rat habitat reserve
South Perris	6 to 8 lanes Meets projected demand	Lowest total cost Avoids Lake Perris Dam and Fairgrounds areas	Affects most homes and businesses	Affects almost no sensitive wildlife or vegetation
Perris Valley Storm Drain NEW	6 to 8 lanes Meets projected demand	Second highest total cost Avoids Lake Perris Dam and Fairgrounds areas Longer, less direct Ramona Road control improvements	Affects second most homes, businesses	May affect some sensitive vegetation

Proposed connection

continued from the left column on the previous page

New—Perris Storm Drain Option:

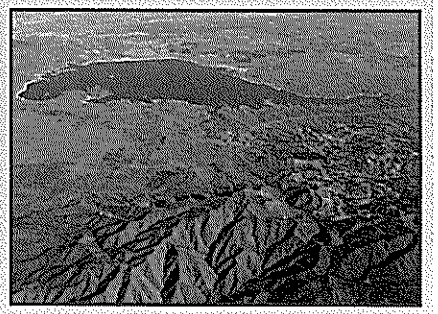
Dams are very sensitive areas when the planning of any new project is considered. This new option avoids locating the project very close to the Lake Perris Dam. The option would follow the Perris Storm Drain starting just west of Evans Road and would rejoin one of the existing alternatives north of the Ramona Expressway just east of Perris Boulevard. This option also avoids wildlife areas near the dam.

New—Warren Road to Sanderson South Option:

This alignment offers some engineering and cost benefits to the project, may improve land uses in the area, and improves the connection with SR-79. It also reduces impacts of a possible interchange on wetlands.

WHAT HAS BEEN HAPPENING WITH THE MID COUNTY PARKWAY?

ROUTE ALTERNATIVES



The Mid County Parkway has completed preliminary studies, held public meetings, and identified alternatives. During 2005 and 2006, ongoing environmental and engineering studies as well as public input have created several changes to the alternatives. Technical reviews led to a new route to the south of the original routes being added in the middle section of the project. Public input and engineering considerations led to the removal of a route North of Lake Mathews. Most recently, dam safety issues led to the removal of a route near the Lake Perris Dam.

ENVIRONMENTAL STUDIES

Since late 2004, RCTC's consultants have been conducting field studies and analyzing the effects of the MCP alternatives on the human and natural environment. During that time, the consultants have surveyed approximately 17,000 acres, on 3,000 parcels that are in the area of the different MCP alternatives. These surveys have identified the locations of sensitive wetland areas, populations of sensitive animal and plant species, and important archeological sites. Project engineers have been using these environmental surveys to fine tune the alignments to best avoid and minimize impacts to people, homes, businesses and animal and plant species. In addition, RCTC has been working closely with Caltrans and FHWA on each of the alternatives to meet highway standards.

NEXT STEPS

These studies will be compiled and the results included into a Draft Environmental Impact Statement/Environmental Impact Report (DEIS/DEIR). The draft document is expected to be finished in the fall of 2007. At that time there will be public hearings and the federal and state environmental and transportation agencies will give input on the report.

These comments will then be reviewed and responses will be developed as a part of creating the Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR). The FEIS/FEIR is expected to be completed at the end of 2008. After the FEIS/FEIR, final permits can be obtained and final engineering design can begin on the selected alternative.

WHAT IS BEING STUDIED?

EIS/EIR studies will look at the following factors:

- Air Quality
- Biological Resources
- Community Impacts
- Cultural Resources
- Floodplain Evaluation
- Geology and Soils
- Hazardous Waste
- Noise
- Public Services and Utilities
- Publicly owned parks, recreation areas, and wildlife areas (section 4(f) Resources)
- Transportation/Traffic
- Visual Impacts
- Water Resources

SCHEDULE

2004	2006	2007	2008	2009	2011
• Preliminary Studies • Public Meetings • Identify Alternatives	• Study Alternatives • Environmental Studies and Engineering • Public Meetings	• Draft EIS/EIR • Public Hearings	• Final EIS/EIR	• Obtain other environmental approvals and permits • Final Design • Right of way acquisition	• Construction

WHO CAN I CONTACT ABOUT THE MID COUNTY PARKWAY PROJECT?

We want to know what you think. If you have any comments or questions about the Mid County Parkway or want to be notified of future meetings, call us at (951) 787-7141, email us through our website at www.midcountyparkway.org, or write us:

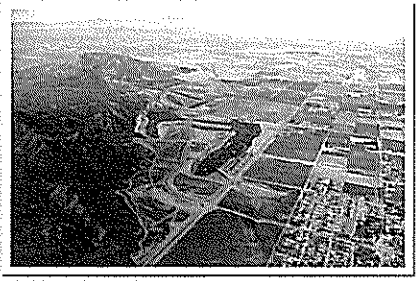
Cathy Bechtel, Mid County Parkway Manager, Riverside County Transportation Commission, P.O. Box 12008 • Riverside, CA 92502-2208

Q&A MID COUNTY PARKWAY

A project of the Riverside County Transportation Commission

WHAT IS THE MID COUNTY PARKWAY PROJECT?

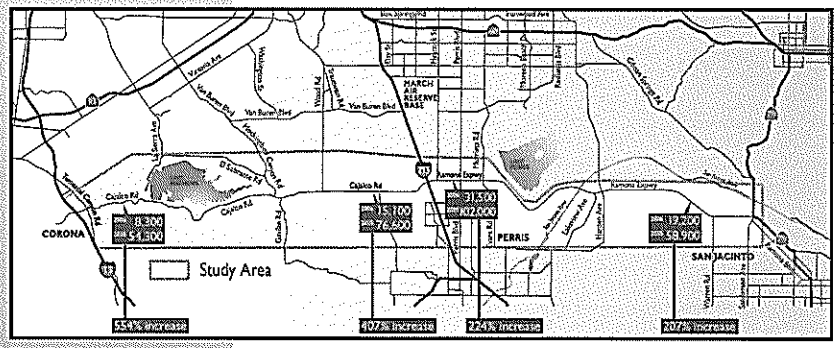
The Mid County Parkway is a proposed 32-mile transportation corridor to relieve traffic congestion between the San Jacinto, Perris and Corona areas. It is being proposed by the Riverside County Transportation Commission (RCTC), the agency responsible for transportation planning in the County. RCTC administers Measure A, Riverside County's 1/2¢ sales tax for transportation.



The corridor was identified as a part of the Riverside County Integrated Project, a regionwide environmental and transportation planning effort to ensure mobility, protect the environment, and quality of life as our region continues to grow. County residents, at public meetings, helped to determine the alternative locations being considered for the Mid County Parkway.

WHY IS THE MID COUNTY PARKWAY NEEDED?

By 2020, the County's population is projected to double to 3 million. Today, east-west traffic within western Riverside County is carried on Interstate 10 and State Routes 60, 91 and 74. These corridors, which link western Riverside County to the Coachella Valley to the east and Los Angeles, Orange and San Bernardino counties to the west, are already experiencing significant gridlock. Another east-west route to relieve this congestion is essential in order to maintain and enhance quality of life in western Riverside County.



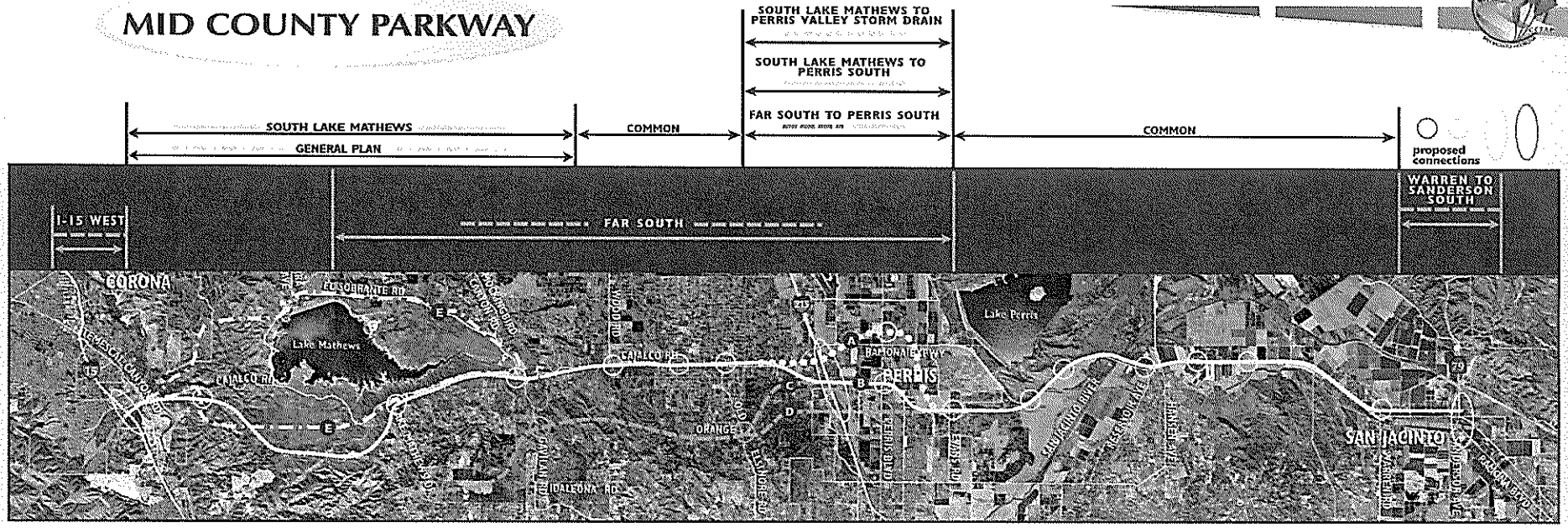
INCREASED TRAFFIC DEMAND – 2035

Volume 4: October 2006

RCTC Riverside County Transportation Commission www.rctc.org

Get Information and Updates
www.midcountyparkway.org

MID COUNTY PARKWAY



WHERE WILL THE MID COUNTY PARKWAY BE LOCATED?

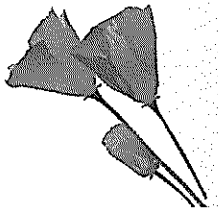
RCTC is currently working on an environmental study called a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for this project. The project began with 8 proposed alternatives including the options in the Riverside County General Plan. Both members of the public and public agencies concerned about the project, as well as the technical team studying the routes, have given their initial input. As a result, some routes have been added and others have been dropped. (see back page)

Presently, no specific route has been selected for the Mid County Parkway since we are still conducting the required analysis of the alternatives. The alignments shown in yellow and orange on the map continue to be studied to develop a possible route. The project must also provide for connections to SR 79 in the east, I-215 in the center, and I-15 to the west.

MCP Alternatives	Cost Differential	Social Factors	Environmental Factors	Engineering Factors
A South Lake Mathews to Perris Valley Storm Drain	Second highest cost $470 million over Far South	Second most effects to homes, most effects to businesses (tie)	Affects two Reserves	14 local interchanges, 6-8 lanes. Grade separated along entire length
B South Lake Mathews to Perris South	Third lowest cost $225 million over Far South	Third most effects to homes, second most effects to businesses	Affects two Reserves	14 local interchanges, 6-8 lanes. Grade separated along entire length
C Far South to Perris South	Second lowest cost $65 million over Far South	Lowest effects to homes, third most effects to businesses	Affects one Reserve	11 local interchanges, 4-8 lanes. Grade separated along entire length
D Far South	Lowest cost (Baseline)	Second lowest effects to homes, lowest effects to businesses	Affects one Reserve	11 local interchanges, 4-8 lanes. Grade separated along entire length
E General Plan	Highest cost $575 million over Far South	Most effects to homes, most effects to businesses (tie)	Affects two Reserves	14 local interchanges, 4-8 lanes. Arterial north of Lake Mathews, grade separated south of Lake Mathews

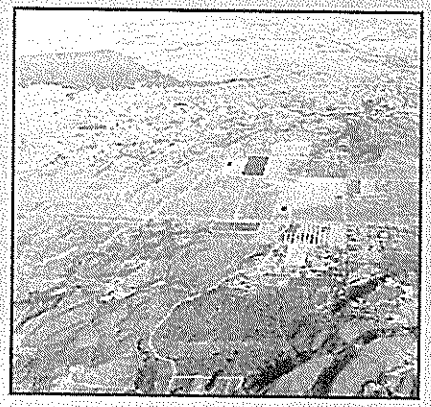
HOW DO THE ALTERNATIVES COMPARE?

The map on this page shows the routes under consideration. So far the studies have been able to compare several relative factors like cost, engineering constraints, and environmental and social impacts. The matrix and the map compare these factors for the entire 32-mile route.



WHAT'S NEW... *continued*

The identification of a preferred alternative is not a final decision since final approvals must be obtained from our partner agencies. Early designation of RCTC's preferred alternative responds to requests from the public to share which alternative appears to be superior given all factors which must be considered. It also allows RCTC to review this choice in its discussions with the other public agencies involved in the decision-making process: the United States Fish & Wildlife Service, the United States Army Corps of Engineers, the United States Environmental Protection Agency, the Federal Highway Administration, the California Department of Fish and Game, and Caltrans.



THE FUTURE

Identification of a locally preferred alternative does not complete the approval process. There are still many phases of work to complete before the Mid County Parkway could be constructed and there will be future opportunities for public review and input. The next step is the release of the Draft EIR/EIS in early 2008. At that time, public hearings will be held to obtain public comments on the document. A full review of the Draft EIR/EIS findings and public comments will be conducted with the involved federal and state agencies. Following public review, the Final EIR/EIS will be completed later in 2008.

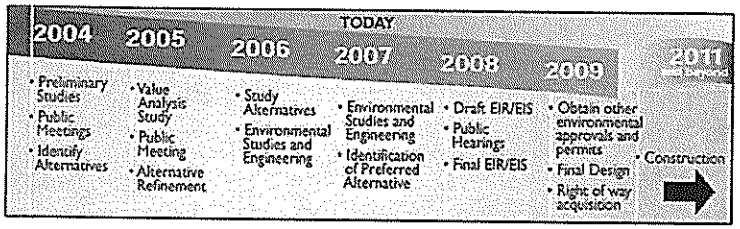
When the environmental studies are complete and a federally approved alternative has been finally selected, then RCTC will be able to move forward to obtain permits from federal and state agencies, undertake the final engineering design for the project, and acquire the right of way needed to build the project. In addition, RCTC must identify and secure the required funding for this $3.1 billion project. Construction would not begin until 2011 at the earliest and would likely take place in phases.

WHAT IS BEING STUDIED?

EIR/EIS studies are evaluating the following factors:

- Air Quality
- Biological Resources
- Community Impacts
- Cultural Resources
- Floodplain Evaluation
- Geology and Soils
- Hazardous Waste
- Noise Impacts
- Paleontological Resources
- Public Services and Utilities
- Publicly owned parks, recreation areas, and wildlife areas (Section 4(f) Resources)
- Transportation/Traffic
- Visual Impacts
- Water Resources

SCHEDULE



WHO CAN I CONTACT ABOUT THE MID COUNTY PARKWAY PROJECT?

If you have any comments or questions about the Mid County Parkway, call us at (951) 787-7141, email us through our website at www.midcountyparkway.org, or write us:

Cathy Bechtel, Mid County Parkway Manager, Riverside County Transportation Commission, P.O. Box 12008 • Riverside, CA 92502-2208

Q&A MID COUNTY PARKWAY

A project of the Riverside County Transportation Commission

WHAT IS THE MID COUNTY PARKWAY PROJECT?

The Mid County Parkway project is a proposed 32-mile transportation corridor designed to relieve local and regional traffic congestion in the San Jacinto, Perris, and Corona areas, as well as surrounding Riverside County communities. The corridor was identified as a part of the Riverside County Integrated Project, a regionwide public outreach and planning effort to ensure mobility and protect the environment and quality of life as our region continues to grow.

In addition to the Mid County Parkway Project, RCTC is also working on solutions to congestion on nearby roadways, including projects to improve mobility on SR-91, I-15, I-215, and SR-79.

WHY IS THE MID COUNTY PARKWAY NEEDED?

By 2030, Riverside County's population will reach 3.5 million. Today's east-west traffic, carried on I-10, SR-60, SR-91, and SR-74 are already experiencing significant congestion. Between now and 2035, the traffic on regional arterials that carry travelers in the area of the proposed Mid County Parkway will increase as much as two to five times. Another east-west transportation link to reduce this congestion is essential to maintain and enhance the quality of life in western Riverside County.

WHAT'S NEW WITH MID COUNTY PARKWAY?

PROJECT BACKGROUND

The Mid County Parkway Project began in 2004 with public meetings, preliminary field studies to analyze the impact of a proposed project on the human and natural environment, and the early generation of possible routes. Since 2004, ongoing environmental and engineering studies, as well as public input, have refined the alternatives.

ALTERNATIVE REFINEMENTS

Technical reviews led to the addition of a new southern route between I-15 and I-215. Operational impacts and dam engineering considerations led to the removal of a route north of Lake Mathews. Safety issues led to the removal of a route near the Lake Perris Dam.

Ongoing environmental studies, surveying more than 17,000 acres on 3,000 parcels in the area of the different alternatives, have identified the locations of sensitive wetlands, populations of sensitive plants and animals, and important archaeological sites. Project engineers have used these studies to fine tune alignments to best avoid impacts to these resources as well as to people, homes and businesses.

RCTC has been working with both Caltrans and the Federal Highway Administration to make sure each of the alternatives meets state and federal highway standards.

TODAY

The results of these studies have led to the identification of Alternative 9 (also called the Far South Alternative) as the preferred alternative by RCTC. RCTC's decision was based on the technical studies showing that the Far South Alternative is superior to all of the others under consideration in virtually every category, including cost, social and community impacts, and impacts to the environment (see the matrix inside for a comparison). Study findings on Alternative 9 and other Mid County Parkway alternatives will be presented in a Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) which will be circulated for public review in early 2008.

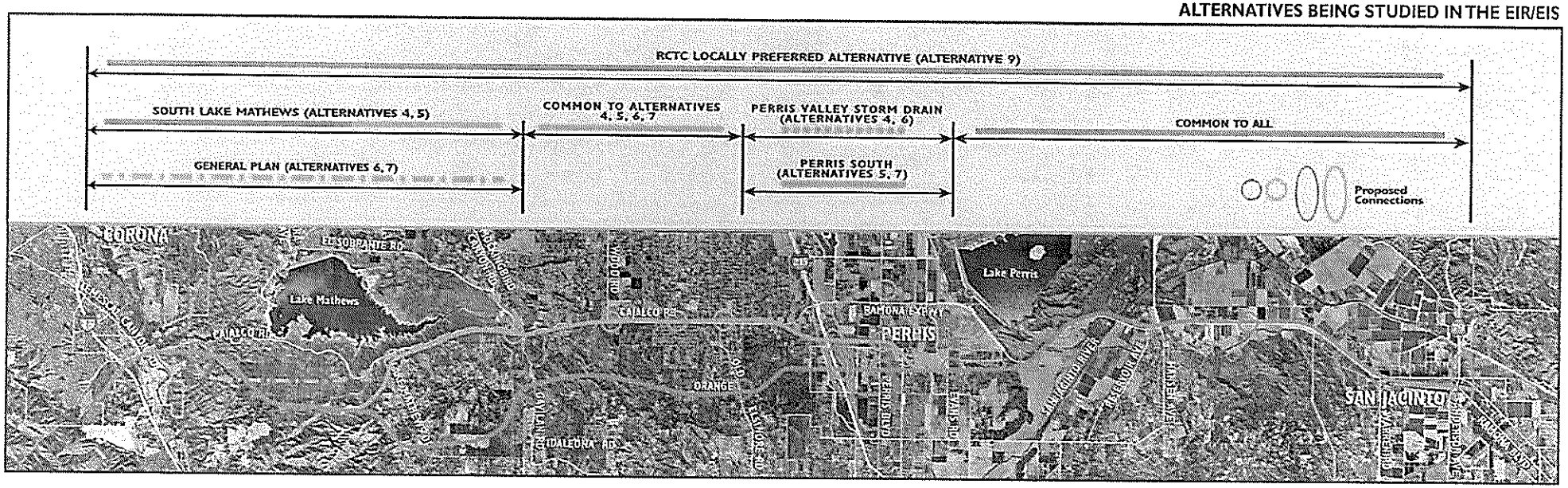
Story continued on back page

Volume 5: October 2007

Get Information and Updates
www.midcountyparkway.org or www.rctc.org

MID COUNTY PARKWAY

ALTERNATIVES BEING STUDIED IN THE EIR/EIS



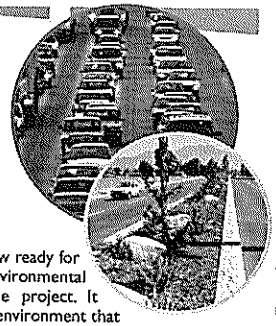
HOW DO THE ALTERNATIVES COMPARE?

The map on this page shows the alternatives under consideration. They are numbered alternatives 4, 5, 6, 7, and 9. Alternatives 2 and 3 were eliminated due to potential safety and operational impacts to Lake Mathews and Lake Perris dams. Alternative 8 was combined with Alternative 1 to be renumbered as 1A, 1B (No Build Alternatives.)

While many factors are being studied (see list on back page), the factors shown on this matrix are those that reveal substantive differences between the alternatives. The cells highlighted in green indicate the alternative with the least impact. This matrix shows Alternative 9 is superior in virtually every category.

Criteria	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Alternative 9
Cost Differential	+ $400 million over base	+ $150 million over base	+ $610 million over base	+ $310 million over base	Base Cost
Water Resources	Affects 31 acres	Affects 29 acres	Affects 34 acres	Affects 32 acres	Affects 25 acres
Threatened/Endangered Species	Affects 346 hectares of designated critical habitat	Affects 346 hectares of designated critical habitat	Affects 498 hectares of designated critical habitat	Affects 498 hectares of designated critical habitat	Affects 295 hectares of designated critical habitat
Sensitive Plant Communities	Affects 412 acres	Affects 411 acres	Affects 459 acres	Affects 458 acres	Affects 458 acres
Habitat Conservation Plans (HCP)	Affects 415 acres	Affects 415 acres	Affects 537 acres	Affects 537 acres	Affects 175 acres
Western Riverside County Multi Species HCP Criteria Area	Affects 386 acres	Affects 406 acres	Affects 666 acres	Affects 666 acres	Affects 639 acres
Parks and Recreation	Affects 1 High School	Affects 1 High School	Affects 1 High School	Affects 1 High School	Affects 1 Park
Cultural Resources (Based on Preliminary Data)	2 significant sites	2 significant sites	2 significant sites	2 significant sites	1 significant site
Social/Community Impacts	Affects 303 properties	Affects 243 properties	Affects 303 properties	Affects 241 properties	Affects 182 properties

Q&A MID COUNTY PARKWAY



PUBLIC INVITED TO REVIEW ENVIRONMENTAL STUDIES

The studies for the Mid County Parkway are now ready for review. The Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) describes the project. It describes alternatives for the project, the existing environment that could be affected by the project, the impacts from each of the alternatives, and the proposed avoidance, minimization and/or mitigation measures for these impacts. The studies are available on-line at www.midcountyparkway.org. It is also available at a number of public libraries and government offices (see page 8).

PUBLIC INFORMATION MEETINGS:

Three Open House style public meetings will be held this month to discuss your questions. The consultants and staff who prepared the studies and the Draft EIR/EIS will be available to discuss your questions, one-on-one, about the project and the document.

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

Tuesday, October 28, 2008	Wednesday, October 29, 2008	Thursday, October 30, 2008
6:00 p.m. - 8:00 p.m.	6:00 p.m. - 8:00 p.m.	6:00 p.m. - 8:00 p.m.
Eagle Glen Golf Course	Perris Senior Center	Valley Wide Recreation
1800 Eagle Glen Parkway	100 North D Street	& Park District —Sports
Corona, CA 92883	Perris, CA 92570	Center Meeting Room
		901 West Esplanade Ave.
		San Jacinto, CA 92581

PUBLIC HEARINGS:

Two Public Hearings on the Draft EIR/EIS are scheduled for November 6th and 12th before the RCTC Commissioners. The public is invited to make oral comments at these meetings. Written comments on the Draft EIR/EIS will be accepted through December 8, 2008. RCTC Commissioners will not be taking action on the project at these hearings. The comments received at these hearings will become part of the public record and will be addressed in the Final EIR/EIS.

Thursday, November 6, 2008	Wednesday, November 12, 2008
6:00 p.m.	9:30 a.m.
City of Perris	Riverside County Administrative
City Council Chambers	Center —Board Room
101 North D Street	4080 Lemon Street, Main Floor
Perris, CA 92570	Riverside, CA 92501

WHAT IS THE MID COUNTY PARKWAY PROJECT?

The Mid County Parkway Project is a proposed 32-mile transportation corridor designed to relieve local and regional traffic congestion in the San Jacinto, Perris, and Corona areas, and surrounding Riverside County communities. The corridor was identified as part of the Riverside County Integrated Project (RCIP) (see page 2), a regionwide planning effort to ensure mobility and protect the environment and quality of life as our area continues to grow.

WHY IS THE MID COUNTY PARKWAY NEEDED?

By 2030, Riverside County's population is expected to reach 3.5 million. All of the major transportation routes in the region are already experiencing significant congestion. While projects for each major roadway are being designed now to ease congestion and ensure future mobility, traffic in the area of the proposed Mid County Parkway is projected to double in some segments and increase as much as five times in others.

Today, east-west traffic in our region is carried on I-10, SR-60, SR-91 and SR-74. These major roadways provide links to the major north-south corridors: SR-79, I-215, and I-15.

Another east-west transportation link such as the Mid County Parkway, is essential to reduce congestion and maintain and enhance the quality of life in western Riverside County. The Mid County Parkway will provide logical connections with north-south corridors including the SR-79, the I-215, and the I-15. It will also serve multimodal bus and rail facilities planned as a part of the Perris Valley Line, Metrolink service that will connect Perris to Riverside.

Without the Mid County Parkway, travel times from SR-79 to I-15 will be more than an hour and a half (90 minutes) in 2035. With the Mid County Parkway, those travel times will be reduced to about 30 minutes.

RCTC
Riverside County Transportation Commission
Volume 6: October 2008

HOW WERE THE ALTERNATIVES DEVELOPED?

The Mid County Parkway project formally began in January 2004 when the need and purpose for the project were accepted by the Federal Highway Administration, the U.S. Army Corps of Engineers, and the U.S. Environmental Protection Agency.

The need for the Mid County Parkway project was identified almost five years earlier, when RCTC and the County of Riverside launched the Riverside County Integrated Project—a multi-year process of evaluating future transportation needs, land use, and environmental protection measures to protect the region's quality of life and environment.

In 2000, RCTC identified four broad transportation corridors to meet future demands, including a corridor connecting the Hemet-San Jacinto area with the Lake Elsinore-Corona area.

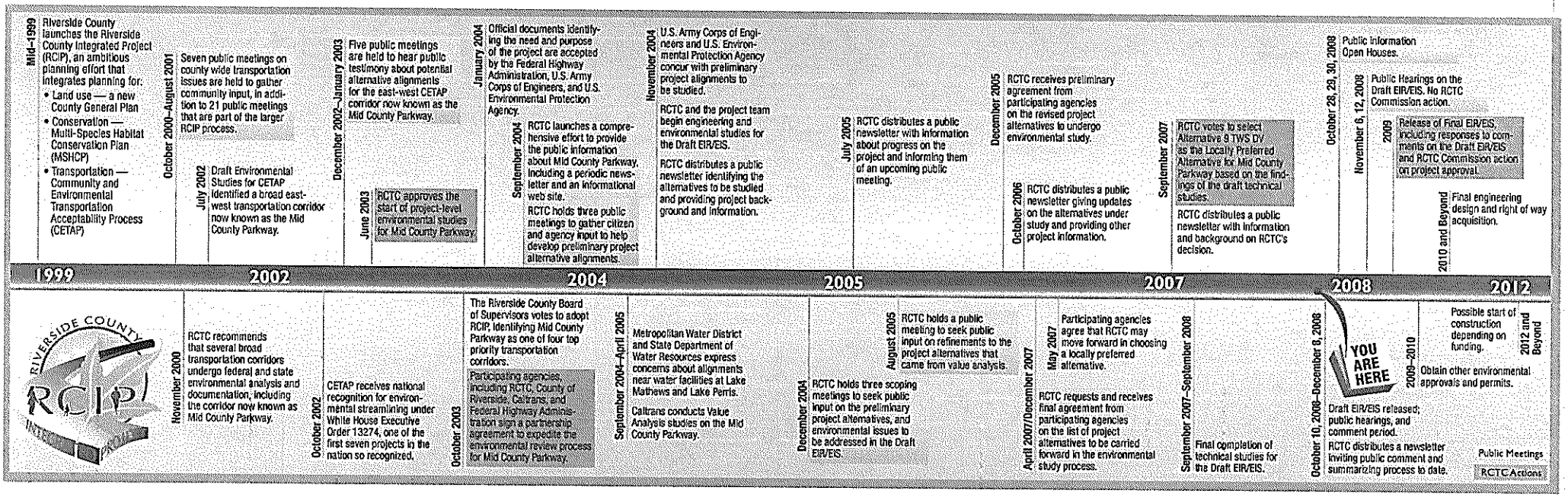
In 2002, in acknowledgement of the County's innovative planning effort to integrate land use, environmental conservation and transportation needs, the Community and Environmental Transportation Acceptability Process (CETAP) was one of seven projects in the nation that received federal recognition for environmental streamlining under an Executive Order from the White House.

In June 2003, RCTC started project level studies for the Mid County Parkway. All studies and documents were completed in cooperation with participating local, state and federal agencies under a partnership agreement for environmental stewardship.

Since January 2004, public meetings have been held at each phase of the project: to identify preliminary project alternative alignments; to gather more public input on the preliminary alignment alternatives and to get input on refinements to the alternatives. These seven outreach meetings formed the basis for the alternatives that have been studied over the past three years.

HOW WERE THE ALTERNATIVES STUDIED?

From September 2004 through April 2005, Caltrans conducted "value analysis" studies on the project. Metropolitan Water District and the State Department of Water Resources commented on alternatives close to the Lake Mathews and Lake Perris dams. The Value Analysis process included representatives from our transportation partners with the objective to offer engineering and operational improvements. These studies led to the addition of an alternative south of those previously considered, the removal of the alternative north of Lake Mathews and relocation of the alternative near Lake Perris. These changes were presented to the public in a newsletter and at a public meeting in August 2005. The participating agencies agreed this set of refined alternatives would undergo study in the Draft EIR/EIS. From 2005 to date, all aspects of the Mid County Parkway alternatives have been subject to careful scrutiny. An important part of the studies were social and economic impacts including effects on communities, in particular the displacement of homes and businesses. Additional studies evaluated the impacts each alternative would have on biological resources including plants, animals and their habitats. Other studies evaluated impacts to water resources, habitat reserves, parks, cultural resources, and land use. Noise, air quality, geology and other environmental factors were also evaluated for each alternative. During the course of the work, cost was also evaluated as were engineering considerations.



WHAT HAPPENS NOW?

Public information Open Houses and Public Hearings are scheduled in October and November 2008 to collect comments on the Draft EIR/EIS. There will be no forum for oral comments at the public information Open Houses. However, written comments will be accepted. These Open Houses will be an opportunity to talk one-on-one with staff, review the document, and learn more about the project.

The Public Hearings will provide those who wish to speak an opportunity to comment before the RCTC Commissioners. Comment cards for written comments will be available at all meetings and members of the public may also comment by letter or email.

Send Us Your Comments

There is no difference between a written comment and an oral comment made at the public hearings. All are treated equally.

Write to:
Ms. Cathy Bechtel, RCTC,
P.O. Box 12008, Riverside, CA 92502-2208
OR
Mr. Tay Dam, Federal Highway Administration,
650 Capitol Mall, Suite 4-100, Sacramento, CA 95814-4708.

Make your comments online at:
www.midcountyparkway.org/comment
The deadline for public comments on the Draft EIR/EIS is December 8, 2008.

WHAT HAPPENS NEXT?

After comments on the Draft EIR/EIS are received from the public and reviewing agencies, FHWA, Caltrans, and RCTC will prepare a Final EIR/EIS. The Final EIR/EIS will include responses to comments received on the Draft EIR/EIS.

The approval of the Final EIR/EIS follows different processes under CEQA and NEPA. Under CEQA, after the Final EIR is complete, the RCTC Commissioners will consider two separate actions: 1) to certify the Final EIR, and, 2) to approve the project. This will likely occur in mid to late 2009. Following RCTC's action, FHWA will then make the Final EIS available for a 30 day public review period. Following this 30 day public review period, FHWA will prepare and may approve a Record of Decision, which is the final step in the NEPA process.

IS THERE A LOCALLY PREFERRED ALTERNATIVE FOR THE PROJECT?

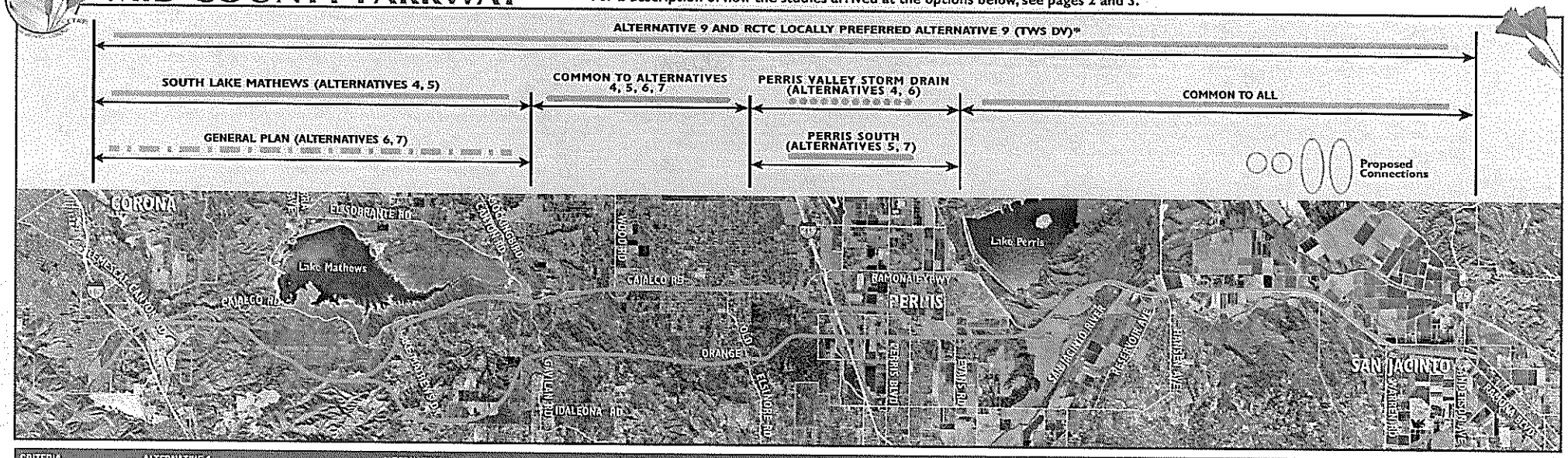
Yes. In September 2007, RCTC identified Alternative 9 with the Temescal Wash (TWS) Design Variation (DV) as its locally preferred alternative. RCTC made this decision because the studies revealed that Alternative 9 (TWS DV) had the least overall project impacts.

In addition, Alternative 9 (TWS DV) required fewer property acquisitions and displaced fewer occupants and employees. The preferred alternative is also the least expensive for right of way acquisition and construction.

MID COUNTY PARKWAY

HOW DO THE ALTERNATIVES COMPARE?

For a description of how the studies arrived at the options below, see pages 2 and 3.



CRITERIA	ALTERNATIVE 4	ALTERNATIVE 5	ALTERNATIVE 6	ALTERNATIVE 7	ALTERNATIVE 9	LOCALLY PREFERRED ALTERNATIVE ALTERNATIVE 9 (TWS DV)
Cost-Construction and Right of Way	$ 3.64 billion	$ 3.40 billion	$ 3.76 billion	$ 3.51 billion	$ 3.18 billion	$ 2.98 billion
Socioeconomic/ Community	351 estimated residential units relocated	305 estimated residential units relocated	336 estimated residential units relocated	290 estimated residential units relocated	268 estimated residential units relocated	200 estimated residential units relocated
Threatened and Endangered Species	• 6.1 acres of least Bell's vireo habitat impacted • 33.5 acres of Coastal California gnatcatcher critical habitat impacted • 157.6 acres of Quino checkerspot butterfly critical habitat impacted • 2.9 acres of San Bernardino kangaroo rat critical habitat impacted	• 6.1 acres of least Bell's vireo habitat impacted • 33.5 acres of Coastal California gnatcatcher critical habitat impacted • 157.6 acres of Quino checkerspot butterfly critical habitat impacted • 2.9 acres of San Bernardino kangaroo rat critical habitat impacted	• 8.5 acres of least Bell's vireo habitat impacted • 0 acres of Coastal California gnatcatcher critical habitat impacted • 140.0 acres of Quino checkerspot butterfly critical habitat impacted • 2.9 acres of San Bernardino kangaroo rat critical habitat impacted	• 8.5 acres of least Bell's vireo habitat impacted • 0 acres of Coastal California gnatcatcher critical habitat impacted • 140.0 acres of Quino checkerspot butterfly critical habitat impacted • 2.9 acres of San Bernardino kangaroo rat critical habitat impacted	• 2.2 acres of least Bell's vireo habitat impacted • 40.1 acres of Coastal California gnatcatcher critical habitat impacted • 327.6 acres of Quino checkerspot butterfly critical habitat impacted • 2.9 acres of San Bernardino kangaroo rat critical habitat impacted	• 2.2 acres of least Bell's vireo habitat • 40.1 acres of final Coastal California gnatcatcher critical habitat • 327.6 acres of final Quino checkerspot butterfly critical habitat • 2.9 acres of final San Bernardino kangaroo rat critical habitat
Existing Habitat Reserves	Impacts 449 total acres, including: • 263.2 acres impacted within Lake Mathews Multiple Species Habitat Conservation Plan • 22.4 acres impacted within El Sobrante Landfill Habitat Conservation Plan • 163.4 additional acres impacted within Stephens' Kangaroo Rat Habitat Conservation Plan	Impacts 449 total acres including: • 263.2 acres impacted within Lake Mathews Multiple Species Habitat Conservation Plan • 22.4 acres impacted within El Sobrante Landfill Habitat Conservation Plan • 163.4 additional acres impacted within Stephens' Kangaroo Rat Habitat Conservation Plan	Impacts 546.8 total acres, including: • 469.8 acres impacted within Lake Mathews Multiple Species Habitat Conservation Plan • 0.0 acres impacted within El Sobrante Landfill Habitat Conservation Plan • 77 additional acres impacted within Stephens' Kangaroo Rat Habitat Conservation Plan	Impacts 546.8 total acres, including: • 469.8 acres impacted within Lake Mathews Multiple Species Habitat Conservation Plan • 0.0 acres impacted within El Sobrante Landfill Habitat Conservation Plan • 77 additional acres impacted within Stephens' Kangaroo Rat Habitat Conservation Plan	Impacts 193.6 total acres, including: • 0 acres impacted within Lake Mathews Multiple Species Habitat Conservation Plan • 22.1 acres impacted within El Sobrante Landfill Habitat Conservation Plan • 171.5 additional acres impacted within Stephens' Kangaroo Rat Habitat Conservation Plan	Impacts 193.6 total acres, including: • 0 acres impacted within Lake Mathews Multiple Species Habitat Conservation Plan • 22.1 acres impacted within El Sobrante Landfill Habitat Conservation Plan • 171.5 additional acres impacted within Stephens' Kangaroo Rat Habitat Conservation Plan
Western Riverside County Multiple Species Habitat Conservation Plan	381.4 acres of impacts to Multiple Species Habitat Conservation Plan Criteria Area	406.8 acres of impacts to Multiple Species Habitat Conservation Plan Criteria Area	638.0 acres of impacts to Multiple Species Habitat Conservation Plan Criteria Area	663.4 acres of impacts to Multiple Species Habitat Conservation Plan Criteria Area	634.5 acres of impacts to Multiple Species Habitat Conservation Plan Criteria Area	634.5 acres of impacts to Multiple Species Habitat Conservation Plan Criteria Area
Parks	Reduction of 2.36 acres of El Cerrito Sports Park	Reduction of 2.36 acres of El Cerrito Sports Park	Reduction of 2.36 acres of El Cerrito Sports Park	Reduction of 2.36 acres of El Cerrito Sports Park	• Reduction of 2.36 acres of El Cerrito Sports Park • Net increase of 1.57 acres of Paragon Park	Net increase of 1.57 acres of Paragon Park
Cultural Resources	Impacts 2 Native American sacred sites	Impacts 2 Native American sacred sites	Impacts 2 Native American sacred sites	Impacts 2 Native American sacred sites	Impacts 1 Native American sacred site	Impacts 1 Native American sacred site
Land Use	2,786.2 total acres impacted 966.8 acres of farmland impacted	2,704.1 total acres impacted 915.3 acres of farmland impacted	3,289.1 total acres impacted 1,052.2 acres of farmland impacted	3,208.9 total acres impacted 1,000.6 acres of farmland impacted	2,636.9 total acres impacted 822.2 acres of farmland impacted	2,592.7 total acres impacted 822.2 acres of farmland impacted
Water Resources/ Aquatic Ecosystem	24.8 total acres of aquatic resources	22.9 total acres of aquatic resources	27.5 total acres of aquatic resources	25.8 total acres of aquatic resources	19.0 total acres of aquatic resources	18.6 total acres of aquatic resources

Least Impacts

* The difference between Alternative 9 and Alternative 9 (TWS DV) is a design variation at I-15. Alternative 9 includes a more substantial collector-distributor (CD) road system, therefore greater right of way is needed. Alternative 9 (TWS DV) has a modification at El Cerrito/I-15 Interchange which reduces the need for the CD road system and less right of way.

FREQUENTLY ASKED QUESTIONS ABOUT THE MID COUNTY PARKWAY:

- **What happens after a Final EIR/EIS is approved?**

  If the Mid County Parkway is approved, three major tasks will need to be completed to build the project: final engineering, buying property where the road will be built, and constructing the project.

  The final engineering phase will produce construction level plans that can be used to build the Mid County Parkway. The engineering phase will also more clearly identify the right-of-way required for the project.

- **Where is the proposed route for the Mid County Parkway?**

  A final route for the project has not yet been approved. In September 2007, the Riverside County Transportation Commission selected Alternative 9 (TWS DV) as its preferred route for the parkway from among five "build" alternatives within a large study area. A map of the routes is shown on pages 4 and 5.

  Studies show Alternative 9 (TWS DV) is least environmentally damaging compared to the other build alternatives in virtually every key criteria category, including cost, impacts to the environment and impacts to the community.

  However, a final route will not be selected until after certification of the Final EIR/EIS and project approval by the Commission.

- **Did RCTC's identification of a Locally Preferred Alternative mark the final approval of the project?**

  No. The final alternative will be approved after review and comment by the public, resource agencies and local governments. RCTC will consider taking an action on a final alternative for the project next year.

- **What is the purpose of the Draft EIR/EIS?**

  The Draft EIR/EIS examines the Mid County Parkway's environmental impacts including air quality; biological resources such as plant life, wildlife and their habitat; community impacts such as existing land uses, housing, employment and population conditions; cultural resources; floodplains; geology and soils; hazardous waste sites; noise; public services and utilities; parks, recreation areas, wildlife and waterfowl refuges; local traffic conditions; the visual character of the project area; and water resources.

- **Where can I review Draft EIR/EIS?**

  You can review the Draft EIR/EIS at the offices of participating government agencies, numerous area public libraries, at public meetings, and on the internet at www.midcountyparkway.org. For complete list of options, see page 8.

- **How can I submit my comments or questions about the Draft EIR/EIS?**

  The public comment period runs from October 10 – December 8, 2008. Written comments may be submitted during this period. In addition, the public is encouraged to attend one of the three Open House public information meetings on the project scheduled for the last week of October (see page 1). Staff will be available to discuss your questions on the project, and accept written comments.

  Members of the public are also invited to make comments on the document in writing or orally at a Public Hearing. Each type of comment is treated equally in the evaluation process.

- **Why don't you just widen existing facilities (Cajalco Road and Ramona Expressway)? Why build a new road?**

  In order to accommodate projected traffic in the area, the County's planned improvements to widen existing Cajalco Road and Ramona Expressway, as well as new lanes with limited access like the Mid County Parkway are needed.

  The technical studies revealed that there are actually greater impacts to homes and existing environmental reserves associated with the Mid County Parkway Alternatives located along the Cajalco and Ramona roadways due to required curve realignments and frontage roads for local access.

- **When will construction of the Mid County Parkway begin and where?**

  Depending on the timing of RCTC Commission action, construction of the Mid County Parkway could begin in 2012. Decisions have not yet been made on whether construction would start on the east end, the west end, or the middle of the project.

- **How will the project be funded?**

  The initial phase of the project has been funded mainly by Western Riverside County's Transportation Uniform Mitigation Fees (TUMF). The project design, right-of-way acquisition and construction costs are anticipated to be funded by a combination of local Measure "A" ½ cent sales tax, local TUMF fees, state and federal funds.

- **Isn't the Mid County Parkway a truck route?**

  No. Although RCTC cannot designate who can use the Mid County Parkway, the overall purpose of the route is to provide a transportation parkway that will effectively and efficiently accommodate regional east-west mobility between and through Corona, Perris, and San Jacinto. The Mid County Parkway will provide increased capacity and relieve regional traffic congestion. In areas with steep grades, an additional lane is planned for trucks or other slow moving vehicles.

- **What are you doing to avoid wildlife reserves?**

  The Mid County Parkway is designed to avoid reserves and protected lands as much as possible. The design also includes numerous wildlife crossings that will either span or pass under the Mid County Parkway to allow wildlife to safely move from one side of the parkway to the other.

- **How and when will RCTC acquire the property needed to build the Mid County Parkway?**

  Right of way will be acquired close to the time of construction. RCTC must follow public laws and processes to purchase the property needed for the Mid County Parkway. Appraisals will be done near the time of needed acquisition and fair market value for the land will be offered. RCTC will work with the property owner to reach a fair price. If a price cannot be agreed upon, RCTC may adopt a Resolution of Necessity to invoke eminent domain, a process outlined in the U.S. Constitution and governed by state and federal law which allows government agencies to buy private property for a public purpose such as new roads, parks, schools, hospitals and police or fire stations. Through eminent domain, property owners are paid an amount deemed fair by the court, based on opinions of independent appraisers.

- **How will my comments be addressed? Will I get a personal, written response?**

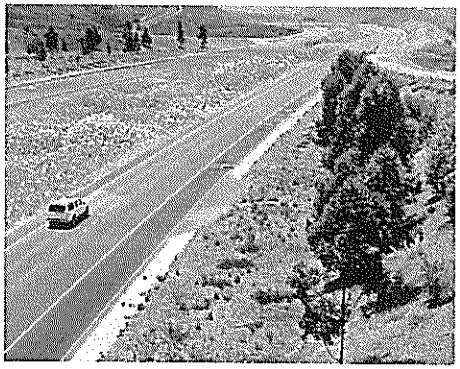
  All comments or questions received during the public comment period on the Draft EIR/EIS will be responded to in the Final EIR/EIS. We expect the preparation of the Final EIR/EIS will take several months.

- **What is a parkway?**

  A divided highway with full or partial access control and with grade separations at local interchanges with major local arterials. The "facility" is designed to freeway/expressway standards as defined in Caltrans Highway Design Manual (HDM).

- **What will the Mid County Parkway look like?**

  The photo below shows an example of what the parkway may look like. The number of lanes varies from two in each direction to four in each direction, depending upon the area, and includes a wide open median.



Parkway

WHO ARE THE PARTICIPATING AGENCIES EVALUATING THE PROJECT AND WHAT ARE THEIR ROLES?

A project like the Mid County Parkway must be evaluated by transportation agencies at all levels of government: local, state, and federal.

At the local level, RCTC is the lead agency. RCTC is Riverside County's primary transportation planning agency and administers the voter-approved Measure A 1/2 cent sales tax for transportation, regional projects funded by the Transportation Uniform Mitigation Fee (TUMF), and state and federal transportation allocations to the region. Projects include roadways, major transportation corridors, transit, commuter assistance, and commuter rail.

The State of California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) are the state and federal transportation agencies, respectively.

Each agency has different responsibilities in preparing the Draft EIR/EIS. FHWA is the lead agency under the National Environmental Policy Act, RCTC is the lead agency under the California Environmental Quality Act, and Caltrans is providing oversight for the National Environmental Policy Act process. All agencies have responsibilities in the development of the studies and reports that contributed to the Draft EIR/EIS. In addition, through the agency partnership agreement for the project, Federal and State resource agencies have been involved in the development of the alternatives and review of the environmental studies. This cooperative effort meets the spirit of the Environmental Streamlining Executive Order.

RCTC
Riverside County Transportation Commission

U. S. Department of Transportation
Federal Highway Administration

Caltrans

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

CALIFORNIA FISH & GAME

U.S. FISH & WILDLIFE SERVICE

US Army Corps of Engineers.

WHERE CAN I REVIEW THE DRAFT EIR/EIS?

RCTC
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

Caltrans District 8
464 West 4th Street, 6th floor
San Bernardino, CA 92401

Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814-4708

City of Corona
Public Works Department
400 S. Vicentia Ave., 2nd Floor, Suite 210
Corona, CA 92882-2187

Corona Public Library
650 S. Main St.
Corona, CA 92882

Hemet Public Library
300 E. Latham Ave.
Hemet, CA 92543

Perris Public Library
163 E. San Jacinto Ave.
Perris, CA 92570

San Jacinto Public Library
500 Idyllwild Dr.
San Jacinto, CA 92583

Woodcrest Public Library
17024 Van Buren Blvd.
Riverside, CA 92504

The Draft EIR/EIS is also available for review on the internet at:
www.midcountyparkway.org

To better accommodate the public, a copy of the Draft EIR/EIS is available for purchase at:

OCB Reprographics
4295 Main Street
Riverside, CA 92501
(951) 686-0530

For individuals with sensory disabilities, please contact us to discuss availability of the Draft EIR/EIS in alternate formats. Please call or write to:

Ms. Cathy Bechtel,
RCTC
P.O. Box 12008
Riverside, CA 92502-2208
(951) 787-7141
or use the California Relay Service
1 (800) 735 -2929 (TTD/TTY),
1 (800) 735 -2922 (voice).

MID COUNTY PARKWAY
ACTAB

Q&A MID COUNTY PARKWAY

RCTC MODIFIES THE MID COUNTY PARKWAY PLANS

In response to comments received from the public on the Draft Environmental Impact Report/ Environmental Impact Statements for the proposed Mid County Parkway (MCP), the Riverside County Transportation Commission (RCTC) took action on July 8, 2009 to focus the project limits to the portion between I-215 and SR-79. This newsletter provides more information on this action as well as next steps for the project.

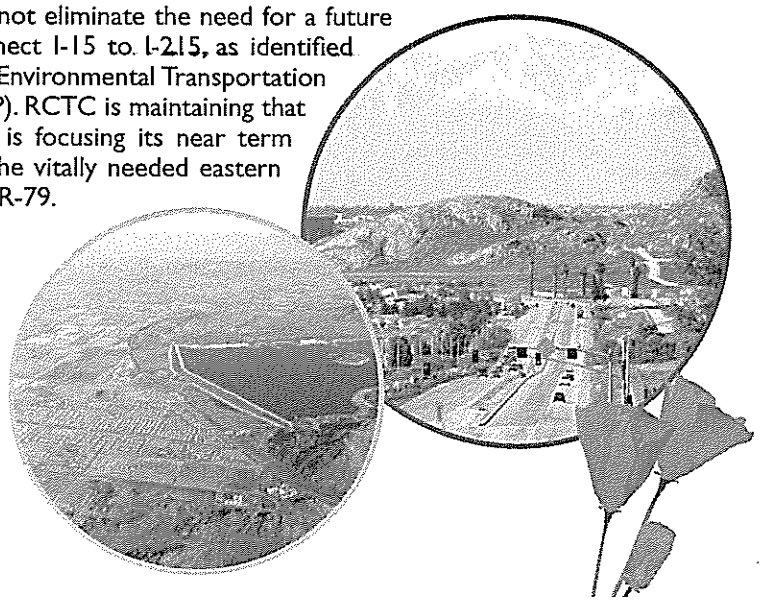
WHY IS THE MID COUNTY PARKWAY PROJECT CHANGING?

In October 2008, a Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) was released evaluating the alternatives for the Mid County Parkway, a proposed 32-mile corridor designed to stretch from San Jacinto through Perris to Corona to meet regional transportation needs through 2035. The Draft EIR/EIS compiled environmental studies analyzing the effects of the alternatives on the human and natural environment. Public information open houses and public hearings were held in October and November 2008 to collect comments on the Draft EIR/EIS.

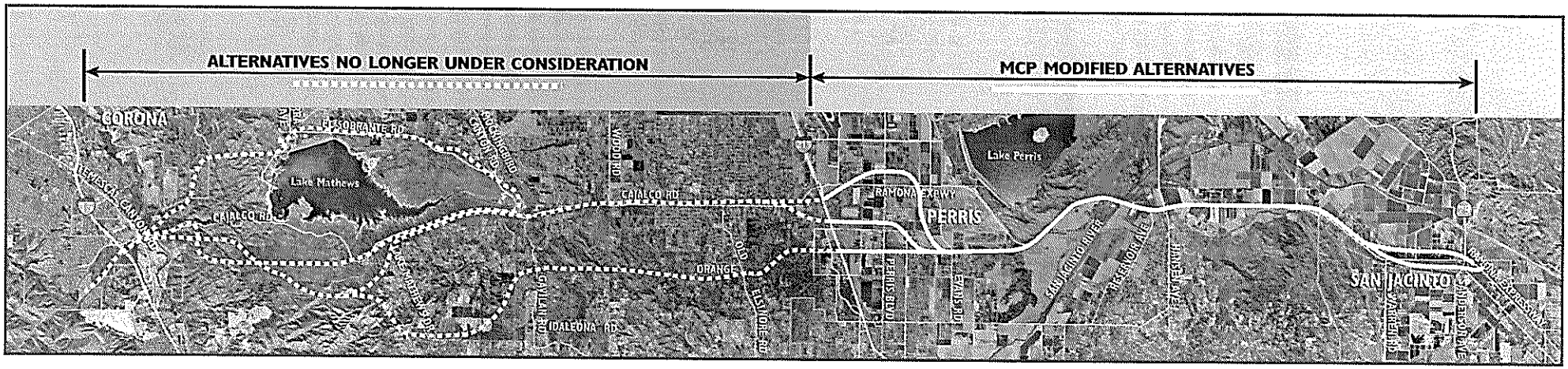
Public and stakeholder input is a critical part of the environmental process. Comments submitted on the Draft EIR/EIS raised environmental and community concerns regarding the portion of the project between I-15 and I-215 and funding concerns about the entire project. These comments have helped us focus the project so we can make the best use of limited transportation dollars while addressing the most immediate traffic needs. The Mid County Parkway project is now a proposed 16-mile transportation corridor to relieve local and regional traffic congestion in the San Jacinto and Perris areas and surrounding Riverside County communities.

Focusing on the eastern stretch of the Mid County Parkway between I-215 and SR-79 will allow RCTC to make the best use of limited transportation dollars while providing immediate traffic and safety benefits where they are needed most. Modifying this project will allow RCTC to move more quickly to provide improvements where the need is greatest and avoid time-consuming delays tied to environmental constraints and community challenges affecting the portion of the original project proposed between I-15 and I-215.

The modified project does not eliminate the need for a future route that will one day connect I-15 to I-215, as identified as a part of the Community Environmental Transportation Acceptability Process (CETAP). RCTC is maintaining that long term vision but RCTC is focusing its near term project approval efforts on the vitally needed eastern 16 miles between I-215 and SR-79.



MID COUNTY PARKWAY



WHAT COMMENTS WERE RECEIVED?

Between October 10, 2008 and January 8, 2009, comments on the Draft EIR/EIS were received from the public and the environmental and transportation public agencies reviewing the project. During this time, six public meetings/hearings were held: three public information meetings in late October 2008, two public hearings in November 2008 and a 1st Supervisorial District public meeting in December 2008. RCTC accepted public comment for the record at all of these meetings, along with comments via the website and email. Over 3,100 comments were received from individuals, public agencies and organizations. Key issues raised in response to the Mid County Parkway Draft EIR/EIS included concerns regarding the financial viability of the project, impacts to rural communities, habitat reserves, consistency with the Multiple Species Habitat Conservation Plan, and the adequacy of measures to mitigate potential impacts.

WHAT HAPPENS ON THE WEST SIDE?

In the short term, the County of Riverside is proceeding with its plans to improve Cajalco Road. The Riverside County General Plan Circulation Element designates Cajalco Road from I-15 to I-215 as a four to six-lane major roadway.

The Mid County Parkway alternatives linking I-15 to I-215, as identified in the Draft EIR/EIS released in October 2008, are no longer under consideration. Although the need for a future regional transportation corridor between I-15 and I-215 still exists, there is currently no consensus regarding the best possible route for a regional corridor in this area, nor is there immediate funding for the full parkway project. RCTC remains committed to a future route that will one day connect I-15 to I-215, as identified in CETAP. When regional mobility needs prompt consideration of a new or improved link between I-15 and I-215, a new environmental process will need to be initiated.

QUESTIONS & ANSWERS

Will the proposed widening of Cajalco Road be sufficient to accommodate traffic through the I-15/I-215 in the future?

The County of Riverside's planned improvements to widen Cajalco Road to four to six lanes between I-15 and I-215 should accommodate traffic demands for the next 20 years.

How will this modification to the Mid County Parkway affect the project timeline?

The timeline will be extended by approximately 2 years to provide time to supplement or revise the engineering and environmental technical studies for the modified Mid County Parkway, coordinate and review technical documents with agencies, reassess impacts, and release a Recirculated Draft EIR/Supplemental Draft EIS for public review and comment.

Will there be more public meetings and opportunity for public comment on the project?

Future public meetings and hearings will also be held once the revised draft environmental reports are completed next year, and we will be asking the public and stakeholders for their feedback on the project at that time.

Does the Mid County Parkway still have value as a transportation corridor without the section between I-15 and I-215?

Yes. Focusing on the eastern stretch of the Mid County Parkway between SR-79 and I-215 will allow the project to advance where it is needed first, making best use of limited transportation dollars while providing the most immediate traffic and safety benefits.

MID COUNTY PARKWAY
CETAP
SAN JACINTO—PERRIS

WHAT HAPPENS NEXT?

RCTC and its partners, the Federal Highway Administration (FHWA) and Caltrans, will revise existing studies and prepare supplemental studies to address the changes to the Mid County Parkway project. A Recirculated Draft EIR/Supplemental Draft EIS will be prepared to describe the modifications to the project, summarize potential impacts and describe measures to avoid, minimize, or mitigate adverse effects.

The Recirculated Draft EIR/Supplemental Draft EIS will be released for a 45-day public review period. FHWA, Caltrans, and RCTC will hold additional public hearings during this review period and the public and reviewing agencies will be able to submit verbal and/or written comments in response to the modified project. Additional details on how to submit comments will be announced closer to release of the modified documents.

RCTC and its partners will review and consider all of the comments received from the public and reviewing agencies before any action on a final project is taken.

WHAT IS THE SCHEDULE FOR THE MID COUNTY PARKWAY PROJECT?

2004-2007	2008	2009-2010	2011	2012-2013	2014 and beyond
• Preliminary Studies • Public Meetings • Identify Alternatives • Value Analysis Studies • Public Meetings • Alternative Refinement • Study Alternatives • Environmental Studies and Engineering • Identification of Preferred Alternative	• Draft EIR/EIS • Public Information Meetings • Public Hearings	• Review of comments received by public and agencies • Project modified to I-215 to SR-79 • Preparation of supplemental and revised technical studies	• Recirculated Draft EIR / Supplemental Draft EIS • Public Hearings • Respond to comments • Obtain other environmental approvals and permits	• Final EIR/EIS • Final Design • Right of way acquisition	• Construction

If you have comments or questions about the Mid County Parkway, call us at 951-787-7141, email us at our website at www.midcountyparkway.org or write to: Ms. Cathy Bechtel, RCTC, P.O. Box 12008, Riverside, CA 92502-2208.

RCTC
Riverside County Transportation Commission
Mid County Parkway
P.O. Box 12008
Riverside, CA 92502-2208

Q&A MID COUNTY PARKWAY

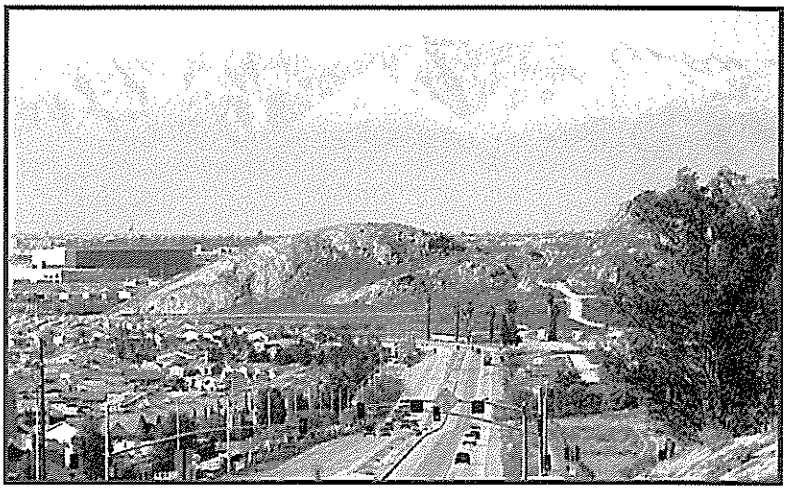
WHAT IS THE MID COUNTY PARKWAY PROJECT?

The Mid County Parkway project is a proposed 16-mile transportation corridor designed to relieve local and regional traffic congestion between the cities of San Jacinto and Perris and surrounding Riverside County communities. The corridor was identified as part of the Riverside County Integrated Project (RCIP), a regionwide planning effort to ensure mobility and protect the environment and quality of life as our area continues to grow.

WHY IS THE MID COUNTY PARKWAY NEEDED?

In western Riverside County, another east-west transportation link such as the Mid County Parkway is essential to reduce congestion and maintain and enhance the quality of life. The Mid County Parkway will provide logical connections with north-south corridors including the SR-79 and the I-215. It will also provide more convenient access to multimodal bus and rail facilities in the city of Perris, including the new Perris Valley Line, Metrolink service that will connect Perris to Riverside.

Without the Mid County Parkway, travel times from SR-79 to I-215 are expected to be more than 44 minutes in 2040. With the Mid County Parkway, those travel times will be 15 minutes.



WHAT'S NEXT FOR THE MID COUNTY PARKWAY PROJECT?

The studies for the Mid County Parkway are now complete. The Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (Recirculated Draft EIR/Supplemental Draft EIS) describes alternatives for the project, the impacts from each of the alternatives, and the proposed avoidance, minimization and/or mitigation measures for these impacts. During the public circulation of the environmental document, the studies are available on-line at www.midcountyparkway.org and at a number of public libraries and government offices (see page 4).

PUBLIC HEARING:

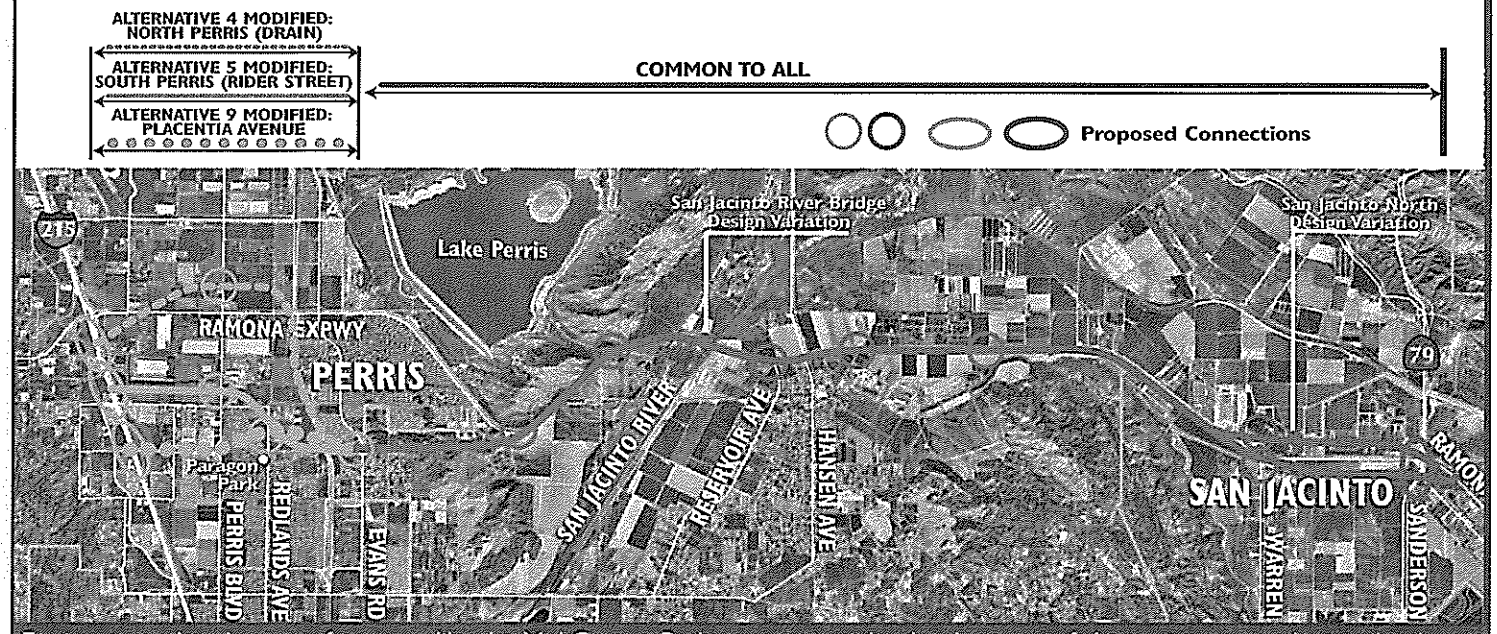
An open house style public hearing on the Recirculated Draft EIR/Supplemental Draft EIS is scheduled for February 20, 2013. There will be no formal presentation at this meeting, however, the public is invited to make oral comments to a court reporter. Written comments will be accepted at the meeting and throughout the public comment period ending on March 11, 2013.

February 20, 2013, 5:00 - 8:00 p.m.
Lakeside Middle School
27720 Walnut Street, Perris, CA 92571

After comments are received from the public and the participating agencies, FHWA, Caltrans, and RCTC will prepare a Final EIR/EIS. The Final EIR/EIS will include responses to the comments received on the Recirculated Draft EIR/Supplemental Draft EIS.

RCTC
Riverside County Transportation Commission
Volume 8: January 2013

ALTERNATIVES UNDER CONSIDERATION



Environmental evaluation of projects like the Mid County Parkway requires the development of alternative approaches to the design and construction of the project. These different scenarios for building a project are then studied and compared, their environmental effects are documented, and solutions to any impacts are specified. Project alternatives must also include an evaluation of the effects of not building the project at all, called a "No Build" alternative.

The alternatives for building the project all propose a divided highway with on and off ramps and three lanes in each direction. There are also freeway-to-freeway type interchanges at I-215 and at SR-79. The I-215 will also be improved in the area to avoid congestion as a result of the new connection.

All of the alternatives share a common alignment from Evans Road to SR-79, identified in green on the map above. In areas where the alignment is located on the Ramona Expressway, the Ramona Expressway is replaced by the Mid County Parkway. All of the alternatives also include two design variations: the *San Jacinto River Bridge Design Variation* and *San Jacinto North Design Variation.*

Under the *San Jacinto Bridge Design Variation*, a different bridge configuration is considered at the San Jacinto River in the Lakeview-Nuevo area. Under the *San Jacinto North Design Variation*, the route diverges from the proposed alignment near Warren Road and proceeds east approximately 1,000 feet north of the existing Ramona Expressway.

The differences in the alternatives are shown on the map in orange above and are described further below:

Alternative 4 Modified: North Perris (Drain) is approximately 16.3 miles long and follows a northern alignment through the city of Perris adjacent to the Perris Drain with an approximately 1.8-mile bridge along the Perris Valley Storm Drain.

Alternative 5 Modified: South Perris (Rider Street) is approximately 15.2 miles long and follows a central alignment through the city of Perris along Rider Street.

Alternative 9 Modified: Placentia Avenue is approximately 14.3 miles long and follows a southerly alignment through the city of Perris along/near Placentia Avenue and includes a depressed section approximately 1 mile long between Barrett Avenue and Wilson Avenue.

MODIFICATIONS TO THE MID COUNTY PARKWAY PROJECT

In October 2008, a Draft EIR/EIS was released evaluating the alternatives for the Mid County Parkway, originally proposed as a 32-mile corridor stretching from San Jacinto through Perris to Corona. Public information open houses and public hearings were held in October and November 2008 to collect comments on the Draft EIR/EIS. Public comments submitted on the Draft EIR/EIS raised environmental and community concerns regarding the portion of the project between I-15 and I-215.

These comments helped focus the project to make the best use of limited transportation dollars while addressing the most immediate traffic needs. In response to the comments, RCTC took action on July 8, 2009 to reduce the length of the project and focus improvements between I-215 and SR-79. *The Mid County Parkway project is now a proposed 16-mile transportation corridor intended to relieve local and regional traffic congestion in the San Jacinto and Perris areas and surrounding Riverside County communities.*

WHAT IS THE ENVIRONMENTAL PROCESS?

The California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) require agencies to prepare environmental assessments of proposed projects with significant environmental effects and to circulate these documents to other agencies and the public before making decisions. The steps for each process are shown in the charts below.

CEQA—ENVIRONMENTAL IMPACT REPORT

Notice of Preparation
↓
Scoping
↓
Draft EIR
↓
Public and Agency Review
↓
State Clearinghouse Review
↓
Final EIR
↓
Review of Responses by Commenting Agencies
↓
Agency Decision
↓
Findings; Statement of Overriding Consideration; Mitigation Monitoring Program

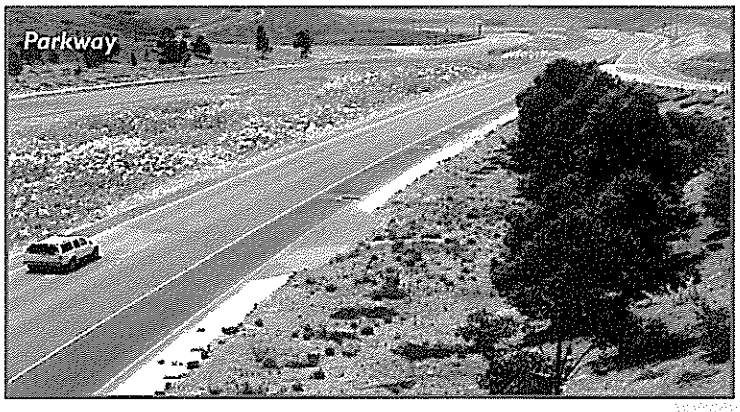
NEPA—ENVIRONMENTAL IMPACT STATEMENT

Notice of Preparation
↓
Scoping
↓
Draft EIS
↓
Public and Agency Review
↓
EPA Filing; Federal Register
↓
Final EIS
↓
Public and Agency review; EPA Filing; Federal Register Notice
↓
Agency Decision
↓
Record of Decision

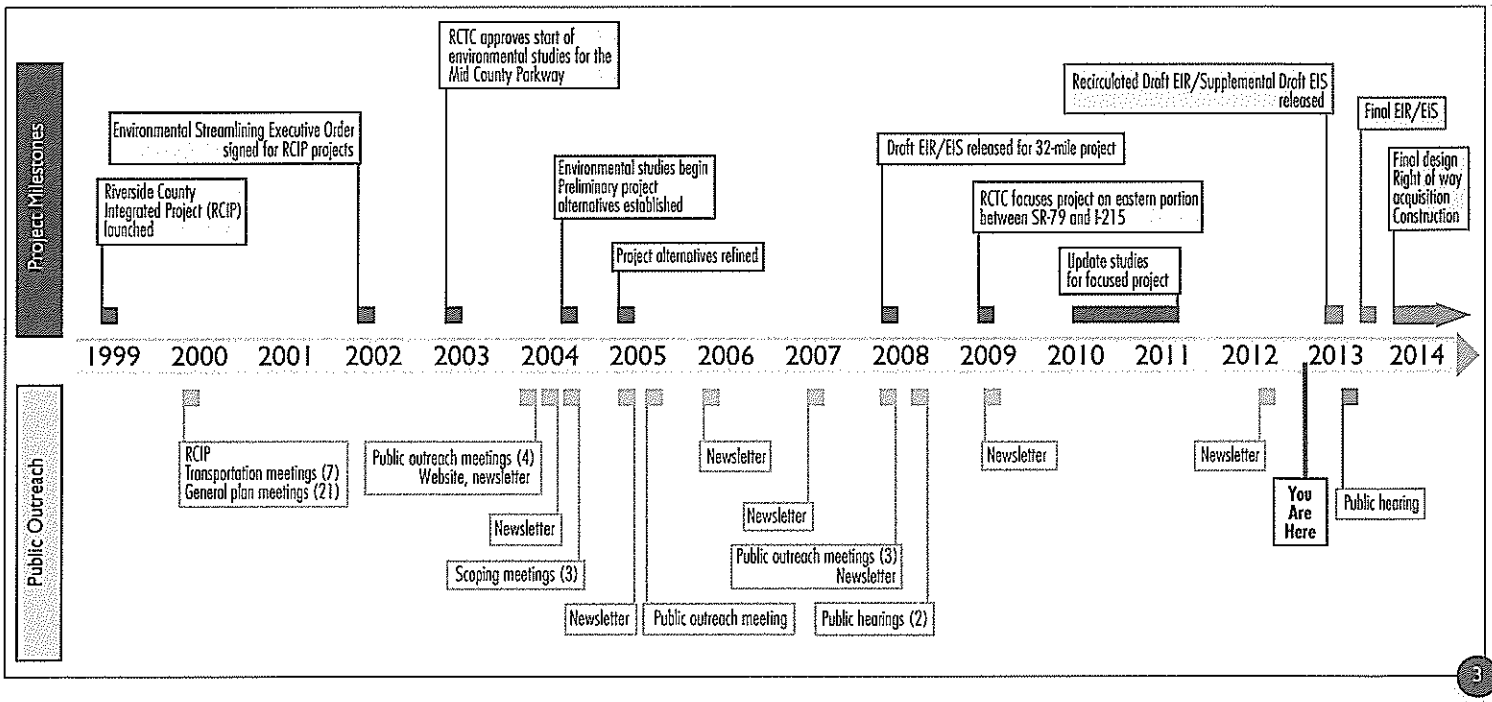
DEFINITION OF A PARKWAY:

A parkway is a divided highway with on and off ramps. The "facility" is designed to freeway/expressway standards as defined in Caltrans Highway Design Manual (HDM).

The photo at right shows an example of what the parkway may look like. The number of lanes for the Mid County Parkway would be three in each direction, and includes a wide open median.



WHAT IS THE HISTORY OF THE MID COUNTY PARKWAY PROJECT?



WHERE IS THE DRAFT ENVIRONMENTAL DOCUMENT AVAILABLE?

The Recirculated Draft EIR/Supplemental Draft EIS is available at the locations below and also on the internet at: www.midcountyparkway.org.

RCTC
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

Caltrans District 8
464 West 4th Street
San Bernardino, CA 92401

Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814-4708

Moreno Valley Public Library
25480 Alessandro Boulevard
Moreno Valley, CA 92553

Perris Public Library
163 E. San Jacinto Avenue
Perris, CA 92570

San Jacinto Public Library
500 Idyllwild Drive
San Jacinto, CA 92583

For individuals with sensory disabilities, please contact us to discuss availability of the Recirculated Draft EIR/Supplemental Draft EIS in alternate formats. Please call or write to:

Ms. Cathy Bechtel,
RCTC
P.O. Box 12008
Riverside, CA 92502-2208
(951) 787-7141

WHO CAN I CONTACT ABOUT THE MID COUNTY PARKWAY PROJECT?

If you have comments or questions about the Mid County Parkway, email us at our website at www.midcountyparkway.org or call Cathy Bechtel, Project Development Director for RCTC at 951-787-7141.

HOW AND WHEN WILL RCTC ACQUIRE THE PROPERTY NEEDED TO BUILD THE MID COUNTY PARKWAY?

Right of way will be acquired close to the time of construction. RCTC must follow public laws and processes to purchase the property needed for the Mid County Parkway. Appraisals will be done near the time of needed acquisition and fair market value for the land will be offered. RCTC will work with the property owner to reach a fair price.

WHO ARE THE AGENCIES EVALUATING THE PROJECT AND WHAT ARE THEIR ROLES?

At the local level, RCTC is the lead transportation agency. The Federal Highway Administration (FHWA) and the State of California Department of Transportation (Caltrans) are the federal and state transportation agencies.

Each agency has different responsibilities. RCTC is the lead agency under the California Environmental Quality Act (CEQA). FHWA is the lead agency under the National Environmental Policy Act (NEPA), in cooperation with Caltrans.

In addition, through the agency partnership agreement for the project, Federal and State resource agencies have been involved in the development of the alternatives and review of the environmental studies. This cooperative effort meets the spirit of the Environmental Streamlining Executive Order that came about as a result of the Riverside County Integrated Project (RCIP), a regionwide planning effort to ensure mobility and protect the environment.

RCTC Riverside County Transportation Commission
U. S. Department of Transportation Federal Highway Administration
Caltrans
US Army Corps of Engineers.

RCTC
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

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