

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?

SCHEDULE					
2004	2006	2007	2008	2009	2011
<ul style="list-style-type: none"> • Preliminary Studies • Public Meetings • Identify Alternatives 	<ul style="list-style-type: none"> • Study Alternatives • Environmental Studies and Engineering • Public Meetings 	<ul style="list-style-type: none"> • Draft EIS/EIR • Public Hearings 	<ul style="list-style-type: none"> • Final EIS/EIR • Obtain other environmental approvals and permits 	<ul style="list-style-type: none"> • Final Design • Right of way acquisition 	<ul style="list-style-type: none"> • Construction

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



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).



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.

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

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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.

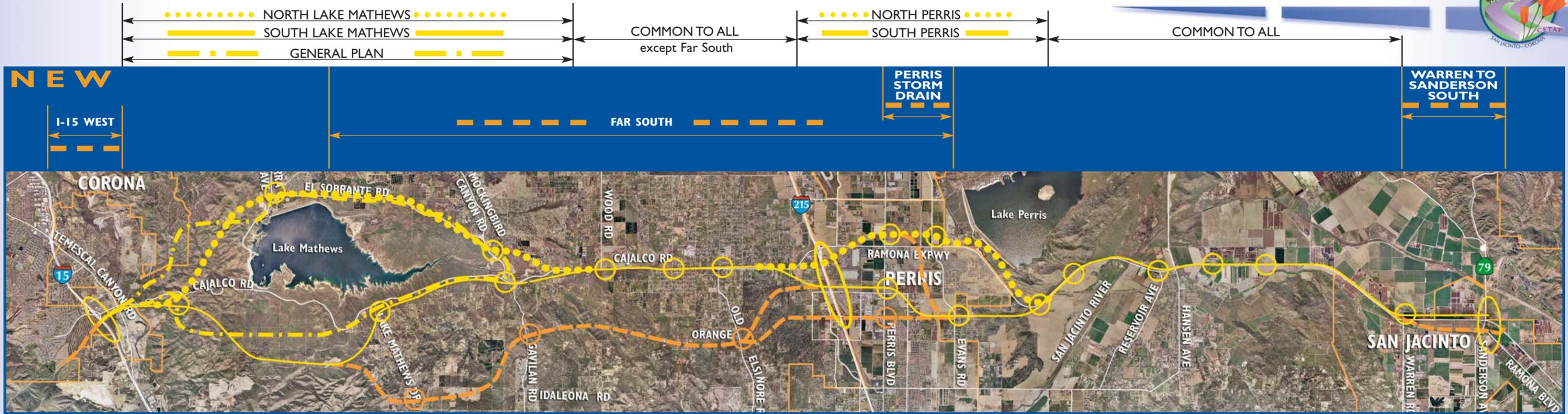
Eight alternatives are currently being studied. They include a "No Project Alternative" to look at the consequences of not taking any action, improvements included in the Riverside County General Plan, and a series of routes that represent a menu of choices for the project.

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.

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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.

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NEW	WEST 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	6 to 8 lanes, Evans 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 (150 acres) habitat reserve affected No effect on Lake Mathews reserve

NEW	EAST 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	6 to 8 lanes, Meets projected demand	Second highest total cost Avoids Lake Perris Dam and Fairgrounds areas Longer, less direct Requires flood control improvements	Affects second most homes, businesses	May affect some sensitive vegetation

Proposed connection

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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.

