

ATTACHMENT J-3

NEPA/404 STEPS, AGREEMENTS, CONCURRENCES, ETC.

This attachment contains the following materials.

- January 29, 2004 letter from the United States Army Corps of Engineers (USACE) to the Federal Highway Administration (FHWA) on the project purpose and need (2 pages)
- January 30, 2004 letter from the United States Environmental Protection Agency (USEPA) to FHWA on the project purpose and need (2 pages)
- October 18, 2004 letter from the USACE to FHWA on the alignment alternatives (2 pages)
- November 4, 2004 letter from the USEPA to FHWA on the alignment alternatives (3 pages)
- October 19, 2005 letter from FHWA to the USACE requesting agreement on the range of alternatives (10 pages)
- October 19, 2005 letter from FHWA to the United States Fish and Wildlife Service (USFWS) requesting agreement on the range of alternatives (10 pages)
- October 19, 2005 letter from FHWA to the USEPA requesting agreement on the range of alternatives (10 pages)
- November 28, 2005 letter from USEPA to FHWA on preliminary agreement on the range of alternatives (2 pages)
- December 8, 2005 letter from USACE to FHWA on preliminary agreement on the range of alternatives (1 page)
- December 9, 2005 letter from USFWS to FHWA on preliminary agreement on the range of alternatives (2 pages)
- September 28, 2007 letter from FHWA to the USACE regarding final agreement on the range of alternatives (5 pages)
- September 28, 2007 letter from FHWA to the USEPA regarding final agreement on the range of alternatives (5 pages)
- September 28, 2007 letter from FHWA to the USFWS regarding final agreement on the range of alternatives (5 pages)
- November 6, 2007 letter from the USFWS to FHWA regarding agreement on the range of alternatives (3 pages)
- December 14, 2007 letter from the USACE to FHWA regarding agreement on the range of alternatives (2 pages)

- December 14, 2007 letter from the USEPA to FHWA regarding agreement on the range of alternatives (2 pages)
- April 10, 2008 letter from the USACE to RCTC regarding jurisdictional waters (20 pages)
- June 22, 2010 letter from Caltrans to USEPA requesting agreement/disagreement on the purpose and need for the Mid County parkway project (2 pages)
- June 22, 2010 letter from Caltrans to USACE requesting agreement/disagreement on the purpose and need for the Mid County parkway project (2 pages)
- June 22, 2010 letter from Caltrans to USFWS requesting agreement/disagreement on the purpose and need for the Mid County parkway project (2 pages)
- Chapter 1.0, Purpose and Need – Modified MCP (34 pages)
- July 15, 2010 letter from USACE to Caltrans regarding agreement/disagreement on the purpose and need for the Mid County Parkway project (2 pages)
- July 19, 2010 letter from USFWS to Caltrans regarding agreement/disagreement on the purpose and need for the Mid County Parkway project (2 pages)
- July 21, 2010 letter from USEPA to Caltrans regarding agreement/disagreement on the purpose and need for the Mid County Parkway project (2 pages)
- December 20, 2010 letter from Caltrans to USACE requesting agreement on the modified range of alternatives (2 pages and the same 17 pages of attachments provided with the December 20, 2010 letter to USFWS, below)
- December 20, 2010 letter from Caltrans to USEPA requesting agreement on the modified range of alternatives (2 pages and the same 17 pages of attachments provided with the December 20, 2010 letter to USFWS, below)
- December 20, 2010 letter from Caltrans to USFWS requesting agreement on the modified range of alternatives (2 pages and 17 pages of attachments)
- January 31, 2011 letter from USEPA to FHWA regarding agreement with the modified range of alternatives (1 page)
- January 31, 2011 letter from USACE to Caltrans regarding agreement with the modified range of alternatives (2 pages)
- January 28, 2011 letter from USFWS to Caltrans regarding agreement with the modified range of alternatives (2 pages)
- December 18, 2013 USACE approval of the Jurisdictional Delineation (8 pages)

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DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, CORPS OF ENGINEERS
P.O BOX 532711
LOS ANGELES, CALIFORNIA 90053-2325

January 29, 2004

REPLY TO
ATTENTION OF
Office of the Chief
Regulatory Branch

Mr. David A. Nicol
Acting Division Administrator
U.S. Department of Transportation
Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, California 95814

RECEIVED
FEB 02 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Dear Mr. Nicol:

This letter responds to your January 13, 2004 request for the U.S. Army Corps of Engineers to provide our written concurrence on the Purpose and Need Statement for the Community and Environmental Transportation Acceptability Process (CETAP) Cajalco-Ramona Corridor (CRC) project located in western Riverside County, California. Our formal concurrence is being sought by the Federal Highway Administration (FHWA) and Caltrans pursuant to the 1994 California National Environmental Policy Act (NEPA)/Section 404 of the Clean Water Act (CWA) Integration Process Memorandum of Understanding (MOU). Once approved, the CRC purpose statement will also serve as the Corps' "overall project purpose" and accordingly, will be used to help identify practicable alternatives for evaluation in the draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). The purpose statement proposes the following language:

"The purpose of the proposed action is to provide a transportation facility that will effectively and efficiently accommodate regional east-west movement of people and goods between and through San Jacinto, Perris, and Corona. More specifically, the selected alternative will:

- *Provide increased capacity to support the forecast travel demand for the 2030 design year;*
- *Provide limited access;*
- *Provide roadway geometrics to meet State highway design standards;*
- *Accommodate Surface Transportation Assistance Act (STAA) National Network for oversized trucks;*
- *Provide a facility that is compatible with a future multimodal transportation system."*

It is our determination that the concerns raised by the Corps during the CRC interagency Small Working Group meetings and in our written comments on earlier draft versions have been adequately

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addressed in the final statement. Therefore, in accordance with the procedures set forth in the MOU, we offer our concurrence on the CRC Purpose and Need Statement. If you have any questions, please contact Ms. Susan A. DeSaddi of my staff at (213) 452-3412 or at susan.a.desaddi@usace.army.mil.

Sincerely,

A handwritten signature in black ink, appearing to read "Aaron O. Allen". The signature is fluid and cursive, with a large loop at the end.

Aaron O. Allen, Ph.D.
Acting Chief, Regulatory Branch

Copies Furnished:

U.S. Environmental Protection Agency (Mike Schulz, Steven John, Elizabeth Varnhagen)
U.S. Fish and Wildlife Service (Doreen Stadtlander)
Riverside County Transportation Commission (Cathy Bechtel)
County of Riverside Transportation & Land Management Agency (Richard Lashbrook)
Caltrans (William Mosby)
California Department of Fish & Game (Scott Dawson)



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

File/Cl: Hides
Bill H
Charlie
Rob
Bill Mosby

January 30, 2004

David Nicol
Acting Division Administrator
Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814

Subject: Concurrence on the Purpose and Need for the Cajalco Ramona Corridor Project,
Riverside County, California

Dear Mr. Nicol:

This responds to your letter of January 13, 2004, requesting concurrence from the Environmental Protection Agency (EPA) on the Purpose and Need for the Cajalco Ramona Corridor. This project is part of Riverside County's Community and Environmental Transportation Acceptability Process (CETAP). The request is pursuant to Appendix A of the National Environmental Policy Act/Clean Water Act Section 404 Integration Process Memorandum of Understanding (NEPA/404 MOU).

EPA concurs with the project Purpose and Need as presented in the document entitled, "Cajalco Ramona Corridor Statement of Purpose and Need," dated January 9, 2004. We support the concise purpose statement presented below, which will be used to help develop and screen the alternatives for further evaluation in an environmental impact statement.

The purpose of the proposed action is to provide a transportation facility that will effectively and efficiently accommodate regional east-west movement of people and goods between and through San Jacinto, Perris, and Corona.

More specifically, the selected alternative will:

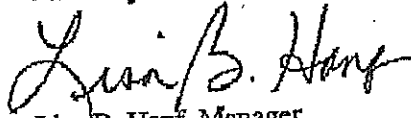
- *Provide increased capacity to support the forecast travel demand for the 2030 design year.*
- *Provide limited access.*
- *Provide roadway geometrics to meet State highway design standards.*
- *Accommodate Surface Transportation Assistance Act (STAA) National Network for oversized trucks.*
- *Provide a facility that is compatible with a future multimodal transportation system.*

According to Appendix A of the NEPA/404 MOU, the next step in the NEPA/404 Integration Process is to identify a set of criteria that will be used to select the alternatives to evaluate in the Environmental Impact Statement (EIS). It was decided at the Small Working Group meeting held on January 21, 2004, not to take this step at this time. Instead, a subcommittee has been formed that will develop evaluation criteria to compare alternatives in the EIS.

*

We appreciate the opportunity to participate in the NEPA/404 MOU process. If you have any questions, please contact Liz Varnhagen of my staff at (415) 972-3845, varnhagen.liz@epa.gov, or Steven John in our Water Division at (213) 452-3806, john.steven@epa.gov.

Sincerely,



Lisa B. Hanf, Manager
Federal Activities Office

cc: Susan DeSaddi, Corps of Engineers, Los Angeles
Doreen Stadlander, U.S. Fish and Wildlife Service, Carlsbad
Cathy Bechtel, Riverside County Transportation Commission, Riverside
Marie Petry, Caltrans District 8, San Bernardino



DEPARTMENT OF THE ARMY
 LOS ANGELES DISTRICT, CORPS OF ENGINEERS
 P.O. BOX 532711
 LOS ANGELES, CALIFORNIA 90053-2325

October 18, 2004

REPLY TO
 ATTENTION OF:
 Office of the Chief
 Regulatory Branch

RECEIVED
 OCT 21 2004
 RIVERSIDE COUNTY
 TRANSPORTATION COMMISSION

Mr. Gene K. Fong
 Division Administrator
 U.S. Department of Transportation
 Federal Highway Administration, California Division
 650 Capitol Mall, Suite 4-100
 Sacramento, California 95814

Dear Mr. Fong:

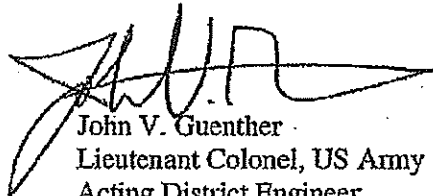
This letter is in response to your request for our preliminary agreement on the proposed alignment alternatives for the Mid-County Parkway (MCP)/Community and Environmental Transportation Acceptability Process (CETAP) project located in western Riverside County, California. Eight alignment alternatives, including the No Action/No Project, have been developed based on existing environmental and engineering constraints occurring within the study area. It is our understanding these alignment alternatives will be presented to the public during the upcoming environmental scoping process in support of the draft Environmental Impact Statement/Environmental Impact Report.

Based on the Alignment Alternatives Narrative, Summary Table, and maps enclosed in your September 20, 2004 request letter, we offer our preliminary agreement on the proposed alignment alternatives pursuant to the provisions of the 1994 National Environmental Policy Act-Clean Water Act Section 404 Integration Process Memorandum of Understanding.

I am forwarding copies of this letter to U.S. Environmental Protection Agency, Mike Schulz, Southern California Field Office, 600 Wilshire Boulevard, Suite 1460, Los Angeles, California 90017; U.S. Fish and Wildlife Service, Doreen Stadlander, Ecological Services, 6010 Hidden Valley Road, Carlsbad, California 92009; Caltrans, District 8, Bill Mosby, 464 West Fourth Street, San Bernardino, California 92401; and Riverside County Transportation Commission, Cathy Bechtel, 4080 Lemon Street, Riverside, California, 92502-2208.

We look forward to our continued involvement with the MCP/CETAP project. If you have any questions, please contact me at (213) 452-3962 or your staff may contact Ms. Susan A. Meyer of my staff at (213) 452-3412. Please refer to this letter and 200100537-SAM in your reply.

Sincerely,



John V. Guenther
Lieutenant Colonel, US Army
Acting District Engineer



69805 CB

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

November 4, 2004

Gene Fong
Division Administrator
Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814

RECEIVED
NOV 08 2004
RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

Subject: Preliminary Agreement on the Range of Alignment Alternatives for the Mid-County Parkway, Riverside County, California

Dear Mr. Fong:

This responds to your letter of September 20, 2004, requesting preliminary agreement from the Environmental Protection Agency (EPA) on the Range of Alignment Alternatives for the Mid-County Parkway. This project is part of Riverside County's Community and Environmental Transportation Acceptability Process (CETAP) and was formerly referred to as the Cajalco Ramona Corridor. The request is pursuant to Appendix A of the National Environmental Policy Act/Clean Water Act Section 404 Integration Process Memorandum of Understanding (NEPA/404 MOU).

EPA offers our preliminary agreement on the range of alternatives as they are presented in the document entitled, "*Mid County Parkway (MCP) Draft Alignment Alternatives*," dated (September 15, 2004). The document describes eight alternatives as follows:

Four alternatives would construct a new six to ten-lane limited-access facility extending from Interstate 15 in the city of Corona in the west, to State Route 79 in the city of San Jacinto in the east.

- Alternative 1 - North Lake Mathews/North Perris Alternative
- Alternative 2 - North Lake Mathews/South Perris Alternative
- Alternative 3 - South Lake Mathews/North Perris Alternative
- Alternative 4 - South Lake Mathews/South Perris Alternative

If Alternative 1 or 2 were built, in an alignment north of Lake Mathews, Cajalco Road is not planned to be improved as part of this project. Similarly, if Alternatives 3 and 4 were built, in an alignment south of Lake Mathews, El Sobrante Road would also not be part of this project.

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Two additional alternatives, 5 and 6, would construct a new six- to ten-lane limited-access facility similar to Alternatives 1 through 4 (above) in the eastern half of the corridor; and in the western half, would construct arterial roads consistent with the design concept and scope represented in the Riverside County General Plan Circulation Element (2003). Thus, there would be a six-lane arterial road north of Lake Mathews *and* a four-lane arterial road south of Lake Mathews. Both alternatives include upgrading and realigning the existing roads north and south of Lake Mathews.

Alternative 5 - General Plan/North Perris Alternative
Alternative 6 - General Plan/South Perris Alternative

Two alternatives will be evaluated in which the proposed six- to ten-lane facility is not constructed at all. Alternative 7, the Existing Conditions alternative, represents Ramona Expressway, Cajalco Road, and El Sobrante Road as they exist today, but assuming other arterial roads in the area are upgraded to what is represented in the Circulation Element. Alternative 8, the General Plan Circulation Element Conditions alternative, is similar to Alternative 7, but includes arterial improvements along the Ramona Expressway, Cajalco Road, and El Sobrante Road that are identified in the Circulation Element.

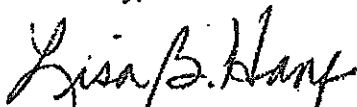
Alternative 7 - No Project/No Action – Existing Conditions Alternative
Alternative 8 - No Project/No Action – General Plan Circulation Element
Conditions Alternative

Furthermore, EPA agrees that the study should move forward to evaluate the proposed interchange locations, as presented in "*Mid County Parkway (MCP) Draft Alignment Alternatives*," which includes connecting with Interstates 15, 215, and State Route 79 as well as major arterials in the study area. We intend to examine the locations and impacts of the proposed interchanges for our final concurrence on project alternatives, subsequent to publication of the Notice of Intent and during formal development of the Draft Environmental Impact Statement as described in Appendix A of the NEPA/404 MOU.

As a next step in the process, EPA looks forward to continued participation in the development of criteria for evaluating alternatives in the Draft Environmental Impact Statement for the selection of the least environmentally damaging practicable alternative (LEDPA). As of the subcommittee meeting that took place on October 20, 2004, this process is already underway.

Thank you for requesting our preliminary agreement on the range of alignment alternatives, under the NEPA/404 MOU. If you have any questions or comments, please feel free to contact Matthew Lakin of my staff at (415) 972-3851 or at Lakin.Matthew@epa.gov.

Sincerely,



Lisa B. Hanf, Manager
Federal Activities Office
Cross Media Division

Cc: Cathy Bechtel, Riverside County Transportation Commission, Riverside
Susan Meyer, Corps of Engineers, Los Angeles
Doreen Stadlander, U.S. Fish and Wildlife Service, Carlsbad
Marie Petry, Caltrans District 8, San Bernardino
Tay Dam, Federal Highway Administration, Los Angeles

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
650 Capitol Mall, Suite 4-100
Sacramento, CA. 95814
October 19, 2005

RECEIVED
OCT 21 2005

RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

IN REPLY REFER TO

HDA-CA

File # Mid County Parkway Project
Document # P53367

Col. Richard G. Thompson, District Engineer
U.S. Army Corps of Engineers
Los Angeles District
911 Wilshire Blvd.
Los Angeles, CA 990017

Subject: Request for Preliminary Agreement on Revised Range of Alternatives for the Mid County Parkway Project, Riverside County

Dear Col. Thompson:

The Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) have developed a revised range of alternatives for the Mid County Parkway project (formerly known as Cajalco Ramona Corridor) in Riverside County. Pursuant to the National Environmental Policy Act/Clean Water Act Section 404 Memorandum of Understanding (MOU), and on the behalf of the transportation agencies, FHWA requests preliminary agreement on the revised range of alternatives, as shown in the enclosures.

The project team, through the efforts of the Small Working Group (SWG) and SWG Subcommittee, originally identified eight alternatives to be presented to the public and to public agencies during the environmental scoping process, which was initiated in November, 2004. These original eight alternatives are summarized in Attachment 1.

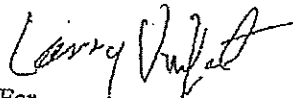
As a result of the public scoping process, initial engineering and environmental studies, value analysis studies conducted by Caltrans, and input received from the Metropolitan Water District and the State Department of Water Resources, FHWA and the transportation agencies are now proposing a revised range of alternatives to be evaluated in the environmental technical studies for the Mid County Parkway. The revised range of alternatives and the rationale for addition, deletion, and modification to the original range of alternatives, along with maps of each alternative is presented in Attachments 2, 3 and 4. Your agency has received a detailed package of information documenting the environmental, engineering, and logistical considerations that were made in developing the revised range of alternatives (information packages distributed by RCTC's consultants on August 10 and October 19, 2005).



FHWA, Caltrans, and RCTC greatly appreciate your ongoing involvement in the Mid County Parkway project. Following your formal preliminary agreement on the revised range of alternatives to be considered during the technical studies, we look forward to continuing to work with you in the analysis of project alternatives. At the conclusion of the technical studies, Chapters 1 and 2 (Purpose and Need and Project Alternatives, respectively) of the Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) will be circulated to the U.S. Army Corps of Engineers, the U.S. Environmental Protection Agency, and the U.S. Fish and Wildlife Service for Final Agreement on Purpose and Need, and Alternatives Selection. Final Agreement is required prior to the development and subsequent circulation of the draft EIS/EIR to the public.

We are requesting your agency's written response on concurrence within 45 days in accordance with the provisions of the MOU. If you have any questions, please contact Tay Dam, Senior Project Development Engineer, at (213) 202-3954 or Larry Vinzant, Senior Environmental Specialist, at (916) 498-5040. You may also contact them via e-mail at tay.dam@fhwa.dot.gov and/or larry.vinzant@fhwa.dot.gov.

Sincerely,



For
Gene Fong
Division Administrator

ATTACHMENT 1
NOI/NOP
ALTERNATIVES SUMMARY

Alt. No.	Alt. Name	Description	Reason for Including/Issues
1	No Project/No Action	2035 traffic on the planned street network except for Cajalco Road and Ramona Expressway, which would remain as they exist today	
2	North Lake Mathews/North Perris Alternative	Provide an 8- to 10-lane controlled access facility north of Lake Mathews and northerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
3	North Lake Mathews/South Perris Alternative	Provide an 8- to 10-lane controlled access facility north of Lake Mathews and southerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
4	South Lake Mathews/North Perris Alternative	Provide an 8- to 10-lane controlled access facility south of Lake Mathews and northerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
5	South Lake Mathews/South Perris Alternative	Provide an 8- to 10-lane controlled access facility south of Lake Mathews and southerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
6	General Plan/North Perris Alternative	Implementation of arterial improvements included in General Plan, including a 6-lane expressway north of Lake Mathews, and a 4-lane controlled access arterial south of Lake Mathews, west of El Sobrante Road and an 8- to 10-lane controlled access facility east of El Sobrante Road, with a northerly alignment through Perris	May meet Purpose and Need without requiring County MSHCP Amendments or impacting reserves beyond what was evaluated in General Plan
7	General Plan/South Perris Alternative	Implementation of arterial improvements included in General Plan, including a 6-lane expressway north of Lake Mathews, and a 4-lane controlled access arterial south of Lake Mathews, west of El Sobrante Road and an 8- to 10-lane controlled access facility east of El Sobrante Road, with a northerly alignment through Perris	May meet Purpose and Need without requiring County MSHCP Amendments or impacting reserves beyond what was evaluated in General Plan
8	GP Circulation Element Conditions	2035 traffic on the planned street network according to the Circulation Element of the Riverside County General Plan	

ATTACHMENT 2
SUMMARY OF ALTERNATIVES
TO MOVE FORWARD INTO TECHNICAL STUDIES

Alt. No.	Alt. Name	Description	Comments
1 - 1A 1B (formerly Alt 8) 4	No Project/No Action- Existing/Ground Conditions No Project/No Action- GP Circulation Element Conditions South Lake Mathews/North Perris Alternative	2035 traffic on the planned street network except for Cajalco Road and Ramona Expressway, which would remain as they exist today 2035 traffic on the planned street network according to the Circulation Element of the Riverside County General Plan Provide a 6- to 8-lane controlled access facility south of Lake Mathews and northerly alignment through Perris	CEQA No Project Alternative comparing the proposed plan to existing conditions ("plan to ground" comparison) NEPA No Action Alternative including foreseeable future actions, formerly Alternative 8 Identified through initial planning, engineering studies, and agency input. A portion of the North Lake Perris alignment has been replaced with a design variation adjacent to Lake Perris, named Perris Drain Design Variation Alignment. This portion of the North Lake Perris alignment was replaced due to concerns from DWR regarding proximity to the Lake Perris Dam as stated in a letter dated August 19 th , 2005. The portion of the North Lake Perris alignment adjacent to the Lake Perris Dam is the City of Perris's locally preferred alignment. The City of Perris is currently considering the constraints adjacent to the Lake Perris Dam and the information from DWR. Elimination of the North Perris Alignment adjacent to the Lake Perris Dam is pending action by the City of Lake Perris to rescind its designation of the North Perris alignment as their preferred alternative. Identified through initial planning, engineering studies, and agency input
5	South Lake Mathews/South Perris Alternative (at Rider Street)	Provide a 6- to 8-lane controlled access facility south of Lake Mathews and southerly alignment through Perris	
6	General Plan/North Perris Alternative	Implementation of arterial improvements included in General Plan, including a 4-lane expressway north of Lake Mathews, and a 4-lane controlled access arterial south of Lake Mathews, west of El Sobrante Road and an 6- to 8-lane controlled access facility east of El Sobrante Road, with a northerly alignment through Perris	May meet Purpose and Need without requiring County MSHCP Amendments or impacting reserves beyond what was evaluated in General Plan, but still requires MWD amendment. A portion of the North Lake Perris alignment has been replaced with a design variation adjacent to Lake Perris, named Perris Drain Design Variation Alignment. This portion of the North Lake Perris alignment was replaced due to concerns from DWR regarding proximity to the Lake Perris Dam as stated in a letter dated August 19 th , 2005. The portion of the North Lake Perris alignment adjacent to the Lake Perris Dam is the City of Perris's locally preferred alignment. The City of Perris is currently considering the constraints adjacent to the Lake Perris Dam and the information from DWR. Elimination of the North Perris Alignment adjacent to the Lake Perris Dam is pending action by the City of Lake Perris to rescind its designation of the North Perris alignment as their preferred alternative. May meet Purpose and Need without requiring County MSHCP Amendments or impacting reserves beyond what was evaluated in General Plan, but still requires MWD Amendment.
7	General Plan/South Perris Alternative	Implementation of arterial improvements included in General Plan, including a 4-lane expressway north of Lake Mathews, and a 4-lane controlled access arterial south of Lake Mathews, west of El Sobrante Road and an 6- to 8-lane controlled access facility east of El Sobrante Road, with a northerly alignment through Perris Provide a 4- to 6-lane controlled access facility south of Lake Mathews and south of Mead Valley, and a 6- to 8-lane controlled access facility on the southerly alignment through Perris	Identified by Calltrans Value Analysis process as an MWD reserve avoidance alternative. Replaces Alt 2 and Alt 3. This Alternative has design variations for connection to Perris South Alignment, named Rider and Placenta Design Variation Alignments.
9 New Alternative	Full MWD Avoidance Alternative - Far South/South Perris Alternative (at Rider Street or Placenta Street)	Provide a 4- to 6-lane controlled access facility south of Lake Mathews and south of Mead Valley, and a 6- to 8-lane controlled access facility on the southerly alignment through Perris	Identified by Calltrans Value Analysis process as an MWD reserve avoidance alternative. Replaces Alt 2 and Alt 3. This Alternative has design variations for connection to Perris South Alignment, named Rider and Placenta Design Variation Alignments.

Note: All Build Alternatives have a design variation between Warren Road and SR-79, the new San Jacinto connection to SR-79 Alignment.

ATTACHMENT 2
SUMMARY OF ALTERNATIVES
TO MOVE FORWARD INTO TECHNICAL STUDIES

ATTACHMENT 3

SUMMARY OF ALTERNATIVES ELIMINATED FROM FURTHER CONSIDERATION

Alt. No.	Alt. Name	Description	Comments
2	North Lake Mathews/North Perris Alternative	Provide a 6- to 8-lane controlled access facility north of Lake Mathews and northerly alignment through Perris	Identified through initial planning, engineering studies, and agency input. This alternative was eliminated due to concerns from MWD regarding proximity to the Lake Mathews Dam and MWD facilities as stated in a letter dated May 13th, 2005.
3	North Lake Mathews/South Perris Alternative	Provide a 6- to 8-lane controlled access facility north of Lake Mathews and southerly alignment through Perris	Identified through initial planning, engineering studies, and agency input. This alternative was eliminated due to concerns from MWD regarding proximity to the Lake Mathews Dam and MWD facilities as stated in a letter dated May 13th, 2005.

SUMMARY OF ALTERNATIVES RENUMBERED

Alt. No. (renumbered to refer to ss 1B)	Alt. Name	Description	Comments
8	GP Circulation Element Conditions	2035 traffic on the planned street network according to the Circulation Element of the Riverside County General Plan	NEPA No Action Alternative including foreseeable future actions, renumbered to Alternative 1B

ATTACHMENT 3
SUMMARY OF ALTERNATIVES ELIMINATED FROM FURTHER CONSIDERATION
AND
SUMMARY OF ALTERNATIVES RENUMBERED



ATTACHMENT 4 - FIGURE A
 MID COUNTY RAILWAY
 SOUTH LAKE HATHAWAY/NORTH PERRIS

FOR DISCUSSION PURPOSES ONLY
 5/20/2008

LEGEND

- Proposed Rail Line
- Proposed Station
- Proposed Right-of-Way
- Proposed Alignment
- Proposed Alignment with Local Authority
- Proposed Alignment
- Proposed Alignment
- Proposed Alignment

Scale: 1 inch = 1 mile

North Arrow

FOR DISCUSSION PURPOSES ONLY
 5/20/2008

FOR DISCUSSION PURPOSES ONLY
 5/20/2008

