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 has 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 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 archaeological 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
- 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

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<th>2004</th>
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<th>2008</th>
<th>2009</th>
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<td>Preliminary Studies</td>
<td>Study Alternatives</td>
<td>Draft EIS/EIR</td>
<td>Final EIS/EIR</td>
<td>Obtain other environmental approvals and permits</td>
<td>Construction</td>
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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) 787-7041, email us through our website at www.midcountyparkway.org, or write us:

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

Get Information and Updates

www.midcountyparkway.org

INCREASED TRAFFIC DEMAND – 2035

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.
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 west, I-15 in the center, and I-15 to the west.

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.