



PERRIS VALLEY LINE

A project of the Riverside County Transportation Commission

WHAT IS THE PERRIS VALLEY LINE?

The Perris Valley Line would extend Metrolink service 24 miles farther into Riverside County, directly serving the communities of Riverside, Moreno Valley, and Perris. The service would extend the existing Metrolink 91 Line, which currently runs to Fullerton and Los Angeles, bringing commuter rail service to major employment centers as well as communities in southern Riverside County. The Perris Valley Line is tentatively scheduled to open in mid 2013 with four new stations: Hunter Park area, Moreno Valley/March Field, Downtown Perris, and South Perris. The Perris Valley Line will run in an existing freight corridor, constructed more than 120 years ago, adjacent to the I-215.

WHY IS THE PERRIS VALLEY LINE NEEDED?

Riverside County is one of the fastest-growing counties in the nation, projected to reach 3 million people by 2020. By that time, the number of vehicles using the I-215 Corridor is expected to increase significantly. The Perris Valley Line would help relieve traffic congestion along its entire route, improving conditions on the I-215, SR-60, and SR-91.

The Perris Valley Line would attract an estimated 4,350 riders daily, providing them a 40-minute commute from South Perris to downtown Riverside compared to the projected 80-minute commute for rush hour traffic in 2025. The service would eliminate thousands of vehicle trips per day on I-215 and SR-60 and serve commuters from the cities of Temecula, Murrieta, Menifee, Perris, Moreno Valley, Hemet, and San Jacinto.

WHAT ARE THE BENEFITS OF THE PERRIS VALLEY LINE?

Increased Mobility: Most of the PVL parallels the I-215 which is expected to carry as many as 200,000 vehicles per day by 2020. The PVL will provide commuters with a safe and traffic free alternative to I-215, one of the fastest growing corridors in the county.

Better Public Transit Service: Metrolink, combined with regional and local bus services, provides an environmentally-friendly and energy efficient alternative to driving alone. It is estimated that the PVL will attract 4,350 riders daily serving commuters from the cities of Temecula, Murrieta, Menifee, Perris, Moreno Valley, Hemet and San Jacinto.

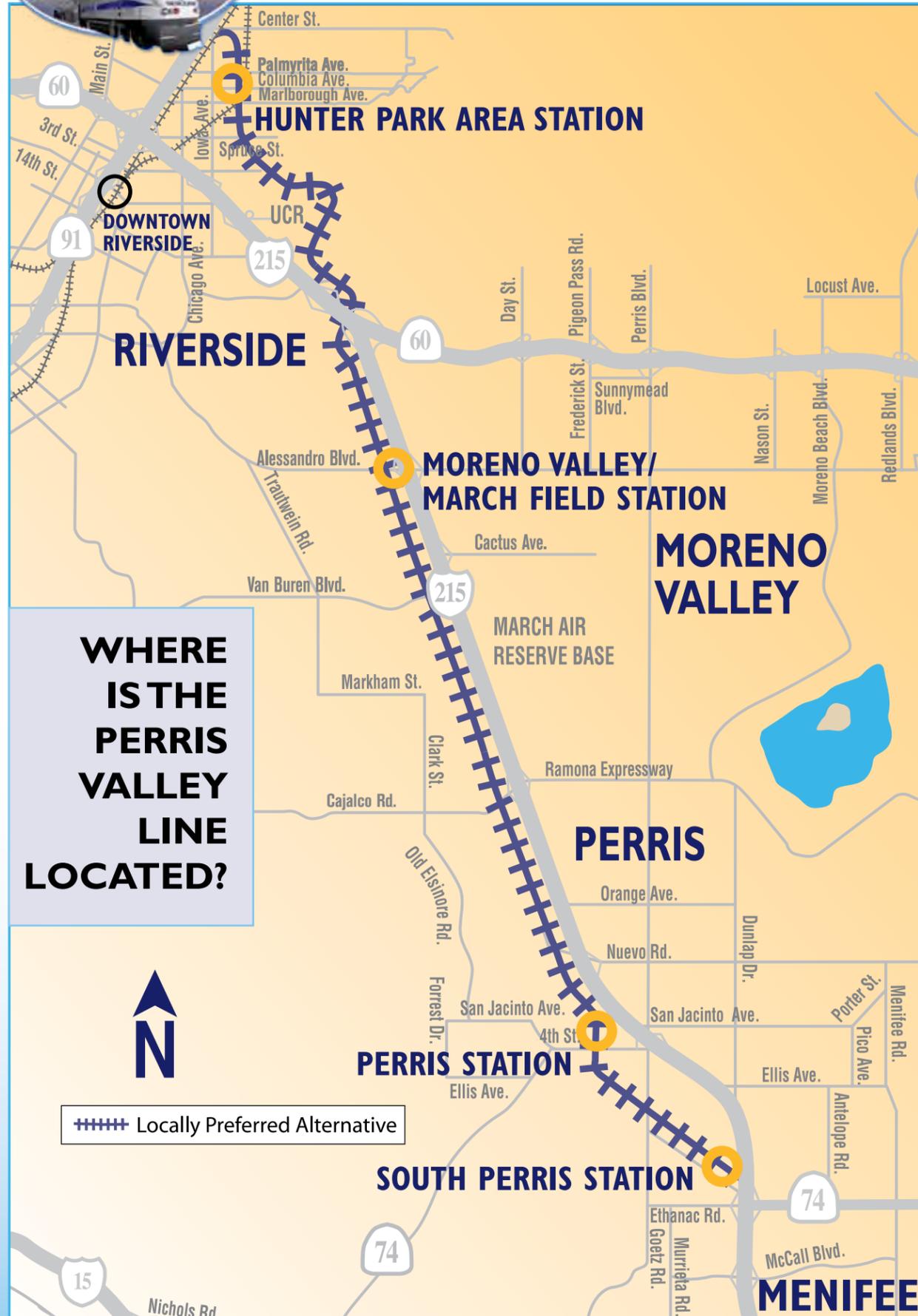
Job Creation: By extending Metrolink to more of the region, local residents can take the train to jobs within Riverside County. The success of Metrolink will make the area more attractive to potential employers who will want to locate near vibrant rail stations.

Station Development: A total of four new stations will be constructed to serve the PVL. They will be located in Downtown Perris, South Perris, Moreno Valley/March Field and the Hunter Park business area.





PERRIS VALLEY LINE



WHERE IS THE PERRIS VALLEY LINE LOCATED?

WHAT IS PLANNED?

The Perris Valley Line is located within the right-of-way of the existing 120-year old San Jacinto Branch Line. The project would include track rehabilitation with welded rails, new track for a 9-mile segment parallel to I-215 south of Box Springs Road and north of Nuevo Road, a new connection with BNSF north of the city of Riverside called the Citrus Connection, track relocated to a new platform at Downtown Perris Station, four new stations, and a layover facility.

The four stations would be constructed to Metrolink standards and feature a platform with track-side canopy structures, ticket kiosks, schedule information, and low-water use landscaping. The layover facility would be constructed near the South Perris Station.

Enhancements would be made at over 15 existing grade crossings and could include flashing warning devices, gates, raised center medians, striping, signing and pavement markings, crossing safety lighting, and pedestrian safety improvements.

As a part of upgrading the track, two existing bridges over the San Jacinto River would be replaced.



HOW WAS THE PERRIS VALLEY LINE DEVELOPED?

After the successful launch of Metrolink in 1992, RCTC took steps to leverage the potential for commuter rail as a solution to growing traffic congestion by purchasing the San Jacinto Branch Line from Burlington Northern Santa Fe (BNSF) in 1993.

In 2002, RCTC created the Perris Valley Line project, holding a series of six public meetings. In early 2004, RCTC, with the Federal Transit Administration (FTA), conducted an Alternatives Analysis to evaluate transit options for alleviating current and forecasted transportation deficiencies. This included a no-project option that studied projected roadway planning efforts, an express bus service, and new commuter rail service. Commuter rail was found to offer the best alternative to congested roadways, improving mobility for residents and commuters and also contributing to reduced congestion.

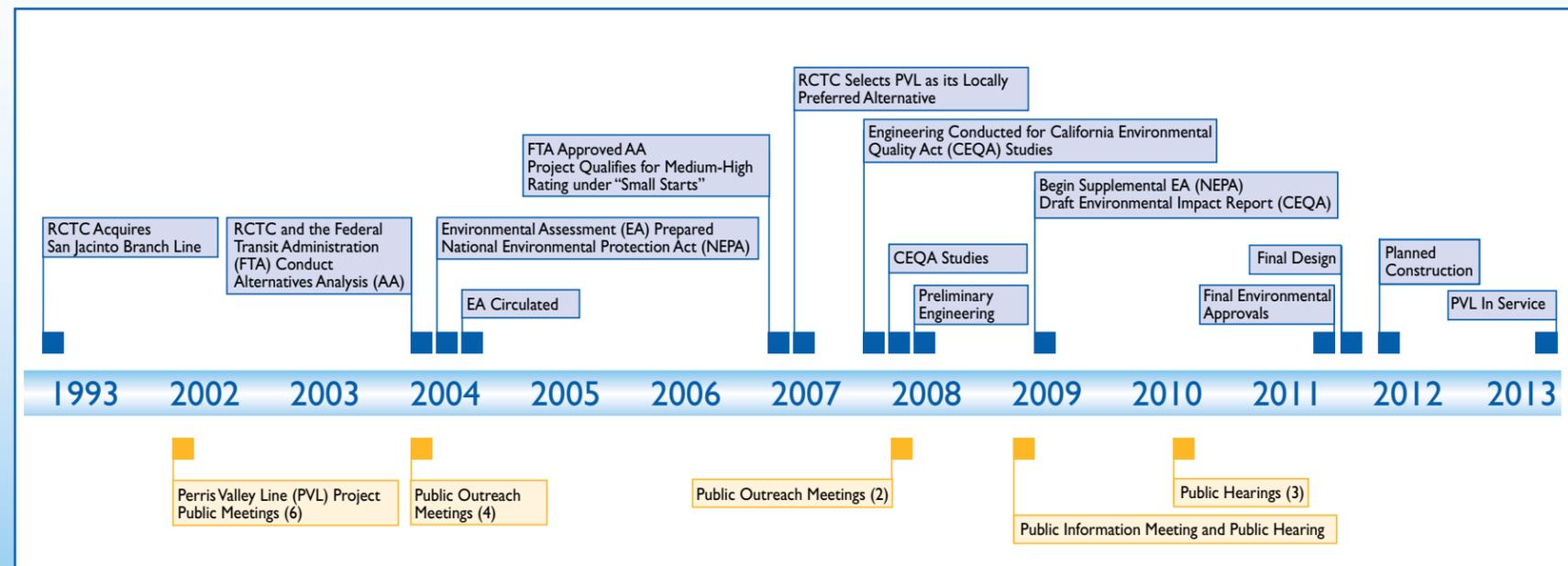
In order to qualify the Perris Valley Line project for federal funding, a federal Environmental Assessment (EA) was prepared. Four public outreach meetings were held and the EA was circulated for review and comment.

In 2007, FTA qualified the project for funding with a medium-high rating under the "Small Starts" portion of the "New Starts" grant program. RCTC has selected

the Perris Valley Line project as its locally preferred alternative for providing public transit service to the area.

In 2008 engineering was conducted in order to complete studies under the California Environmental Quality Act (CEQA) and discover what, if any, environmental impacts might result from the project. During the process, engineering was modified to minimize environmental impacts and two public outreach meetings were held to update the community.

Based upon the feedback from the community, in 2009, both FTA and RCTC decided to conduct further studies. FTA required a Supplemental Environmental Assessment (SEA) to refresh the 2004 information and to obtain new public comment. RCTC decided to prepare a Draft EIR under CEQA in order to clarify concerns and address new station site options. The Draft EIR was released for public comment in April 2010 and three public hearings were held in April and May 2010. Public comments were collected and will be responded to as a part of preparing the Final EIR. The Draft SEA was released for public comment in December 2010. Both sets of studies will be completed in the first half of 2011.



HOW ARE COMMUNITY CONCERNS BEING ADDRESSED?

RCTC has held a total of 17 community meetings since beginning the project. Public input at these meetings has led to changes in the design of the project. The public's primary concerns throughout the process have been safety, noise, and rail traffic.

SAFETY:

Safety is a priority for RCTC and Metrolink. The Perris Valley Line would employ a comprehensive strategy of safety measures to systematically reduce the opportunity for accidents at grade crossings.

Seventeen existing grade crossings would be improved with measures that could include flashing warning devices, gates, raised center medians, striping, signing and pavement markings, crossing safety lighting, and pedestrian safety improvements. It is anticipated that another three existing grade crossings will be closed.

Federal law mandates that railroads have positive train control (PTC) in place by 2015. Although the specific technology has not been prescribed, Metrolink and the railroads are developing plans to meet that mandate.

NOISE:

Upgrades to the tracks with improvements to the rail bed and welded rail would mean less noise and vibration from rail traffic. Not only would the Metrolink trains be quieter, but existing freight traffic will be quieter as well. In addition, noise will be mitigated through the use of sound barriers in certain areas.

There is also a federal standard for cities and counties to apply for and create "Quiet Zones" where train horns and whistles are not used. Quiet Zones require extra safety measures to compensate for the non-use of the warning whistles and horns. These safety measures may include four quadrant gates, one-way streets with signs, and medians. It is the responsibility of the city or county that owns the roadway at the crossing to apply for and fund a Quiet Zone.

RAIL TRAFFIC:

The Perris Valley Line corridor has been used for freight since the 1880s.

When RCTC purchased the San Jacinto Branch Line track from BNSF, BNSF retained freight operating rights on the track. Metrolink trains, however, would receive priority for operation. The new Perris Valley Line service would add six round trips per day to the existing rail traffic.

RCTC conducted a rail study on future freight demand and found that economic factors would play a larger role in determining freight use than track improvements. In fact, freight traffic could increase on the line to meet possible future increased demand even if no upgrades were made.



Grade crossing with raised center medians and safety gates



Grade crossing with quad gates

ADDRESS SERVICE REQUESTED

PERRIS VALLEY LINE PROJECT

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