

**ATTACHMENT J-2**

**RESPONSE LETTERS ON NOTICE OF PREPARATION (NOP),  
RESPONSE LETTERS ON SUPPLEMENTAL NOP,  
RESPONSE LETTERS ON NOTICE OF INTENT (NOI)**

**RESPONSES TO THE SUPPLEMENTAL NOP**

This attachment contains the following responses to the 2007 Supplemental Notice of Preparation:

**Responses from Members of the General Public**

- Michael A. McKibben (August 28, 2007, 5 pages)
- Mr. Shah (August 27, 2007, 1 page)
- Steve Freers (August 31, 2007, 1 page)

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81524 CB, MM, GQ,  
HS

# Fax

**Name:** Cathy Bechtel

**Organization:** Riverside County Transportation Commission  
4080 Lemon Street, 3<sup>rd</sup> Floor  
P.O. Box 12008  
Riverside, CA 92502-2208

**Fax:** (951) 787-7920

**Phone:** (951) 787-7141

**From:** Michael A. McKibben, Ph.D.

**Date:** August 28, 2007

**Subject:** Comments on the Supplemental Notice of Preparation for the Draft  
Environmental Impact Report/Environmental Impact Statement  
(EIR/EIS) for the Mid County Parkway Project, SCH#2004111103

**Pages:** 5, including cover sheet

Cathy Bechtel  
Riverside County Transportation Commission  
4080 Lemon Street, 3<sup>rd</sup> Floor  
P.O. Box 12008  
Riverside, CA 92502-2208

Aug. 27, 2007

Re: Comments on Supplemental NOP for the Mid County Parkway Project

Dear Ms. Bechtel:

I have been a resident of Moreno Valley since 1985, and have been a Geologist at U.C. Riverside since 1984. Prior to that I was a resident of Riverside from 1971-1979. I would like to make comments on the NOP for the Mid County Parkway Project.

Seismic, liquefaction, subsidence and flood hazards in the project area will have significant impacts and must be evaluated and mitigated in the project EIR. These evaluations must go beyond simple compilations of state Alquist-Priolo zone maps for seismic hazards and simple compilations of the FEMA flood zone maps, many of which are more than a decade out of date. More recent literature data must be incorporated.

Public health and safety, especially with regard to the planned construction of infrastructure, cannot be achieved (mitigated to a reasonable level) by hazard maps that are incomplete, inaccurate and seriously out of date. Scientific advances in our knowledge of geotechnical hazards occur quickly, and the information in the EIR must be kept up to date with such advances.

Alquist-Priolo guidelines and legislation *require* that plans by lead agencies include analysis based not only on the existing hazard map zones, but also on all other relevant published information on faults and hazards inside and *outside* of those map zones. This is because many recent deadly seismic events have occurred on faults that were not yet officially zoned by the state, or were not recognized to be active (Hart, 1992). The recent Landers, Northridge, Hector Mine and Napa Valley earthquakes are good examples.

Specific geotechnical hazards that should be evaluated and mitigated are:

- 1) seismic shaking/liquefaction and roadway/overpass uniform building codes.
- 2) proximity to the active San Andreas, Casa Loma, San Jacinto, Farm Road and Elsinore faults.
- 3) Landslides, head scarps and creep along Gilman Springs Road, Davis Road, and Ramona Expressway.
- 4) subsidence, ground cracks and liquefaction around San Jacinto Valley and Perris Lake.
- 5) flooding and liquefaction related to rupture and leakage of Perris Dam.
- 6) the growing size of Mystic Lake (map from Morton and Miller, 2006, attached).
- 7) the state's existing emergency response plan for a major earthquake.

The following publications address these hazards, and must be evaluated in the EIR:

FEMA, 2007, HAZUS: Guide to Using HAZUS for Mitigation.  
[http://www.fema.gov/plan/prevent/hazus/d1\\_hazmit.shtm](http://www.fema.gov/plan/prevent/hazus/d1_hazmit.shtm)

FEMA, 2007, HAZUS: Flood Information Tool (FIT).  
[http://www.fema.gov/plan/prevent/hazus/hz\\_fit.shtm](http://www.fema.gov/plan/prevent/hazus/hz_fit.shtm)

Hart, E.W., 1992, Fault-rupture hazard zones in California; Calif. Div. Mines and Geol., Special Publ. 42, 32 pp.

Morton, D.M., 1977, Surface deformation in part of the San Jacinto Valley, southern California; Jour. Research U. S. Geological Survey, Vol. 5, No. 1, p. 117-124.

Morton, D.M., 1992, Subsidence and ground fissures in the San Jacinto basin area, southern California; Abstracts and Summary, U.S.G.S. Subsidence Interest Group Conference, Edwards Air Force Base, Antelope Valley, Nov. 18-19, p. 29-31.

Morton, D.M., 1992, Subsidence and ground fissures in the San Jacinto basin area, Southern California; U.S.G.S. Subsidence Interest Group Conf., p. 29-31.

Morton, D.M., Matti, J.C., 1993, Extension and contraction within an evolving divergent strike-slip fault complex: the San Andreas and San Jacinto fault zones at their convergence in southern California; Memoir Geol. Soc. America, 178, p. 217-230.

Morton, D.M., and Miller, F. K., 2006, Geologic map of the San Bernardino and Santa Ana 30' x 60' quadrangles, California; USGS Open File Report 1271, 2006, <http://pubs.usgs.gov/of/2006/1271/>

Morton, D.M., and Sadler, P.M., 1989; Landslides flanking the northeastern Penninsular Ranges and in the San Gorgonio Pass area of southern California; in Sadler, P.M., and Morton, D.M. (Eds.) Landslides in a Semi-Arid Environment; Inland Geological Society Publ., Vol. 2, p 338-355.

Park, S.K. et al. 1995, Delineation of intrabasin structure in a dilational jog of the San Jacinto fault zone, southern California; Jour. Geophysical Research, Vol. 100, No. BA, p. 691-702.

Southern California Earthquake Center, 2002, USC-SCEC/CEA Technical Report #1, [http://gravity.usc.edu/WGCEP/resources/documents/SC/EC\\_CEA\\_Report1.pdf](http://gravity.usc.edu/WGCEP/resources/documents/SC/EC_CEA_Report1.pdf)

Topozada, T.R., et al., 1993, Planning scenario for a major earthquake on the San Jacinto fault in the San Bernardino area; Calif. Dept. of Conservation, Div. of Mines and Geology, Special Publ. 102, 250 pp.

U. S. Geological Survey, 2007, USGS/CGS Probabilistic Seismic Hazards Assessment (PSHA) Model online at: <http://www.conservation.ca.gov/cgs/rghm/pshamap/pshamain.html>

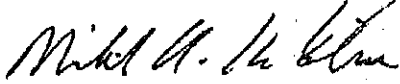
Working Group on California Earthquake Probabilities (WGCEP), 2007, Uniform California Earthquake Rupture Forecasts (UCERFs); <http://www.wgcep.org/>

Thank you for considering my comments on the NOP for the Mid County Parkway Project.

I ask that these comments be incorporated into the public record for review of this EIR, and hereby incorporate all references cited (and their contained references) into the review process for this EIR.

I also ask that I be kept informed in writing of all notices, documents, meetings and actions regarding this EIR and Project.

Sincerely,

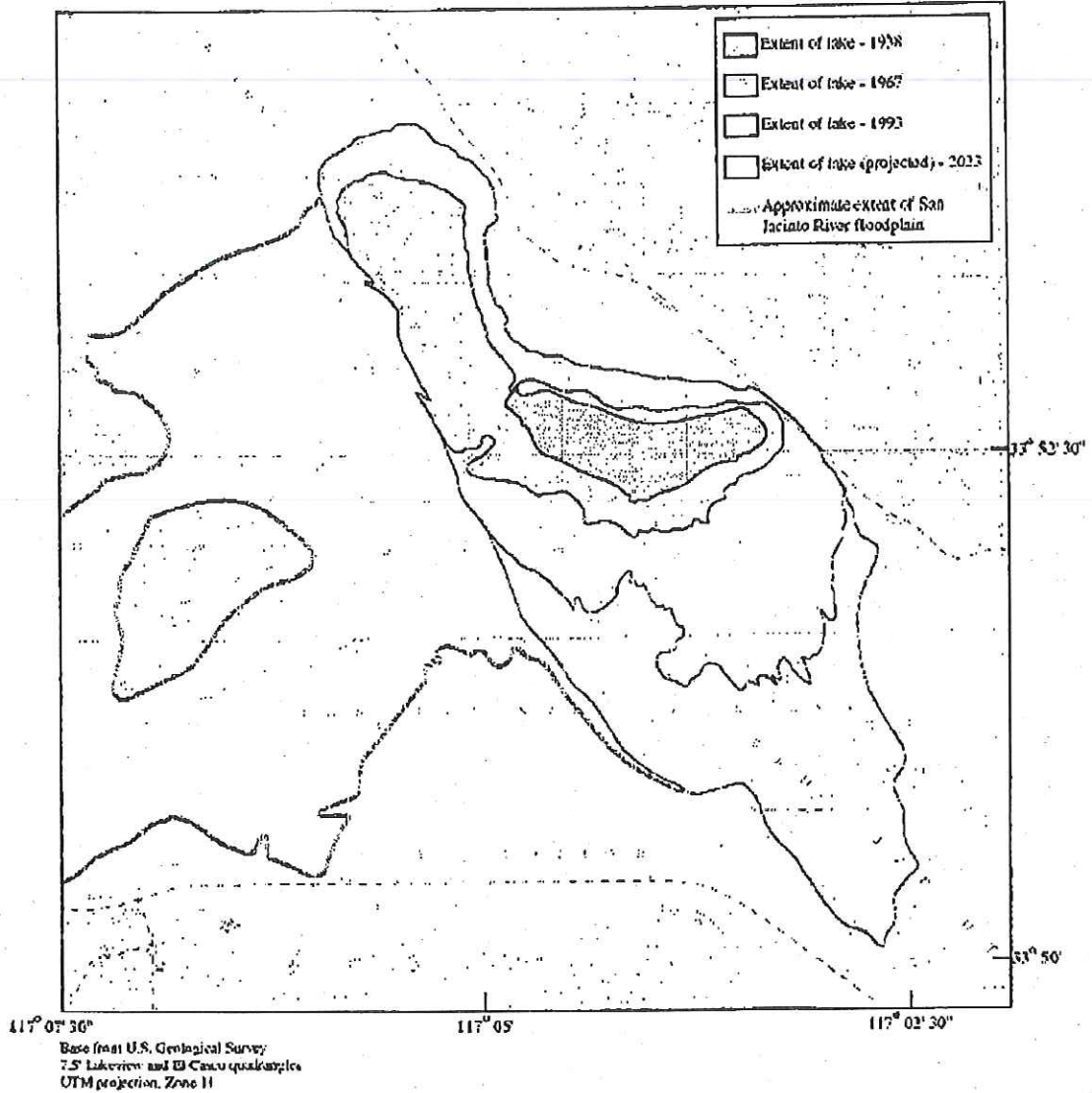


Michael A. McKibben, Ph.D.  
23296 Sonnet Drive  
Moreno Valley, CA 92557

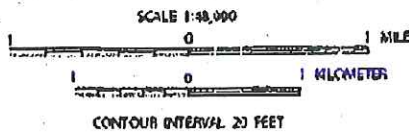
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(map on following page, Figure 5 from Morton, D.M., and Miller, F. K., 2006, Geologic map of the San Bernardino and Santa Ana 30' x 60' quadrangles, California; USGS Open File Report 1271, 2006, <http://pubs.usgs.gov/of/2006/1271/>)

Figure 5



### Historic Lake Levels of Mystic Lake, Riverside County, California



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AT&T Yahoo! Mail - sshah200@sbcglobal.net

Page 1 of 1

cc:  
Ros McCann  
Chrom

8/27/07

81510 CB, GQ,  
MM, HS

~~Subject~~

I believe "Far South" is the best option for the following reasons.

- 1) It is by far the most cost effective.
- 2) It will leave Ramona Expressway open as a parallel artery to the expressway.
- 3) It will take considerably less number and amount of property acquisition for transportation department.
- 3) It will reduce time to build as less time spent in litigation.
- 4) In last few years property value along Ramona expressway has increased considerably, leading to much more cost, despites and so the time to develop that route.
- 5) It is better if the connection is as south as possible at 15 freeway to avoid congestions at 15 and 91 freeway intersection. ( it will allow more distance to disperse of some of the traffic)
- 6) The need for this expressway is obvious, so why not do it fast? Far south will have least resistance from everyone.
- 7) It has the least environmental, residential and business impact.

Thanks.

*[Signature]*

MR Shah  
property owner, city of Pearis.

→ It is essential that this parkway be constructed ASAP and picking far south route will eliminate lot of litigation issue, cost and time.

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P2302

81571 CB/GQ/MM/HS

August 31, 2007

To: Cathy Bechtle  
Mid-County Parkway Project Manager  
Riverside County Transportation Commission  
4080 Lemon Street, 3<sup>rd</sup> Floor  
Riverside, CA 92502-2208

From: Steve Freers  
23257 Single Oak Way  
Murrieta, CA 92562  
sfreers@ca.rr.com

I am writing you to voice my **strong opposition** to the Mid-County Parkway's "Alternative 9" route. This alternative course for the MCP would significantly degrade the biological and cultural resources at the Motte-Rimrock Reserve. The Alternative 9 alignment, as proposed, comes too close to the reserve's perimeter. I have seen numerous examples of physical ecological and cultural resource degradation due to the impact of highway travel, not to mention the annihilation of the ambiance a reserve such as Motte-Rimrock offers users.

I have used the research facilities at Motte-Rimrock for over 15 years to study the world-class Native American pictographs that are located on site. I have personally given tours of Motte-Rimrock to researchers from around the world and written several research papers its rock art. Motte-Rimrock has been one of those special places where ecological and cultural resources have received a persistent level of expert supervision and care. It would be a crime to compromise the reserve in ANY way. It already has significant urban impact. The reserve requires as much "buffer" as possible to be an effective research facility—not just for today, but 100 years from now, when its value as a scientific and cultural entity will only escalate.

Sadly, the County has lost a long list of wonderfully rich cultural sites in the past few years—undeniably. Only until recently, the last two-three years or so, have County officials begun to work effectively with Native American groups and proponents of cultural heritage preservation. It is my understanding that the County received a State award for their efforts in this area. I applaud their recent efforts and hope that they will continue in the same spirit. I encourage you and all County agencies to work proactively to "**Preserve the Reserve**" in the most optimal way. I would be a tragic shame if County Transportation Planning, or other responsible agencies or representatives, selected Alternative 9 as the MCP course. It would undo the positive momentum toward a new era of cultural resource sensitivity and management within Riverside Country.

Thank you in advance for deleting "Alternative 9" as a proposed option for the MCP.

Sincerely,



Steve Freers

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