

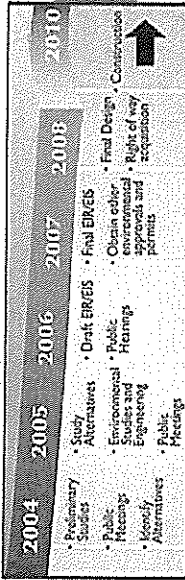
ATTACHMENT J-6
NEWSLETTERS

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 Evaluations:** 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, socio-economics, 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.



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 11068
Riverside, CA 92502



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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.

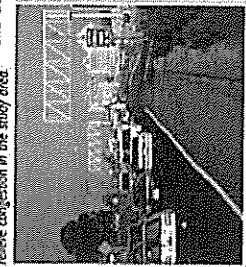


Q&A MID COUNTY PARKWAY

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 17¢ 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
1600 Eagle Glen Pkwy
(I-15 & Cajalco Rd.)
Corona, CA 92581

Stay informed—

www.midcountyparkway.org



www.rctc.org

WHY IS THE MID COUNTY PARKWAY NEEDED?

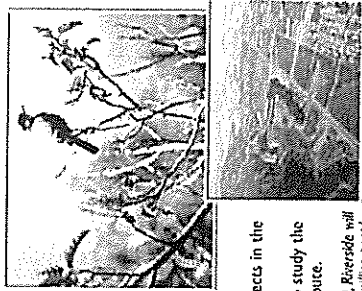
By 2020, the County's population is projected to double to 3 million. Today, east-west traffic within western Riverside County is carried on State Routes 60, 91 and 74. These corridors, which link western Riverside County to San Bernardino County and the Coachella Valley to the east and Los Angeles and 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 Projects 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.

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.



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



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.

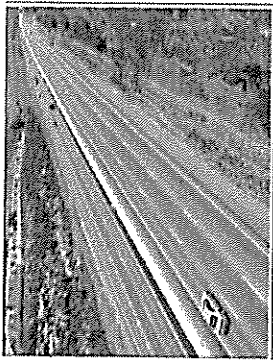
For **Businesses**, improved mobility provided by the Mid County Parkway will expedite the movement of goods and services across western Riverside County, a factor in maintaining and enhancing the local economy. Reduced travel times across western Riverside County and improved mobility will bring residents 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.

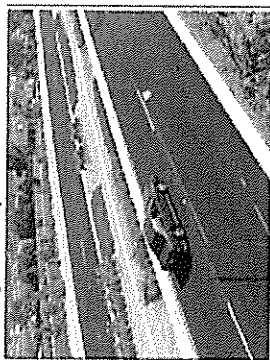
The Mid County Parkway will also create an express route for regional trips and public transit between the population centers of San Jacinto/Hemet, Perris/Moreno Valley, and Corona/Norco.

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

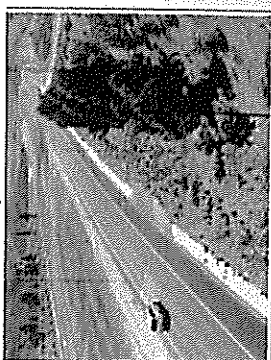
Roadway with Center Divider



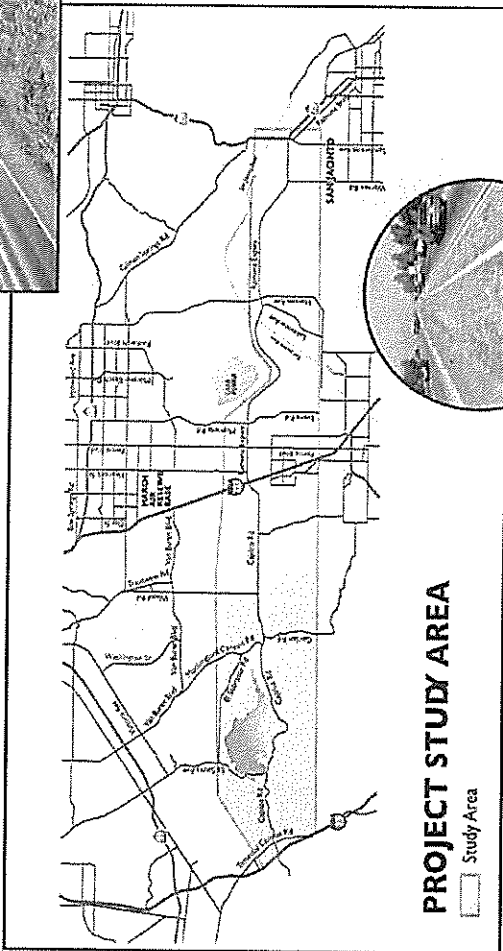
Divided Roadway with Drainage Facility in Median



Divided Roadway



WHERE WILL THE MID COUNTY PARKWAY BE LOCATED?



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 Capitro 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)

Public Services and Utilities

The EISEIR 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

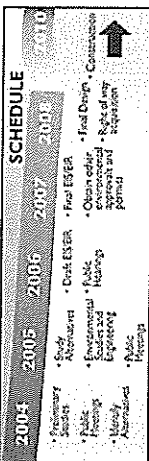
While the proposed project is expected to have a beneficial effect on regional traffic circulation, the EISEIR will analyze the effect of the alternatives on both regional and local traffic conditions.

Visual

Implementation of the project may change the visual character and quality of the project area. A visual analysis will be included in the EISEIR 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 Beechler, Mid County Parkway Manager, Riverside County Transportation Commission, P.O. Box 12008, Riverside, CA 92502.



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 Merrolink
 - 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 ride-sharing 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.



ADDRESS SERVICE REQUESTED

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



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.

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 (EISEIR). During this phase, RCTC wants your input on the alternatives shown inside this newsletter. The specific issues to be studied in the EISEIR 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 EISEIR studies. The multi-year EISEIR 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 EISEIR along with an evaluation of potential floodplain impacts and encroachments.
- Geology and Soils**
The EISEIR 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 EISEIR. A noise study will be conducted to evaluate projected noise levels resulting from construction and



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

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 Maron Street
Perris, CA 92570

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Volume 2: November 2004



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