



Q&A PERRIS VALLEY LINE

A project of the Riverside County Transportation Commission

PERRIS VALLEY LINE PROJECT PICKS UP STEAM

HELP SHAPE THIS PROJECT WITH YOUR INPUT

METROLINK: A SUCCESS STORY

Over the past 15 years, Metrolink has proven itself as Riverside County's best alternative to driving congested freeways such as State Routes 60, 91 or the 55 in Orange County. Thousands of people each day take the train from stations in Riverside, Corona, and Pedley to locations in Los Angeles and Orange Counties. With gasoline prices continuing to rise, the number of commuters turning to the train instead of their cars is continuing to grow.

In spite of the strong support, the biggest challenge that faces Metrolink and the Riverside County Transportation Commission (RCTC) is in bringing the service to more people in order to attract new riders and provide another option to driving.

The good news is that help is on the way and Metrolink trains should soon be traveling an additional 23 miles into Riverside County in order to serve more communities, residents and employers.

THE PERRIS VALLEY LINE

The Perris Valley Line (PVL) will extend existing Metrolink service 23 miles further into Riverside County directly serving the communities of Riverside, Moreno Valley and Perris. The train service would extend the existing Metrolink 91 Line, which currently runs to Fullerton and Los Angeles, along existing freight train tracks that are located near the I-215 and have been in existence for more than 120 years. Potential new train stations could serve major employers such as UC Riverside and March Air Reserve Base.

HOW CAN I BE INVOLVED?

The Federal Transit Administration (FTA) recently gave the Riverside County Transportation Commission the go ahead to move forward with the next stage of project development to advance the Perris Valley Line. In doing so, the FTA evaluated the cost-effectiveness of the project and bestowed its second highest possible rating, medium-high. Along with the rating, the project has been identified for \$50 million in federal funding in the Fiscal Year 2008/09 budget.

The next step in the project is to launch the California Environmental Quality Act (CEQA) process. As part of this effort, RCTC will be hosting a series of two public information meetings to share the latest plans for the project and to obtain public input. We are interested in your views regarding the service and station locations and their potential impacts. The times and locations of these meetings are listed below.

PUBLIC INFORMATION MEETINGS

MONDAY June 16, 2008

University of California, Riverside Extension, Conference Room E
1200 University Avenue, Riverside CA 92507
6:30 p.m. - 8:30 p.m.

TUESDAY June 17, 2008

Perris Senior Center, Bingo Room
100 North D Street, Perris CA 92570
6:30 p.m. - 8:30 p.m.

Both meetings are an Open House style format. Doors will open at 6:30 p.m. and the Open House will end at 8:30 p.m.



www.perrisvalleyline.info

RCTC

Riverside County Transportation Commission
www.rctc.org
May 2008



PERRIS VALLEY LINE

WHERE WILL THE PERRIS VALLEY LINE STATIONS BE LOCATED?

Seven proposed Metrolink stations are planned at important locations along the Perris Valley Line, including major employment centers such as Hunter Park, the University of California, Riverside, Meridian Business Park and March Air Reserve Base. The southern rail terminus is planned for South Perris at the junction of State Route 74, Interstate 215, and Ethanac Road. This station will provide easy access from both the Hemet and San Jacinto areas from the east and the Temecula and Murrieta communities from the south. The proposed stations will be constructed in phased priority. The station priority will be determined by the Commission in the summer of 2008 with the feedback received from the community, the cost effectiveness of each station, ridership and land use.

PROPOSED STATIONS

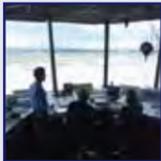
UC RIVERSIDE STATION

- The Perris Valley Line will be the first line in the Metrolink system to directly serve a UC campus.
- UC Riverside is the UC system's fastest growing campus in terms of enrollment. The enrollment is just under 17,000 students and is expected to exceed 22,000 by 2015.
- The campus is home to 5,500 staff and 1,100 faculty members, making the campus one of the region's largest employers.
- The Perris Valley Line right-of-way, which is owned by RCTC, includes room for a smaller drop-off only station that would serve the university's students, faculty, staff and neighborhood residents and could reduce the number of car trips on congested nearby streets such as University Avenue.



MORENO VALLEY/ MARCH FIELD STATION

- This station will serve Moreno Valley commuters and will serve as an important destination station. The station site will be adjacent to the Meridian Business Park and minutes from the March Air Reserve Base.
- The site of the March Air Reserve Base is being transformed into a major employment, business and logistics center. The location of the station will increase the attractiveness of the area for potential employers and aid economic development initiatives.



RAMONA STATION

- The Ramona Station will serve commuters coming from the Hemet and San Jacinto areas from the east and the Mead Valley community from the west.



FAIR ISLE STATION

- The Fair Isle Station will serve the northern portion of Moreno Valley and Box Springs area residents, as well as the developing Fair Isle business community.



PALMYRITA STATION

- The Palmyrita Station will serve commuters working in the growing Hunter Park/Hunter Technology Park and adjacent high-tech firms, industries, and research facilities.
- The station will serve the nearby residential and business communities of Highgrove and the northwestern neighborhoods of the City of Riverside.
- The station is located within the City of Riverside's portion of the Agua Mansa Enterprise Zone.



PERRIS STATION AND HISTORIC PERRIS DEPOT

- The City of Perris is actively working to encourage transit-oriented development in the Downtown area. The location provides a unique combination of historical buildings and modern development and will include a multi-modal transit center to serve Metrolink trains and RTA buses, as well as a park and ride lot.
- The operation of a successful transportation facility in this area provides yet another public amenity to the area which is served by the Civic Center, sheriff and fire facilities, banks, and restaurants.
- The bus and park and ride portion of the multi-modal center will begin construction in 2008 and will open in 2009, prior to the beginning of Metrolink service.



SOUTH PERRIS STATION

- The South Perris Station will serve as an important gateway linking Metrolink to the southern portions of Riverside County. The station's location provides easy access for many residents and is near the SR 74/I-215 interchange which is being expanded and improved prior to the start of Metrolink service.
- This station will serve commuters from the Hemet, San Jacinto, Temecula and Murrieta areas.
- The location in South Perris also includes space for overnight storage of the trains.



HOW IS THE PERRIS VALLEY LINE A GOOD NEIGHBOR?



The Riverside County Transportation Commission will work closely and proactively with the community as the rail line transitions from the current few freight trains per day to shared commuter rail service and freight service.

The PVL project will consider a comprehensive strategy using appropriate safety measures that will systematically reduce the opportunity for accidents at grade crossings. Possible enhancements include median separators or raised islands, driveway closures, full crossing protection, and Operation Lifesaver education in local schools.

Regarding noise mitigation, over 75% of the Perris Valley Line is already grade-separated by the I-215 freeway, but there are at-grade crossings in Riverside and Perris. As part of the Perris multi-modal transit center, the City of Perris has agreed to close an at-grade crossing.

WHO CAN I CONTACT ABOUT THE PERRIS VALLEY LINE PROJECT?

If you have any comments or questions about the Perris Valley Line Project, call Eliza Echevarria, Community Relations Manager at (951) 787-7141 or email eechevarria@rctc.org. For more information about the project go to: www.perrisvalleyline.info.

WHAT IS METROLINK?

Metrolink is truly a united effort, made possible by RCTC, Los Angeles County Metropolitan Transportation Authority (Metro), the Orange County Transportation Authority (OCTA), San Bernardino Associated Governments (SANBAG) and the Ventura County Transportation Commission (VCTC). In 1991, the Southern California Regional Rail Authority (SCRRA), a Joint Powers Authority (JPA), consisting of the five county transportation planning agencies listed above, was formed to develop a regional transit service to reduce the congestion on highways and improve mobility throughout the Southern California region. In October 1992, Metrolink was born.

Today, in its 15th year of operation, Metrolink continues to provide the people of Southern California a safe, reliable and environmentally friendly commute option. What began with three lines of service, 12 stations and a little over 5,000 passengers per day, has grown to seven

lines, 55 stations and 44,000 passengers per day.

The Metrolink locomotives currently used in Riverside County are powered by ultra low-sulfur diesel fuel (ULSD) and considered the cleanest and most efficient fuel available today for liquid-fueled locomotives.

The Perris Valley Line estimates a project cost of \$168 million. In Riverside County, Metrolink train stations are owned, operated and maintained by RCTC which includes the provision of on-site security. In some cases, municipal partners have provided land, funding or other support for individual train stations.



WILL THE IMPROVED RAIL FACILITIES RESULT IN MORE FREIGHT TRAINS?

The Perris Valley Line will run on existing freight tracks that were purchased by RCTC in 1992. As part of the purchase agreement, the Burlington Northern, Santa Fe (BNSF) railway retains exclusive freight operating rights over the tracks although Metrolink trains will receive priority.

Some residents have asked if the investment in upgrading the tracks could attract additional freight demand on the line which led RCTC to commission a comprehensive study on future freight demand. The final results of the study indicate that economic factors play a much larger role in freight demand than track improvements.

Freight trains can and have used the tracks for quite some time. The findings showed that the line currently has about three roundtrips per day. Eight shippers have spur lines south of Eastridge Avenue.

The largest single shipper on the line is a lumber operation, but future growth in shipments will depend on construction industry demand.

The study indicates that planned track improvements may allow BNSF to operate at slightly higher speeds, but the time savings are negligible compared to the time taken up by local switching activities and the time spent on overall travel from distant locales.

WHAT IS BEING STUDIED?

An Initial Study (IS) is under preparation in accordance with the CEQA. The IS will address the potential effects of the proposed project on the environment including air quality, noise and vibration, transportation and traffic, and the surrounding community (schools, pedestrians, parks, etc.). Appropriate measures will be proposed to avoid or minimize adverse effects. Other factors studied include:

- Biological Resources
- Cultural Resources
- Floodplain Evaluation
- Geology and Soils
- Hazardous Waste
- Public Services and Utilities
- Public Parks, Recreation Areas, and Wildlife Areas
- Visual Impacts
- Water Resources

SCHEDULE

2003-2007	2008-2010	2011
<ul style="list-style-type: none"> • Begin Public Outreach • Identify and Evaluate Alternatives • Recommend Locally Preferred Alternative (LPA) • Continue Public Outreach • Re-adopt LPA in Regional Transportation Plan (RTP) • Enter "New Starts" Program • Approval of Alternatives Analysis (AA) Received from FTA under "Small Starts", a part of "New Starts" 	<ul style="list-style-type: none"> • Select a new LPA and re-adopt LPA in RTP • FTA recommends \$50 million for project • Commence Preliminary Engineering • Continue Public Outreach Summer 2008 • Adopt Environmental Documents • Complete Final Design (18 months) • Begin Construction 	<ul style="list-style-type: none"> • Start-up/ Operations