

to meet basic project objectives, infeasibility, or inability to avoid significant environmental impacts. (State CEQA Guidelines § 15126.6(c).) That alternative was:

- Highgrove Station Alternative

(Draft EIR, p. 2-4.)

Second are the alternatives that were considered in detail. Those alternatives are:

- No Project Alternative
- Express Bus Alternative
- New Commuter Rail with New Connection to UP RIL
- Commuter Rail with Highgrove Turnback
- Commuter Rail with New Connection to BNSF at Citrus Street Alternative

(Draft EIR, pp.3-9 to 3-12.) A complete discussion for alternatives that were considered in detail is provided below.

B. Alternatives Considered but Rejected from Further Consideration

In determining an appropriate range of alternatives to be evaluated in the EIR, one possible alternative was initially considered and rejected. This alternative was rejected because it could not accomplish most of the basic objectives of the Project, would not have resulted in a reduction of potentially significant impacts, and/or was considered infeasible. The specific reasons for not selecting this rejected alternative are described below.

The Highgrove Area Station Option

The concept of a Metrolink Station in the Highgrove area has been raised by members of the public throughout the Commission's commuter rail planning process. In response, the Commission studied the concept on a number of occasions between 1994 and 2010. The studies consistently reaffirm that a Highgrove Area Station is not a feasible option for the PVL Project. (State CEQA Guidelines § 15126.6(f)(1) [feasibility of alternatives can be determined based on factors such as site suitability, economic viability, availability of infrastructure].) Below is an explanation of why the Highgrove Area Station is not feasible.

Finding: Based upon the Supporting Explanation below, the Commission rejects the Highgrove Area Station Alternative because it (1) would introduce traffic and pedestrian safety impacts more significant than the Project itself and/or (2) is economically infeasible and/or (3) is technologically infeasible. Each of the stated grounds for rejecting the Highgrove Area Station Alternative is independently sufficient to justify rejection of this alternative.

Supporting Explanation: During the planning period for the proposed project, site conditions have changed at the commenter's Highgrove area station site. The previously undeveloped 34± acres of private land now has an approved Parcel Map and Design Review (Planning Case P06-1506 and P06-1508) from the City of Riverside (November 2007) for development of the Citrus Business Park. Improvements to the property will include constructing

four new industrial buildings (509,787 square feet). Access was approved via Citrus Street; emergency access is via Villa Street. (Draft EIR pp., 2.4 to 2.9.)

With public access to the site limited to Citrus Street, access across Springbrook Wash is the only way to access the two designated parcels north of the Wash. This area, north of the wash, was approved for two industrial buildings as part of the approval for the Citrus Business Park. The approved access is from a new crossing constructed on the western portion of the site, adjacent to the BNSF right-of-way. Since the approval of the Citrus Business Park, the two industrial buildings south of Springbrook Wash have been constructed. As such, the existing condition for the commenter's proposed Highgrove station site consists of two industrial buildings with access from Citrus Street and a crossing at Springbrook Wash at the western boundary of the property adjacent to the BNSF. (*Ibid.*)

The proposed PVL project would construct the Citrus Connection on the two parcels north of Springbrook Wash. As discussed in the environmental document, the Citrus Connection would connect the BNSF main line with the SJBL/RCTC ROW via a short curved track to be constructed. This would replace the two industrial buildings proposed for this northern area. (*Ibid.*)

In addition to the approved Citrus Business Park, the City of Riverside is scheduled to start construction of a railroad grade separation at Iowa Street on the BNSF main line. The planned grade separation would allow Iowa Street to be raised over the BNSF main line between Palmyrita Street and Spring Street. Citrus Street would remain in the current configuration but only a right turn in/right turn out would be allowed to and from Iowa Street. (*Ibid.*)

It should also be noted that construction has started on the Spring Mountain Ranch development, along the northern section of Pigeon Pass Road. The Riverside County Transportation Department (RCTD) is currently studying alternatives for roadway alignment through the development to connect Pigeon Pass Road with the City of Riverside. Currently, neither Center Street nor Villa Street (Highgrove area) connect to the east to provide access to the Spring Mountain Ranch area. The closest connection for Pigeon Pass Road would be at Marlborough Street which allows access to the Hunter Park Station. These alignments will continue to be studied by RCTD. (*Ibid.*)

The planning began in 1988 when the Commission initiated studies of potential station sites on the BNSF main line to serve future commuter rail service to Orange County. As a result, the Commission decided to purchase passenger rail operating rights on the BNSF. As the Metrolink system expanded within Riverside County, existing stations were reaching capacity and various station selection studies were undertaken. Unlike other Metrolink member agencies, the Commission takes responsibility to fund the capital and operating costs for Metrolink Stations within the county. As such, the Commission takes into account both capital, operation, and maintenance costs when evaluating station locations. (*Ibid.*)

Commuter rail station siting and selection considerations are based on a number of factors, including projected ridership and revenue; operational requirements; geographic spacing in

relation to other stations; right of way requirements and availability; local conditions such as surrounding land use and traffic circulation; and rail configuration. Additionally, both the BNSF and the CPUC prefer the Marlborough Station location over the Highgrove site. The BNSF is concerned the Highgrove station location would cause increased congestion on the main line and not be a feasible option (Project Meeting, February 25, 2009). The CPUC identifies the Marlborough Station as the preferred location because of the existing roadway access. The Highgrove station would require two new grade crossings while Marlborough would not require any (email communication, February 2, 2011). (*Ibid.*)

From an engineering perspective, the Highgrove area station is infeasible for the reasons enumerated below:

Prior to planning the PVL Project, the Commission received public input concerning the construction of transit facilities in the Highgrove area. The desired facilities included locating a station on the BNSF main line near Citrus and Villa Streets. The Commission has revisited the feasibility of this option numerous times in the past (1994, 1999, 2003, 2007, and 2009). In general, the concerns identified by the Commission in early evaluations have not changed over the years. During a January 2006 evaluation, the Commission identified the following key reasons to decline development of a Metrolink commuter rail station at Highgrove area on the BNSF. The findings included (*ibid.*):

1) Public preference was to expand existing stations (38%) compared to construction brand new stations (only 6% of the public wanted a Highgrove option when compared to three other station sites);

2) Constrained Operating Environment – Highgrove weekday volume ranks the lowest in comparison to the current train volumes for the five existing the Commission Metrolink stations. The closest station (existing Riverside Downtown Station) to the Highgrove area is only 3.7 miles away. The Riverside Downtown Station train volume is more than 4 times that of a potential Highgrove option. Riverside Downtown serves three commuter lines while Highgrove would serve just one line.

3) It was determined that the opportunity to have a station site on the Commission owned SJBL alignment, at a location just south of the Highgrove area (Hunter Park region), would be a better solution instead of needing to purchase property from BNSF.

The Hunter Park Station would also allow for commuters from the Spring Mountain Ranch the shortest access via Marlborough Avenue or Palmyrita Street (which connects to the Ranch development directly). Neither Citrus Avenue nor Villa Street connect east across the SJBL/RCTC ROW to allow access to a station from the east. (*Ibid.*)

Subsequently, after the January 2006 presentation, members of the public requested additional evaluations to determine the viability of the Highgrove Station option as part of the PVL Project. In February 2009 the Commission requested STV Incorporated to prepare a Highgrove Station Site Plan Study. The results of this study indicated 13 impediments to the construction of a Highgrove Station. On September 19, 2009, Barney Barnett submitted a letter rebutting STV

Incorporated's study. STV Incorporated prepared a response to Mr. Barnett's rebuttal by letter dated January 11, 2010. A summary of STV's response is outlined below (*ibid.*):

(1) Reconfiguration of the Villa Street grade crossing would be necessary. This would include extensive and costly safety and engineering enhancements is costly and poses potential vehicular and pedestrian safety issues. In addition, the City of Riverside will not allow regular truck and vehicular access from Villa Street to the northern parcels in the Parcel Map and Design Review document dated November 8, 2007 (Planning Cases P06-1506 and P06-1508) that would cause adverse impacts the existing adjacent residential neighborhood. The California Public Utilities Commission (CPUC) has indicated, in a project email, dated February 2, 2011, that they will not allow a station at Highgrove because of the need to improve two at grade crossings when none require improvements at Hunter Park. (*Ibid.*)

(2) Extending Spring Street westward through an existing vacant residential property and creating a new vehicular and pedestrian grade crossing creates risks of train and vehicular/pedestrian collisions and is not feasible for the same reasons as accessing the site from Villa Street. In addition, the CPUC has reviewed the Highgrove alternative and prefers the Hunter Park Station (Marlborough alternative) because of the close proximity of the two sites and existing crossings provide access to the Hunter Park Station (Marlborough alternative). The CPUC implementation practice for General Order Number 88-B is to not allow the construction of any new at-grade crossings when not absolutely necessary. The CPUC views new at-grade crossings at Spring Street or over the Citrus Connection track as not absolutely necessary because of the option for a station to be located at Hunter Park (email communication, February 2, 1011). (*Ibid.*)

(3) The existing topography and evidence of substantial ponding on either sides of the crossing within the right of way (ROW) indicate serious drainage and visibility problems that would need to be addressed by extensive excavation and grading. Such work would add substantial construction and operational/maintenance costs and would also introduce new impacts to soils, geology and air quality during excavation. Thus, it's not "environmentally friendly" as commenter claims. (*Ibid.*)

(4) Diverting traffic into Villa Street neighborhood to access the station parking on the northern parcels is not viable because the City of Riverside will not allow regular truck and vehicular access from Villa Street to the northern parcels. This limitation was stated as a condition of approval in the Parcel Map and Design Review document dated November 8, 2007 (Planning Cases P06-1506 and P06-1508). The City of Riverside indicated that Villa Street could only be used for emergency access into the site.

(5) The original estimate in the 2009 Site Plan Study of 7 acres of available land for parking was based upon utilizing only the parcel north of the Citrus Connection track. Due to further design development and moving the Citrus Connection track further north to avoid the Springbrook Wash Conservation easement, the northern parcel area available for parking has been reduced. STV Incorporated has reevaluated the available land for parking and included a portion of the parcel south of the Citrus Connection track in parking land area calculation netting approximately 9.3 acres total available land for parking. Although, considering the size, shape and configuration of the parcels available, a less than efficient parking plan would be the result.

The actual area available for parking at the Highgrove alternative is slightly less than the Marlborough alternative containing 9.5 acres. The current total area north of Springbrook Wash is 16.47 acres. This 16.47 acres would then have the Citrus Connection track through the center of it which would allow for a "usable" area of 6.6 acres. Access to the approximately 6.6 acres on the north parcel would be dependent upon a vehicular undercrossing beneath the Citrus Connection track due to the access restrictions at Villa Street discussed above. The land area needed for an undercrossing would severely restrict the 6.6 acres available.

(6) The Commission cannot limit access to the western drive to only Metrolink passengers. The existing western driveway is a shared access with the current property owner of the parcels (currently an existing industrial warehouse use) south of the Springbrook Wash forcing passenger traffic to mix with semi-truck traffic, creating an unsafe condition for access to the station parking. Per an easement in the CC&R's for the purchase of the property by the Commission, access from this western driveway must be maintained for the owner of existing warehouse development. Any parking facilities located within the parcel area south of the Citrus Connection track are limited by the California Department of Fish and Game 50' setback from the Springbrook Wash due to Condition 22 of the Agreement Regarding Proposed Stream or Lake Alteration imposed on the subject property dated 5/30/08.

(7) The only viable location for disabled parking is immediately adjacent or in the near vicinity of the platform and the ticket vending machine which would be in the western drive and does not fit due to the placement of the adjacent warehouse building. The alternative is to place the disabled parking north of the Springbrook Wash which would impose an unreasonable travel distance (in excess of 800 feet) from the closest parking spaces to the ticket vending machine and platform for disabled passengers.

(8) BNSF representatives have stated that they prefer not to have a platform in their ROW in this location due to operational congestion and track capacity because of the high volume of freight traffic on their Main Line (Project Meeting, February 25, 2009.)

(9) The Highgrove Station would require an inner-track fence to separate the station track (4th track) from the three BNSF Main Line tracks for safety reasons. This would move the 4th track further east, thus requiring a design modification to the Citrus Connection curve increasing the degree of the curve causing decreased train speed, higher wheel noise, and higher maintenance due to the increased wear on the track. In addition, the minimum width with required clearances (approximately 44 feet) would force the platform to encroach into the driveway. Per an easement in the CC&R's for the purchase of the property by the Commission, access from this western driveway must be maintained for the owner of the warehouse development on the southern parcels.

(10) There is adequate bus service to the area proposed for the Highgrove Station alternative, but there would be no on-site bus drop-off area near the platform because of the constrained space between the platform and the existing open access driveway. Bus passengers would be dropped off curb-side on either Iowa Avenue or Citrus Street.

(11) Reconfiguration of Citrus Street would be required. It is agreed that the Citrus Street connection to Iowa Avenue will remain unchanged. Because of the length of the platform and the required distance (150') from the switch for the Citrus Connector track, reconfiguration including real estate takes on the east side of the street would be required to move Citrus Street eastward where it curves adjacent to the BNSF Main Line ROW. This would result in an increase in project cost related to the property acquisition and the road reconfiguration. These costs would not be required for the Hunter Park station location.

(12) A possible option to attempt to accommodate a station in the Highgrove location just south of the Citrus Connection is for the Commission to purchase the western-most building and property of the existing warehouse development on Parcel 4, demolish the building, and convert the property to on-site bus drop-off, disabled parking, and kiss-and-ride drop-off. This option is cost-prohibitive for the PVL project and presents traffic and congestion challenges due to the single entry and exit for passenger vehicles and buses. This would also require the demolition of the newly constructed industrial buildings at the site. Additionally, the vehicular access issues discussed above for the parcels north of the Citrus Connection would remain unchanged due to restrictions from the City of Riverside and CPUC.

As a result of additional study subsequent to the Site Plan Study prepared by STV Incorporated dated 2/27/09, the difference in cost to locate a station at this Highgrove site is now estimated at an additional \$45 million. (*Ibid.*)

Many commenters suggested that the "existing" depot in Highgrove could be used as a station site to avoid the cost of constructing a new station. However, there is no existing Highgrove depot. The Highgrove depot was originally located just south of Center Street and was demolished in 1953 (DEIR Cultural Resources Technical Report, page 23). The former depot location is located approximately 2,300 north of Citrus Street and adjacent to where the BNSF mainline and the SJBL currently connect. This proposed location would only allow for access to the BNSF mainline and not the proposed PVL project because the PVL project does not travel that far north. Additionally, this area is a low income minority area that would be significantly impacted by moving services north of Villa Street. (*Ibid.*)

For all the above stated reasons, the Highgrove Station option was not included as a component of the PVL project or as a feasible alternative, and therefore is not evaluated further within this EIR.

C. Alternatives Considered in Detail in the EIR

The following Project Alternatives were considered in detail in the EIR. These alternatives are rejected for various reasons as set forth below.

1. The No Project Alternative

No Project Alternative. The No Project Alternative would be the continuation of current and long-range plans for highway improvements, and maintaining the existing rail corridor for continued freight service. There are several planned and programmed roadway improvements along I-215 to include widening this freeway between the I-215/SR-60 interchange and Nuevo

Road, between Nuevo Road and Scott Road, and between Scott Road and Murrieta Hot Springs Road. Even with current and programmed improvements that include additional general purpose and High-Occupancy Vehicle (HOV) lanes, I-215 is forecasted to continue to operate at unsatisfactory service levels. As evidenced by increasing travel times, the I-215 freeway cannot keep pace with the projected demand resulting from population, employment, and development growth in the study corridor. With the major transportation facilities in the corridor, I-215 and SR-60, unsatisfactory levels of service are expected to continue even with programmed roadway improvements over the coming years. Thus, there is a need for a new transportation alternative to accommodate current and future mobility needs. (Draft EIR, p. 3-9.)

Finding: Based upon the Supporting Explanation below, the Commission rejects the No Project Alternative because (1) it would have greater impacts than the proposed Project in some resource areas, and/or (2) it would not meet the Project objectives. (Draft EIR, p. 3-9.) Each of the stated grounds for rejecting the No Project Alternative is independently sufficient to justify rejection of this alternative.

Supporting Explanation: The No Project Alternative would not meet any of the identified Project Goals and Objectives. This alternative would not provide a different mode of passenger transportation between Riverside and Perris (auto and bus modes would still be tied to the congested roadway network). Additionally, it would not reduce highway congestion in the corridor, thus furthering impacts to the natural environment with increased impacts to air quality within the corridor. The No Project Alternative would not broaden the range of public transportation alternatives between the various urban areas along the corridor and region, nor would it build upon an underused transportation resource within the corridor. Therefore, the No Project Alternative was eliminated from further evaluation, since it did not meet any of the goals and objectives for the Project. (Draft EIR, p. 3-9.)

2. The Express Bus Alternative

Express Bus Alternative: The Express Bus Alternative consists of low-capital improvements to existing transit facilities and services that would operate on I-215 HOV lanes between Downtown Riverside and Perris, as shown on Figure 3.2-1. To support this service, local feeder bus connections are proposed for the express bus route. Metrolink commuter rail service in Riverside would also benefit from any additional transfers from the feeder buses. The Express Bus Alternative comprises seven new stations within the I-215 corridor and two existing stations, including the Riverside Downtown Metrolink Station and the RTA Downtown Bus Terminal in downtown Riverside. The express bus service would be coordinated to reach the Riverside Downtown Metrolink Station during peak periods such that connections could be made to departing (AM) and arriving (PM) trains. In addition, linkages to local bus route services will compliment the proposed service. Several local routes will incorporate an additional “express bus stop” in order to provide greater connectivity and faster transportation service between the municipalities in the corridor. (Draft EIR, pp. 3-9 to 10.)

Finding: Based upon the Supporting Explanation below, the Commission rejects the Express Bus Alternative because (1) it would not meet a majority of the Project objectives, and (2) it is infeasible. (Draft EIR, p. 3-9 to 3-10.) Each of the stated grounds for rejecting the Express Bus Alternative is independently sufficient to justify rejection of this alternative.

Supporting Explanation: Although this alternative would meet some of the Project's objectives to some extent (EIR p. 3-13), it would not meet a majority of the four established Project goals and their respective objectives to the same extent as the Project (EIR p. 3-9). While improving the attractiveness of public transit as an alternative to the automobile this option does not reduce highway congestion in the corridor. The congested freeways, in particular the I-215/SR-60 interchange, affect the ability for the Express Bus Alternative to provide congestion relief. The operation of this alternative would require the buses to continually cross highly congested mixed-flow lanes to use the planned HOV lanes between the new stations, thus adversely affecting their travel times and ridership. Ridership growth was projected to be minimal, largely due to longer travel times on the increasingly congested freeways. Minimizing environmental impacts for this alternative would also not be met as effectively as the commuter rail alternatives. Seven new stations are proposed for the Express Bus Alternative, the greatest number of stations compared to the other alternatives, requiring more right-of-way acquisition which increases land use impacts to the corridor. As a result of the longest travel time from increasing highway congestion throughout the forecast years, impacts to air quality and traffic would be significant. Lastly, while this alternative proves to be the most cost effective (lowest total capital expenditure) the performance of this alternative is insufficient to meet the needs of commuters in the corridor. (Draft EIR, pp. 3-9 to 10.)

3. The New Commuter Rail Alternatives

Three build alternatives were identified that would implement commuter rail service in the corridor between Riverside and Perris. The study corridor includes an existing railroad right-of-way, the SJBL, which could provide a commuter rail route that would avoid the impediments to mobility that are found in the corridor and which cannot be adequately addressed by the other alternatives. The three new commuter rail alternatives are comparable because the alternatives are similar in terms of operation. Each commuter rail alternative extends the Metrolink 91 Line service from the existing Downtown Riverside Station to San Bernardino, Orange, and Los Angeles Counties. The differences in the three commuter rail alternatives include the various options to connect the SJBL mainline for service to the existing Metrolink station in downtown Riverside. The commuter rail service would operate during the peak period and in the peak direction. The operating schedule will be such that arrival and departure at Los Angeles Union Station would coincide with typical work schedules, in an effort to make the new service as attractive as possible to commuters. Different route lengths and operational considerations for each alternative are described in detail below. (Draft EIR, p. 3-10.)

The Commuter Rail Alternatives successfully meet a majority of the Project goals and objectives. Specifically, these alternatives build upon underused transportation resources since track in the region is currently only servicing freight operations. Commuter rail service expands not only the regional transit network but also beyond the study corridor and promotes a seamless transit system. These alternatives would strengthen older urban communities as centers of economic opportunity by fostering transit-oriented development. Improving mobility through the corridor without the dependency to rely on and add to the congestion of highways. Since all three commuter rail alternatives would satisfy some of the above stated Project goals and objectives to some extent (see Draft EIR p. 3-13), the remainder of the discussion will focus on the goals and objectives, specifically in terms of environmental impacts, that would not be met by each alternative. (*Ibid.*)

Commuter Rail with New Connection to UP Rail Alternative

Commuter Rail with New Connection to UP Rail Alternative: This commuter rail alternative would connect the SJBL to the existing Riverside Downtown Station via the Union Pacific Riverside Industrial Lead (UP RIL) (an active freight service line) without connecting to the BNSF main line, as shown on Figure 3.2-2. A connection track would be constructed between the SJBL and the UP RIL near Rustin Avenue in Riverside. The new connection track would allow for continuous movement between the SJBL and the existing Riverside Downtown station. This commuter rail alternative with new Connection to UP RIL would include the construction of five stations. (Draft EIR, p. 3-10.)

Finding: Based upon the Supporting Explanation below, the Commission rejects the Commuter Rail with New Connection to UP Rail Alternative because (1) it would result in environmental impacts to land use, construction-related noise and air quality, and noise/vibration that are more significant than the Project itself, and (2) it is economically infeasible. (Draft EIR, p. 3-10.) Each of the stated grounds for rejecting the Commuter Rail with New Connection to UP Rail Alternative is independently sufficient to justify rejection of this alternative.

Supporting Explanation: The new connection at Rustin Avenue would require acquisition of one vacant tract and a parcel that contains an existing building. In addition, a new grade crossing with signal protection would be required. The new track would require the displacement of a commercial property and acquisition of new property for a new grade crossing both which would have significant land use impacts to the corridor and come with an infeasible economic cost. Further, this option resulted in significant vibration and displacement impacts that neither of the other commuter rail alternatives would induce. Additionally, construction-related impacts would be worsened by the requirement to build a new grade crossing. Although this alternative would provide direct access to the existing Downtown Riverside Station with the shortest travel time, this alternative would require the agreement and purchase of the RIL alignment from the Union Pacific and the RIL would need to be reconstructed resulting in higher initial capital costs as compared to the other commuter rail alternatives. While the UP RIL connection provides an alternative to highway congestion in the corridor and builds upon underused transportation resources (see Draft EIR p. 3-13) it does not adequately coincide with the other Project goals and objectives, specifically as related to environmental impacts. (Draft EIR, p. 3-10.)

Commuter Rail with Highgrove Turnback Alternative

Commuter Rail with Highgrove Turnback Alternative. The Commuter Rail with Highgrove Turnback Alternative proposes an alignment that follows existing track along the SJBL and switches over to the BNSF mainline, as shown on Figure 3.2-3 of the Draft EIR. The existing connection would require trains traveling in either direction to Riverside or Perris to reverse movement at Highgrove to continue to the next station. This alignment would join the BNSF main line track to continue on to the existing Riverside Downtown Station. FRA requires a safety check prior to a train changing direction. This safety check includes a brake check and a visual inspection by the train engineer, which results in significantly longer travel times. The connection to the BNSF track to reach the existing station in Riverside requires no new

construction for track, but included in this alternative would be the construction of six new stations. (Draft EIR, pp. 3-11.)

Finding: Based upon the Supporting Explanation below, the Commission rejects the Commuter Rail with Highgrove Turnback Alternative because (1) it would have greater environmental impacts than the proposed Project, particularly as concerns traffic and (2) it is infeasible (Draft EIR, p. 3-11.) Each of the stated grounds for rejecting the Commuter Rail with Highgrove Turnback Alternative is independently sufficient to justify rejection of this alternative.

Supporting Explanation: The evaluation of this alternative revealed operational issues resulting from a significant delay caused by the turnback movement in Highgrove. The time needed to reverse the train and conduct the required FRA brake tests results in a significantly longer travel time, and would likely reduce ridership levels. Because it does not require additional track, the Commuter Rail with Highgrove Turnback Alternative would not need to acquire any new property to connect the BNSF and SJBL alignments (only acquisition of station sites). As a result of increased idling time required for the commuter train to make its reverse movement, travel time increases and so do air quality emissions. Because of the significant increase in travel times necessitated by a reverse train movement, this alternative was found to be infeasible. Additionally, the reverse movement will impact traffic congestion in the Highgrove area with the commuter train blocking grade crossings as it sits idle – introducing potential emergency services and business/residential access impacts. Although this alternative operates existing track and requires no acquisition for the track alignments, this alternative would have significant operational issues and environmental impacts. Therefore, although the Commuter Rail with Highgrove Turnback Alternative does meet some of the Project goals to some extent (Draft EIR p. 3-13), overall it does not meet the Project goals and objectives to the same extent as the Project, particularly with regard to minimizing environmental impacts and providing an efficient mode of alternative transportation. (Draft EIR, pp. 3-11.)

Commuter Rail with New Connection to BNSF at Citrus Street Alternative (“the proposed Project”)

Commuter Rail with New Connection to BNSF at Citrus Street Alternative: The Commuter Rail with New Connection to BNSF at Citrus Street Alternative (Citrus Connection) proposes a new, curved connection track north of Citrus Street between the SJBL and the BNSF right-of-way, as shown on Figure 3.2-4 of the Draft EIR. The new connection track at Citrus Street would require a property acquisition, with no displacements. The proposed connection track would negate the need for a turnback operation as required in the Highgrove Turnback Alternative. This alignment would utilize the BNSF mainline to access the existing Riverside Downtown Station. This commuter rail alternative, the Citrus Connection would include the construction of four stations. (Draft EIR, pp. 3-11 to 12.)

Finding: Based upon the Supporting Explanation below, the Commission found that this alternative best met the goals and objectives, while minimizing environmental impacts to greatest extent, and still being economically feasible. Accordingly, the Commission agreed that this alternative would be the Locally Preferred Alternative, and selected it as the proposed Project. (Draft EIR p. 3-12.)

Supporting Explanation: The evaluation of this alternative reveals that it does not have the operational constraints of the Highgrove Turnback Alternative and would avoid the environmental and acquisition impacts of the UP RIL Alternative. This alternative would have higher initial capital costs due to a new track connection at Citrus Street. The utilization of existing transportation resources would be improved due to the use of the existing and available BNSF and SJBL mainlines. The Commuter Rail with New Connection to BNSF at Citrus Street Alternative provides the best opportunity to implement a quality transit alternative within the corridor that serves the goals and objectives of the Project, and one that is not impeded by either highway congestion or railroad operational issues. (Draft EIR, pp. 3-11 to 14.)

D. Environmentally Superior Alternative

Environmentally Superior Alternative: The Project – which is the Commuter Rail with New Connection to BNSF at Citrus Street Alternative described above – is the environmentally superior alternative.

Supporting Explanation: The alternatives were evaluated based upon the ability to meet the goals and objectives of the project. The matrix compares the alternatives in order to identify the alternative with the least environmental impact and best performing operationally and is shown in Table 1.3-1. RCTC concluded that commuter rail service would provide the best solution to the specific transportation problems in the study corridor. In April 2008, RCTC adopted the Commuter Rail with New Connection to BNSF at Citrus Street Alternative (“Citrus Connection”) as the Locally Preferred Alternative. The reasons for adopting this alternative include minimizing the impacts to the community by reducing business relocation, reducing air quality impacts, and decreasing the amount of acquisitions without the need for displacements. This alternative most closely meets the goals and objectives established for the corridor, therefore, this alternative was selected by the RCTC as the LPA and the proposed Project in April 2008. Accordingly, the proposed Project is the environmentally superior alternative. (Draft EIR, p. 3-12.)

SECTION 8

SIGNIFICANT AND UNAVOIDABLE IMPACTS

The Commission hereby finds that the proposed Project would not have any significant and unavoidable direct, indirect, or cumulative impacts. Thus, a statement of overriding considerations is not required. (State CEQA Guidelines § 15093.)

SECTION 9
STATEMENT OF PROJECT BENEFITS

State CEQA Guidelines section 15093, subdivision (a) requires “the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project.” Further, State CEQA Guidelines section 15093, subdivision (b) requires that “[w]hen the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record.”

The Commission hereby finds that the EIR has identified and discussed all potentially significant environmental effects that may result from the proposed Project. The Commission further finds that, through the implementation of the mitigation measures discussed in the EIR, all potentially significant environmental effects will be mitigated to a level of less than significant. Thus, no statement of overriding considerations is required to be adopted pursuant to State CEQA Guidelines section 15093. Nonetheless, the Commission finds that the proposed Project will provide numerous region-wide, statewide, and local economic, legal, social, technological, and other benefits to the general public and the local community. Those benefits include:

1. The Project will improve the transportation network and mobility in Riverside County. By extending passenger rail service into portions of Riverside County not currently served by rail, the Project will reduce dependency on passenger cars and trucks. (E.g., Draft EIR p. 4.1132.) Reducing dependence on passenger cars and trucks will in turn reduce highway congestion and thereby improve mobility for both rail passengers and those that continue to use the roadway transportation network. (*Ibid.*; Draft EIR p. 4.9-5.)

2. The Project will assist the County’s local efforts, and SCAG’s regional efforts, to reduce air pollutants and greenhouse gas emissions that result from mobile sources. By providing commuters with the option to take rail for work, recreational, and business purposes, the Project will take cars and trucks off the road and thereby reduce traffic-related air quality emissions and GHGs in the South Coast Air Basin and Riverside County. (See Draft EIR pp. 4.3-13, 5-4.) Specifically, the Project will result in a reduction of approximately 34 million vehicle miles traveled per year in the project area. (Air Quality Technical Report at pp. 16-17.) This equates to a reduction of over 160,000 pounds of CO₂ each day, with similarly large reductions in criteria pollutants. (Draft EIR 4.3-23.)

3. The Project will benefit the local economy by providing jobs and by encouraging the investment of local resources in local projects. Specifically, the Project will provide local jobs both during construction and during operation. Moreover, the Project will bring a valuable infrastructure project into the region for long-term operation.

4. The Project will help to meet and fulfill both regional and local planning goals. Several local land use jurisdictions have land use plans which anticipate and plan for this Project. (Draft EIR pp. 4.9-5 through 4.9-7.) Additionally, the Project is anticipated and planned for by

the Regional Transportation Plan and also the Regional Transportation Improvement Plan approved for the SCAG region. (Draft EIR p. 4.9-5.) The Project's approval will allow the fulfillment of those long-term planning goals.

5. The Project will establish and expand the regional transit network within and beyond the study corridor. Currently, commuter rail services within Riverside County are focused around the Downtown Riverside Station, but do not extend along the I-215 corridor or to the many communities in that corridor whose residents travel to Riverside, Los Angeles, and Orange County for work and other purposes. The Project would extend commuter service into this underserved area, thus expanding the regional network of alternative transportation options. (E.g., Draft EIR p. 4.2-28.)

6. The Project will improve the attractiveness of public transit as a commuter alternative to the automobile, by making it available, reliable and convenient to use. Rather than requiring the residents of the Cities of Moreno Valley, Perris, and other communities to drive their cars into Riverside in order to access commuter trains, the Project will allow residents of those communities to access commuter train services in their own communities. (See, e.g., Draft EIR p. 4.1-32.) This will not only significantly decrease the total vehicle miles traveled by commuter riders, but will also make access more convenient for the region's riders. (See, e.g., Draft EIR pp. 4.3-27 through 4.3-28.)

7. The Project will reduce highway congestion in the corridor. One of the Project's primary purposes is to provide an alternative to traditional car/truck commuting along the congestion I-215 corridor, which will continue to worsen in future years. (Air Quality Technical Report at pp. 16-17.) This Project will provide efficient and convenient rail options for commuters, thus reducing vehicle trips along the corridor and the traffic congestion that those trips engender. (Draft EIR p. 2-6.)

8. The Project will promote a seamless regional transit system. By extending commuter rail service into the currently underserved I-215 corridor, the Project will provide a much-needed linkage between Riverside's Downtown Station and the Cities of Moreno Valley, Perris, and other communities along the I-215 corridor. This linkage, will allow passengers to travel from their communities, through the Downtown Riverside Station, and then into the Los Angeles or Orange County areas. (Draft EIR p. 2-3.)

9. The Project will broaden the range and availability of public transportation alternatives between the various urban areas along the corridor for a variety of trip purposes. The Project will provide yet another mode of transportation along the I-215 corridor by providing an alternative to traditional car/truck or bus travel. (E.g., Draft EIR pp. 2-5 through 2-6.)

10. The Project will promote organized planning of future transit-oriented development. Because the proposed project would construct the necessary transit infrastructure, including commuter rail and stations services, future land use planning within surrounding jurisdictions can now take advantage of the Project infrastructure when planning for transit-friendly communities, at higher densities, and foster transit-oriented development around transit stations. By providing several rail stations along the Project route, high-density commuter

communities may be better able to locate along the I-215 corridor. This is consistent with the goals behind SB 375, which urges local land use agencies to co-locate higher density housing with alternative modes of transportation, particularly along existing transportation corridors. In this way, urban sprawl into currently undeveloped lands will be discouraged, because it is anticipated that high-density residential or mixed-use development would be attracted to the Project's transportation services.

11. The Project will provide improved mobility opportunities to the transit dependent. The Project will be ADA compliant, and thus will provide a dependable mode of transportation for those who have medical conditions precluding them from driving. (See Draft EIR p. 2-11.) Additionally, the Project's affordable and dependable time-schedule will provide increased transportation independence for the elderly and non-drivers. (*Ibid.*)

12. The Project will enhance and build upon the existing public transportation system within the corridor. The San Jacinto Branch Line is a rail line that has been in existence for over 100 years. (Draft EIR p. 2-3.) Currently, however, it is underused. (Draft EIR p. 2-6.) Rather than constructing a new rail line in a currently undeveloped area, the Project would put this existing rail line to a repurposed use, thereby minimizing impacts while maximizing transportation-related benefits. (*Ibid.*)

13. The Project will improve local rail safety. The Project will improve the condition of the existing San Jacinto Branch Line through measures such as new ballast, welded rail, and other upgrades. (E.g., Draft EIR p. 2-11 through 2-12.) Additionally, the Project will improve at least 15 grade crossings along the Project's rail corridor, including pedestrian gates, striping, signage, raised medians, and other measures to minimize pedestrian and traditional traffic conflicts with rail operations. (E.g., Draft EIR p. 2-40.) Each of these measures will improve public safety. (*Ibid.*) RCTC has also provided funding and other support for the establishment of "quiet zones" within the City of Riverside. (Draft EIR p. 2-3; Final EIR Master Response #1.)

The Commission hereby finds that it has reviewed and considered the above Statement of Project Benefits, and that it is an accurate and objective statement. The Commission further finds that the foregoing economic, legal, social, technological, or other benefits will be provided to the public through approval and implementation of the proposed Project. Each of the benefits listed above, standing alone and unto itself, is sufficient justification for the Commission to proceed with the proposed Project.

SECTION 10

CERTIFICATION OF THE EIR

The Commission finds that it has reviewed and considered the EIR in evaluating the Project, that the EIR is an accurate and objective statement that fully complies with the Public Resources Code, the State CEQA Guidelines, and the Commission's Local CEQA Guidelines, and that the EIR reflects the independent judgment of the Commission. The Commission consequently certifies the EIR.

The Commission finds and declares that no new significant information as defined by State CEQA Guidelines section 15088.5 has been received by the Commission after circulation of the Draft EIR nor added by the Commission to the EIR that would require recirculation.

The Commission certifies the EIR based on, without limitation, the following finding and conclusions:

A. **Finding:** All potentially significant impacts of the proposed Project can be mitigated to less than significant levels. With implementation of the mitigation measures contained in the Mitigation Monitoring and Reporting Program, the proposed Project would not have any significant and unavoidable direct, indirect, or cumulative impacts on the environment.

B. **Conclusions:**

1. All significant environmental impacts from the implementation of the proposed Project have been identified and fully analyzed in the EIR and, with implementation of the identified mitigation measures impacts will be mitigated to a less than significant level.
2. Other reasonable alternatives to the proposed Project that could feasibly achieve the basic goals and objectives of the proposed update have been considered and rejected in favor of the proposed Project.

SECTION 11

ADOPTION OF MITIGATION MONITORING AND REPORTING PROGRAM

Pursuant to Public Resources Code section 21081.6, the Commission hereby adopts the Mitigation Monitoring and Reporting Program attached to this Resolution as Exhibit "A". Implementation of the Mitigation Measures contained in the Mitigation Monitoring and Reporting Program is hereby made a condition of approval of the Project. In the event of any inconsistencies between the Mitigation Measures as set forth herein and the Mitigation Monitoring and Reporting Program, the Mitigation Monitoring and Reporting Program shall control.

SECTION 12

PROJECT APPROVAL

Based upon the entire administrative record before the Commission, including the above findings and all written and oral evidence presented during the administrative process, the Commission hereby approves the Project.

SECTION 13

CUSTODIAN OF RECORDS

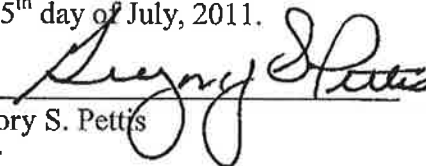
The documents and materials that constitute the record of proceedings on which these Findings have been based are located at the offices of the Riverside County Transportation Commission at 4080 Lemon Street, 3rd Floor, Riverside, CA 92501. The custodian for these records is Jennifer Harmon, Office and Board Services Manager/Clerk of the Board. This information is provided in compliance with Public Resources Code section 21081.6.

SECTION 14

STAFF DIRECTION

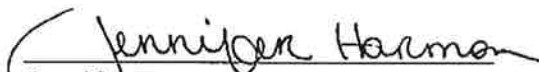
The Commission hereby directs staff to prepare, execute, file, and have posted a CEQA Notice of Determination with the Riverside County Clerk's Office and the Office of Planning and Research within five (5) working days of the Commission's adoption of this Resolution.

PASSED, ADOPTED, AND APPROVED this 25th day of July, 2011.



Gregory S. Pettis
Chair

ATTEST:



Jennifer Harmon
Clerk of the Board

State of California)
County of Riverside)

Exhibit "A"

Mitigation Monitoring and Reporting Program



0.4 MITIGATION MONITORING AND REPORTING PLAN

0.4.1 Introduction and Summary

Pursuant to Section 21081.6 of the Public Resources Code and the *California Environmental Quality Act (CEQA) Guidelines* Section 15097, public agencies are required to adopt a monitoring or reporting program to assure that the mitigation measures and revisions identified in the Environmental Impact Report (EIR) are implemented. As stated in Section 21081.6 of the Public Resources Code:

"...the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment."

Pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision maker coincidental to certification of the EIR. The Mitigation Monitoring and Reporting Plan (MMRP) must be adopted when making the findings (at the time of approval of the project).

As defined in the *CEQA Guidelines*, Section 15097, "reporting" is suited to projects that have readily measurable or quantitative measures or which already involve regular review. "Monitoring" is suited to projects with complex mitigation measures, such as wetland restoration or archaeological protection, which may exceed the expertise of the local agency to oversee, are expected to be implemented over a period of time, or require careful implementation to assure compliance. Both reporting and monitoring would be applicable to the proposed project.

The EIR prepared for the Perris Valley Line (SCH No. 2009011046) provided an analysis of the environmental effects resulting from construction and operation of the project. A thorough scientific and engineering evaluation of each alternative was undertaken in compliance with CEQA, including the identification of measures designed to avoid or substantially reduce the potential adverse effects of each alternative.

0.4.2 Mitigation Monitoring and Reporting Plan Table

To track and document the status of mitigation measures, a mitigation matrix was prepared and includes the following components:

- Mitigation measure
- Schedule
- Responsible for Mitigation
- Actions Taken to Implement Mitigation
- Verification

Mitigation measure timing of verification has been apportioned into several specific timing increments. The mitigation matrix is included in Table 0.4-1. Of these, the most common are:

1. Prior to construction of the project
2. During construction of the project
3. During operation of the project



Table 0.4.2-1
Mitigation Monitoring and Reporting Plan

Mitigation Measure	Schedule	Responsible for Mitigation	Actions Taken to Implement Mitigation	Verification
AESTHETICS AS-1: To minimize light spill over into residential areas during construction, light attenuating barriers or directed lighting shall be used.	During construction	<ul style="list-style-type: none"> Construction Manager 	Installation of temporary barriers, or directed lighting, at each light sensitive location	
BIOLOGICAL RESOURCES BR-1: The project biologist shall prepare and conduct pre-construction training for project personnel prior to any ground disturbing activities. At a minimum, the training shall include a description of the target species of concern, its habitats, the general provisions of the ESA and the MSHCP, the need to adhere to the provision of the MSHCP, the penalties associated with violating the provisions of the ESA, the general measures that are being implemented to conserve target species of concern as they relate to the project, any provisions for wildlife movement, and the access routes to and from project site boundaries within which the project activities must be accomplished.	Prior to construction	<ul style="list-style-type: none"> Construction Manager Project Biologist 	RCTC approves training program prior to the start of construction	
BR-2: Equipment storage, fueling and staging areas shall be located to minimize the risks of direct drainage into riparian areas or other environmentally sensitive habitats. The project specific SWPPP shall identify appropriate construction related BMPs (such as drip pans, straw wattles, and silt fence) to control anticipated pollutants (oils, grease, etc.).	Prior to and during construction	<ul style="list-style-type: none"> Construction Manager Project Biologist 	On-going surveillance by the Construction Manager and Project Biologist	



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0.4 MITIGATION MONITORING AND REPORTING PLAN

Mitigation Measure	Schedule	Responsible for Mitigation	Actions Taken to Implement Mitigation	Verification
BR-3: Stockpiling of materials shall be limited to disturbed areas without native vegetation, areas to be impacted by project development or in non-sensitive habitats. These staging areas shall be approved by the project biologist, and shall be located more than 500 feet from environmentally sensitive areas.	Prior to and during construction	<ul style="list-style-type: none"> Construction Manager Project Biologist 	On-going surveillance by the Construction Manager and Project Biologist	
BR-4: "No-fueling zones" shall be established at least 10 meters (33 feet) from drainages and fire sensitive areas.	Prior to and during construction	<ul style="list-style-type: none"> Construction Manager Project Biologist 	On-going surveillance by the Construction Manager and Project Biologist	
BR-5: The project biologist shall monitor construction activities at a minimum of three days per week throughout the duration of the project to ensure mitigation measures are being employed to avoid incidental disturbance of habitat and any target species of concern outside the project footprint. Construction monitoring reports shall be completed describing field conditions and construction activities. The project biologist shall be empowered to halt work activity if necessary to confer with RCTC to ensure the proper implementation of species habitat and habitat protection measures.	During construction	<ul style="list-style-type: none"> Construction Manager Project Biologist 	On-going surveillance by the Construction Manager and Project Biologist	
BR-6: To avoid attracting predators that may prey upon protected species, the project site shall be kept clean of trash and debris. Food related trash items shall be disposed of in sealed containers and removed from the site with regular trash removal, at least weekly. Pets of project personnel shall not be allowed on site.	During construction	<ul style="list-style-type: none"> Construction Manager 	On-going surveillance by the Construction Manager and Project Biologist	



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Mitigation Measure	Schedule	Responsible for Mitigation	Actions Taken to Implement Mitigation	Verification
BR-7: If dead or injured listed species are located, initial notification must be made within three working days, in writing to the USFWS Division of Law Enforcement in Torrance California, and by telephone and in writing to the applicable jurisdiction, Carlsbad Field Office of the USFWS, and the CDFG.	During construction	<ul style="list-style-type: none"> Construction Manager Project Biologist 	Copies of all communication with USFWS and CDFG	
BR-8: Narrow Endemic Plants have the potential to occur in the areas near the San Jacinto River. If Narrow Endemic Plants are identified 90% of the population shall be preserved, as required in the MSHCP.	During construction	<ul style="list-style-type: none"> Construction Manager Project Biologist 	Project Biologist to conduct the survey prior to construction	
BR-9: There is a potential to impact western spadefoot toads with the work on the San Jacinto River Bridge and Overflow Channel Bridge. A pre-construction survey for western spadefoot toads shall be conducted within 30 days prior to site disturbance to determine if western spadefoot toads are present within the designated construction area. Should western spadefoot toads be identified within the construction area, the project biologist shall prepare a relocation program that shall be approved by RCA prior to implementation.	Prior to construction	<ul style="list-style-type: none"> Construction Manager Project Biologist 	Project Biologist to conduct the survey prior to construction	
BR-10: The MSHCP requires both protocol surveys and preconstruction surveys for burrowing owls. Pre-construction surveys shall be conducted within 30 days prior to ground disturbance to avoid direct take. If owls are found to be present, the following measures will be implemented: prior to burrowing owl nesting season, passive relocation will occur and active burrows will be destroyed; after burrows are destroyed.	Prior to construction	<ul style="list-style-type: none"> Construction Manager Project Biologist 	Project Biologist to conduct the survey prior to construction	



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Mitigation Measure	Schedule	Responsible for Mitigation	Actions taken to Implement Mitigation	Verification
<p>artificial burrows will be created in suitable habitat that is contiguous with the foraging habitat of affected owls; a monitoring plan will be implemented to monitor the success of the mitigation program.</p> <p>BR-11: If nests are identified at the billboards located on the I-215 corridor, then a project biologist shall determine if the nests are active. If the biologist determines a nest to be active, appropriate buffers shall be used until the birds have fledged and the nest shall be removed with the approval of regulatory agencies.</p>	Prior to and during construction	<ul style="list-style-type: none"> Construction Manager Project Biologist 	On-going surveillance by the Construction Manager and Project Biologist	
<p>BR-12: There is a potential for impacts to southwestern willow flycatchers in the southern area of the Box Springs Reserve. To avoid potential impacts to nesting birds, culvert work proposed for this area shall be completed outside the bird breeding season (May 15th to July 17th) [Santa Ana Watershed Association (SAWA), 2004].</p>	During construction	<ul style="list-style-type: none"> Construction Manager 	On-going surveillance by the Construction Manager and Project Biologist	
<p>BR-13: There is a potential for impacts to least Bell's vireo in the southern area of Box Springs Reserve. To avoid potential impacts to nesting birds, culvert work proposed for this area shall be completed outside the bird breeding season (April 10th to July 31st) (SAWA, 2004).</p>	During construction	<ul style="list-style-type: none"> Construction Manager 	On-going surveillance by the Construction Manager and Project Biologist	
<p>BR-14: The project is within the SKR Fee area. RCTC shall pay \$500 per acre to the SKR for development outside the existing right-of-way. This fee shall be paid at the time of the grading permit submittal. The fee will include sites for the Citrus Connection,</p>	At time of grading permit submittal	<ul style="list-style-type: none"> RCTC 	Receipt for payment to Riverside County when the grading permit is submitted for approval	



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0.4 MITIGATION MONITORING AND REPORTING PLAN

Mitigation Measure	Schedule	Responsible for Mitigation	Actions Taken to Implement Mitigation	Verification
<p>Hunter Park Station, South Peirris, and Layover Facility (approximately 65 acres).</p> <p>BR-15: There is a potential for impacts to California horned lark in the area of the South Peirris Station and the Layover Facility if the agricultural fields are allowed to fallow. To avoid potential impacts to nesting birds, the ground preparation work shall be conducted outside of the bird nesting season (March 1st to July 31st) (County of Santa Barbara, 2009) and maintained to ensure that no birds then use the area for nesting prior to construction.</p>	During construction	<ul style="list-style-type: none"> Construction Manager 	On-going surveillance by the Construction Manager and Project Biologist	
<p>BR-16: There is a potential for impacts to the coastal California gnatcatcher within the Box Springs Canyon Reserve. To avoid potential impacts to nesting birds, culvert work proposed for this area shall be completed outside the bird breeding season (February 15th to August 30th) (SAWA, 2004).</p>	During construction	<ul style="list-style-type: none"> Construction Manager 	On-going surveillance by the Construction Manager and Project Biologist	
<p>BR-17: Prior to any construction impacts to jurisdictional areas, RCTC shall obtain permit approval from the USACE, CDFG and the RWQCB. The mitigation for jurisdictional area impacts will be to purchase mitigation credits for permanent impacts at a 1:1 ratio (total of 0.085 acres) from a local mitigation bank. The temporary impacts, 0.335 acres, will be mitigated by restoration/enhancement on land owned by RCTC near or adjacent to the project area.</p>	Prior to construction	<ul style="list-style-type: none"> RCTC 	On-going surveillance by the Construction Manager and Project Biologist	



Mitigation Measure	Schedule	Responsible for Mitigation	Actions Taken to Implement Mitigation	Verification
CULTURAL RESOURCES				
<p>CR-1: A qualified archaeologist and Native American monitor shall monitor ground disturbing construction activities between MP 3.50 and 4.50, and between MP 5.60 and 6.50. These monitors shall have the authority to temporarily halt or divert construction equipment to examine potential resources, assess significance, and offer recommendations for the procedures deemed appropriate to either further investigate or mitigate any adverse impacts. CA-RIV-2384, CA-RIV-4497/H and AE-CB-2 sites shall be avoided during project construction through the establishment of ESA and delineated by exclusionary fencing.</p>	During construction	<ul style="list-style-type: none"> Construction Manager Archaeological Monitor Native American Monitor 	Project Archaeologist to flag environmental sensitive areas (ESA) to exclude construction activities. The construction monitoring activities will be described in field monitoring logs.	
<p>CR-2: Replacement of four wood box culverts (MP 1.60, 5.30, 6.11 and 18.10) and two bridges (MP 20.70 and 20.80) along the SJBL alignment shall be mitigated by detailed documentation according to Historic American Buildings Survey/ Historic American Engineering Record/ Historic American Landscape Survey standards.</p>	Prior to construction	<ul style="list-style-type: none"> Construction Manager RCTC Qualified Historian 	A qualified historian will complete the HABS/HAER/HALS documentation for submittal to the Information Center	
<p>CR-3: Ground-disturbing activities shall be monitored by a qualified paleontologist at the Citrus Connection, South Perris Station and Layover Facility. The monitor shall also be present at locations where excavation is anticipated to be deeper than four feet. The monitor shall have the authority to temporarily halt or divert construction equipment to allow for removal of specimens. The monitor shall be equipped to salvage</p>	During construction	<ul style="list-style-type: none"> Construction Manager Paleontological Monitor 	On-going surveillance by the Paleontologist Monitor with activities documented in daily log sheets	



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Mitigation Measure	Schedule	Responsible for Mitigation	Actions Taken to Implement Mitigation	Verification
<p>any fossils unearthed during project construction, and shall be prepared to collect sediment samples that are likely to contain the remains of small fossil invertebrates and vertebrates.</p> <p>To mitigate adverse impacts to any paleontological resources encountered during construction, recovered specimens shall be identified, prepared for permanent preservation, and curated at the San Bernardino County Natural History Museum with permanent retrievable paleontological storage. A report of findings that includes an itemized inventory of specimens shall accompany the recovered specimens for curation and storage.</p>				
<p>CR-4: In the event cultural or paleontological resources are encountered during construction, ground-disturbing activity shall cease in the immediate area. A qualified archaeologist (cultural resources) and/or paleontologist (paleontological resources) shall be retained to examine the materials encountered, assess significance, and recommend a course of action to further investigate and/or mitigate adverse impacts to those resources that have been encountered.</p>	During construction	<ul style="list-style-type: none"> Construction Manager Archaeological Monitor and/or Paleontological Monitor 	On-going surveillance by the Archaeological Monitor/Paleontologist Monitor with activities documented in daily log sheets	
<p>CR-5: In the event that unanticipated discovery of human remains occurs during project construction, the procedures outlined in §15064.5(e) of the CEQA Guidelines shall be strictly followed. These procedures specify that upon discovery, no further excavation or disturbance of the site or any</p>	During construction	<ul style="list-style-type: none"> Construction Manager Archaeological Monitor 	On-going surveillance by the Archaeological Monitor with activities documented in daily log sheets	



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Mitigation Measure	Schedule	Responsible for Mitigation	Actions Taken to Implement Mitigation	Verification
<p>nearby area reasonably suspected to overlie adjacent human remains can occur. The county coroner must be contacted to determine if the remains are Native American. If the remains are determined to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall identify the Most Likely Descendant (MLD). The MLD shall make recommendations for the appropriate treatment and disposition of the remains and any associated grave goods in accordance with PRC §5097.98.</p>				
<p>HAZARDS AND HAZARDOUS MATERIALS</p>				
<p>HHM-1: Soil contamination is suspected at the following locations:</p> <ul style="list-style-type: none"> • 6400 Fischer Road, Riverside – diesel AST release • 13260 Highway 215, Riverside – gasoline UST release • 2 South D Street, Perris – gasoline UST release • 24 D Street, Perris – gasoline UST release • 101 and 102 South D Street, Perris – gasoline UST release and waste oil release • 210 West San Jacinto Avenue, Perris – gasoline and diesel UST release <p>Prior to construction soil characterization shall occur and includes sampling and analysis, and drilling shall be coordinated with and under the guidance of the Riverside County Department of Environmental Health.</p>	<p>During construction</p>	<ul style="list-style-type: none"> • Construction Manager 	<p>Construction Manager to submit soil sample analysis to RCTC for areas where soil will be disturbed</p>	



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Mitigation Measure	Schedule	Responsible for Mitigation	Actions Taken to Implement Mitigation	Verification
RCTC shall contract with a qualified environmental consultant to determine if the soil has been sampled, characterized and disposed of properly according to state and federal regulations.				
<p>HHM-3: Prior to construction RCTC shall prepare a traffic management plan. The traffic management plan shall be prepared in consultation with local jurisdictions to determine detour routes, length and timing of any closures, temporary access routes, signage, coordination with police and fire departments regarding changes in emergency access routes. An additional component of the plan shall be coordinating with local emergency response agencies to identify emergency evacuation routes in the event of a wildland fire near PVL facilities. This traffic management plan is the same as the traffic management plan required by Mitigation Measure TT-4.</p>	Prior to construction	<ul style="list-style-type: none"> RCTC Contractor 	Construction Manager/contractor to prepare plan prior to construction and receive approval from RCTC prior to implementation	
<p>HHM-4: See Mitigation Measure HHM-3 above.</p>	Prior to construction	<ul style="list-style-type: none"> RCTC Construction Manager 		
NOISE AND VIBRATION				
<p>NV-1: Noise barriers shall be constructed at the following locations (based on 30% Design Drawings):</p> <ul style="list-style-type: none"> NB 1: 10' high and 530' long between Sta. 264+00 and Sta. 269+30 NB 2: 13' high and 570' long between Sta. 269+30 and Sta. 275+00 NB 3: 9' high and 680' long between Sta. 283+00 and Sta. 289+40 	Prior to operation	<ul style="list-style-type: none"> RCTC Construction Manager 	The Construction Manager's bid package will be based on the adherence to all specifications called for in the Noise Barrier Engineering Plans	



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Mitigation Measure	Schedule	Responsible for Mitigation	Actions Taken to Implement Mitigation	Verification
<ul style="list-style-type: none"> NB 4: 12' high and 600' long between Sta. 289+40 and Sta. 295+40 NB 5: 8' high and 530' long between Sta. 297+70 and Sta. 303+00 NB 6: 8' high and 800' long between Sta. 303+00 and Sta. 311+00 NB 7: 10' high and 800' long between Sta. 322+00 and Sta. 330+00 NB 8: 11' high and 320' long between Sta. 331+00 and Sta. 334+20 NB 9: 13' high and 950' long between Sta. 323+40 and Sta. 332+40 NB 10: 13' high and 250' long between Sta. 332+80 and Sta. 334+80 NB 11: 9' high and 310' long between Sta. 336+00 and Sta. 339+10 NB 12: 9' high and 310' long between Sta. 339+10 and Sta. 342+20 NB 13: 13' high and 380' long between Sta. 342+20 and Sta. 346+00 	Prior to operation	<ul style="list-style-type: none"> RCTC Construction Manager 	Construction Manager to prepare plan prior to construction and receive approval from RCTC prior to implementation	
<p>MV-2: Based on the topography and engineering constraints at seven residential locations and St. George's Episcopal Church (eight properties total), the use of noise barriers will not provide adequate noise reduction. Improving the sound insulation of these properties by replacing windows facing the tracks with new sound-rated windows, as well as caulking and sealing gaps in the building envelope, eliminating operable windows and installing specially designed solid-core doors, would reduce noise to below the FTA impact criteria, and to less than significant levels. Sound insulation for eight properties shall be provided at the</p>				



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Mitigation Measure	Schedule	Responsible for Mitigation	Actions Taken to Implement Mitigation	Verification
<p>following locations:</p> <ul style="list-style-type: none"> • Northeast corner of the grade crossing at West Blaine Street (619 West Blaine Street) • Northeast corner of the grade crossing at Mount Vernon Avenue (116 East Campus View Drive) • Southwest corner of the grade crossing at Mount Vernon Avenue (first home on Mount Vernon Avenue) • Northeast corner of the grade crossing at Citrus Street (1027 Citrus Street) • Northeast corner of the grade crossing at Spruce Street (first two homes on Kentwood Drive) • Southeast corner of the grade crossing at Spruce Street (first home on Glenhill Drive) • St. George's Episcopal Church 				
<p>NV-3: Ballast Mats: A ballast mat consists of a rubber (such as shredded rubber tires), cork or other type of resilient elastomer pad that is placed under the normal ballast, ties, and rail. The ballast mat shall be placed on a concrete or asphalt layer to be most effective. Ballast mats can provide 5 to 12 dB attenuation at frequencies above 25 to 30Hz.</p>	<p>Prior to operation, if resiliently supported ties are not used.</p>	<ul style="list-style-type: none"> • RCTC • Construction Manager 	<p>Construction Manager to prepare plan prior to construction and receive approval from RCTC prior to implementation</p>	
<p>NV-4: Resiliently Supported Ties (Under-Tie Pads): This treatment consists of resilient rubber pads placed underneath concrete ties. A resiliently supported tie system consists of</p>	<p>Prior to operation, if ballast mats are not used.</p>	<ul style="list-style-type: none"> • RCTC • Construction Manager 	<p>Construction Manager to prepare plan prior to construction and receive approval from RCTC prior</p>	



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Mitigation Measure	Schedule	Responsible for Mitigation	Actions Taken to Implement Mitigation	Verification
<p>concrete ties supported by rubber pads. The rails are fastened directly to the concrete ties using standard rail clips.</p> <p>*Implementation by RCTC of either one of the above described vibration mitigation measures (NV-3 or NV-4) between Sta. 263+00 and 275+00 will eliminate the 2 VdB impact predicted in the UCR area of Riverside (affecting a total of 14 homes extending approximately 1,200 feet along the eastern side of the proposed PVL alignment just south of Spruce Street and north of Highland Elementary School).</p>			to implementation	
TRANSPORTATION AND TRAFFIC				
<p>TT-1: Cactus Avenue at Old 215 (for Moreno Valley/March Field Station)</p> <p>Reduce north/southbound Old 215's maximum green time to 15 seconds during the PM (5-6 PM) analysis hour. This will reduce delays for westbound Cactus Avenue's through movement from 240 to 116 seconds, and improve the overall intersection LOS from LOS F with 146 seconds of delay to LOS E with 72 seconds of delay, while maintaining LOS C for Old 215.</p>	Design Prior to operation	<ul style="list-style-type: none"> RCTC Construction Manager 	City of Perris Public Works/Engineering Administration Division to implement traffic-related actions.	
<p>TT-2: SR-74 (4th Street) at D Street (for Downtown Perris Station)</p> <p>Reduce the maximum green time for the east/westbound SR-74 left-turn phase to 14 seconds during the PM (5-6 PM) analysis hour. The levels of service for north and southbound D Street's through/left-turn movements, and the overall intersection, will</p>	Design Prior to operation	<ul style="list-style-type: none"> RCTC Construction Manager 	City of Perris Public Works/Engineering Administration Division to implement traffic-related actions.	



FINAL ENVIRONMENTAL IMPACT REPORT

0.4 MITIGATION MONITORING AND REPORTING PLAN

Mitigation Measure	Schedule	Responsible for Mitigation	Actions Taken to Implement Mitigation	Verification
<p>be improved beyond future levels of service without the project during the PM analysis hour with this mitigation measure.</p> <p>TT-3: Bonnie Drive at southbound I-215 ramps (for South Perris Station)</p> <p>Install a new traffic signal. This will improve eastbound Bonnie Drive's right-turn movement from LOS F to LOS B during the PM (5-6 PM) analysis hour and left-turn movement from LOS F to LOS C during the AM (6-7 AM) and PM analysis hours.</p> <p>*RCTC shall design the above-proposed improvements, and execute agreements with the affected jurisdictions to provide funding for the installation of the signals or to install the signals in conjunction with the development of the project. With these mitigation measures in place, the significant impacts of the proposed project at the three above-mentioned intersections will be eliminated (out of the six locations where significant impacts are expected). At the remaining three locations where significant impacts are expected (San Jacinto and Redlands Avenues, SR-74 at northbound I-215 Off-Ramp, and SR-74 at Sherman Road), traffic signals are planned to be installed by other projects (unrelated to the PVL) as part of the future condition without the project. Therefore, no mitigation measures will need to be implemented by the proposed PVL project at these intersections. However, in the event that the signalization of these three locations by other projects (unrelated to the PVL) does not occur prior to</p>	<p>Design Prior to operation</p>	<ul style="list-style-type: none"> • RCTC • Construction Manager 	<p>Construction Manager to design the proposed signal and receive approval from RCTC and/or Public Works/Engineering Administration Division prior to implementation.</p>	



FINAL ENVIRONMENTAL IMPACT REPORT

0.4 MITIGATION MONITORING AND REPORTING PLAN

Mitigation Measure	Schedule	Responsible for Mitigation	Actions Taken to Implement Mitigation	Verification
<p>the 2012 opening year of the PVL, the installation of traffic signals at these additional locations will be incorporated as PVL project features.</p> <p>TT-4: RCTC shall develop a traffic management plan in consultation with local jurisdictions to minimize impacts to existing traffic levels of service. At a minimum, the traffic management plan shall address: detours; coordination with other construction projects (if applicable); length and timing of any street closures; length and timing of any grade crossing closures; coordination with police and fire departments regarding changes in emergency access routes; temporary access routes and signage if any commercial properties are affected; and contact information for RCTC and its contractors.</p>	<p>Prior to construction</p>	<ul style="list-style-type: none"> • RCTC • Contractor 	<p>Construction Manager/contractor to prepare plan prior to construction and receive approval from RCTC prior to implementation.</p>	

EXHIBIT "B"

COMMENTS AND RESPONSES
CONCURRENCE



Letter 15b
Carl F. Cranor
January 11, 2011

20682 Hilltop Drive
Riverside, CA 92707
January 11, 2011

Ms. Edda Rosso
Capital Projects Manager
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

Dear Ms. Rosso.

This is an addendum to my letter of January 10 about the adverse effects of the Perris Valley Line extension of Metrolink on those of us who live on Poarch Road and Hilltop Drive. My family and I live on Hilltop. } L15b-1

I appear to have made some mistaken assumptions—compared to how planning agencies think about these issues. As I indicated because of the closing of the Poarch/Watkins crossing those of us who live on Poarch or Hilltop would have to drive nearly six (6) additional miles per roundtrip from our homes. It appears from the internet literature that planners assume that a single family home makes between 9.5 and 13 trips per day, both higher than I assumed. As many trips as 9.5 would result in our driving an extra 57 miles per day, while 13 trips per day would result in an extra 78 miles of driving per day. Over the course of a year this translates into 20,805 miles per year (9.5*365) up to 28,370 miles per year. Over a ten-year period the extra driving would amount to 208,050 up to 283,700 miles during that time. This would wear out several cars just from the EXTRA DRIVING. None of this, of course, takes into account the additional wear and tear of driving on the rough Gernert road. } L15b-2

The cost of the extra driving, calculated using IRS numbers for the per-mile total costs of driving a car (\$0.50/miles) would amount to the following: For one year this would amount to \$10,402.50 up to \$14,185 for our family alone. Over a ten-year period these totals become \$104,025 up to \$141,850. If, over time, the full costs of driving a car increase to \$0.60 per mile because of inflation and costs of gasoline, these numbers become \$12,843 (20,805*.60) up to \$17,044 (28370*.6) in a given year. THIS IS JUST THE AMOUNT FOR EXTRA DRIVING NECESSITATED BY NOT HAVING A CROSSING GATE AT POARCH/WATKINDS THAT CAN BE DROPPED WHEN THE TRAINS ARE APPROACHING. } L15b-2

In addition, there are at least 9 single-family homes (and I am not sure the count is correct; there could be one or two more) that are in the same position. Consequently, the total cost imposed by the extra driving over a ten-year period would range from \$936,225 (9*\$104,025) up to \$1,276,650 (9*\$141,850), not counting any increase in per-mile costs of using a car. As I noted yesterday the needed compensation could well approach \$1 million dollars or more over ten years, plus extra wear and tear on cars driving on unimproved roads. }

Moreover, one of our neighbors has an adult child with autism and they frequently have to take him to the emergency room. I do not know any particulars, but an extra three miles to the emergency room, some of }



Letter 15b (cont'd)
Carl F. Cranor
January 11, 2011

it over slower rough roads, cannot be reassuring to them. However, they will need to provide details to you.

} L15b-2 cont'd

Finally, there are other costs that I have probably missed. One is that our property values are almost surely going to go down in value simply because it will be more difficult to reach our homes. Thus, when these properties sell, they will be discounted in value to some extent because of the added burden of living where we do, simply because of the particular remedy you are choosing to provide safety from trains. Yesterday (and above), I suggested that a movable crossing gate that regulated the Poarch/Watkins crossing seemed like the best solution. This still seems to be the obvious solution that does not impose great costs on those of us that live on Poarch and Hilltop. I would be willing to bet that over time, there would be no problems at this crossing because trains will be moving so slowly because of the condition and crookedness of the tracks. However, even if there were, the gate could then be locked, as you are currently proposing.

} L15b-3

I look forward to hearing from you.

Sincerely yours,

Carl F. Cranor, Ph.D. (UCLA), M.S.L. (Yale Law School)
Distinguished Professor of Philosophy
University of California
Riverside, CA



Response to Letter 15b
Carl F. Cranor
January 11, 2011

L15b-1. This comment is introductory and does not raise specific environmental issues. No response is necessary.

L15b-2. As currently configured, the Poarch Road grade crossing does not meet SCRRRA safety standards and must either be closed or improved prior to introduction of commuter rail service. RCTC has evaluated both options and closing the crossing is safe, prudent, and cost effective. The inconvenience to nearby residents, while real, does not outweigh the overall benefits to the public. Improving the crossing would entail substantial work, including realigning a section of the track, and would cost an estimated \$2.5 million. The grade crossing at Poarch Road (MP 5.02) is illegal and dangerous. There are no warning devices that inform approaching pedestrians, bicyclists, and vehicle drivers of an incoming train. Therefore, this grade crossing must be closed for safety reasons, regardless of the PVL project.

The closure of this crossing would not significantly affect the traffic volumes in the area and, therefore, create any substantive traffic impacts from an environmental assessment point of view. Moreover, the extensive upgrades that would be necessary to improve this crossing are not economically feasible for the PVL project. Since this grade crossing must be closed regardless of the PVL project, there is no significant impact as a result of the project. Therefore, compensation for residents is not required. There are no new impacts as a result of this comment.

L15b-3. See response 15b-2. There are no new impacts as a result of this comment.



SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT

0.3 RESPONSE TO COMMENTS

0.3.2 COMMENT LETTERS

Letter 15a
Carl F. Cranor
January 10, 2011

20682 Hilltop Drive
Riverside, CA 92707

Ms. Edda Rosso
Capital Projects Manager
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

Dear Ms. Rosso,

It has belatedly come to our attention that the Perris Valley Line extension of Metrolink will enormously impact those of us who live on Poarch Road and Hilltop Drive. My family and I live on Hilltop. } L15a-1

As I understand it you will have slow-moving metrolink trains using the tracks that currently are between Poarch and Watkins Drive. Apparently the solution is to close this current railroad crossing permanently so that resident cannot use it. This solution seems like overkill as a matter protecting cars from being hit by trains and imposes enormous costs in terms of time, money, damage to cars and so on. } L15a-2

Yesterday I checked to see how many miles extra we would have to drive if the Watkins-Poarch track-crossing were permanently closed. To go from Poarch to a point right across the tracks is an additional THREE MILES ONE WAY. Since my family typically makes numerous trips per day per driver, THIS IS AN ADDITIONAL SIX (6) MILES EVERYTIME WE LEAVE AND RETURN TO OUR HOUSE, WHETHER WE ARE MERELY GOING TO THE GROCERY STORE AT CANYON CREST OR TAKING OUR DAUGHTER TO SCHOOL. I do not recall the average number of trips you assume for planning purposes that each driver would make, but I estimate for our family it is typically EIGHT ROUNDTRIPS PER DAY FOR ALL DRIVERS (3 drivers, soon to be a fourth driver), sometimes more. This is an additional 50 miles per day for our family alone. Over the course of a year this is a substantial distance (18,250 miles per year). If we live at this house another 10 years this is approximately 182,500 miles for the next 10 years, JUST FOR OUR FAMILY, NOT COUNTING OTHER FAMILIES. } L15a-3

Moreover, since much of the road that we would need to use to merely get across the tracks on our usual routes is rough, sometimes washed out, our cars would take a more severe physical beating than they currently do. Consequently we would be required to drive an extra 50 miles per day on a typical day and impose rough roads on our cars for about 1/3 of that distance.

In addition, it seems to me as an outsider that the obvious solution to protecting cars from the trains is simply to install a crossing gate at Poarch/Watkins that is closed when trains are on the tracks at that point and open otherwise. Because it appears that trains will not be able to travel very fast on this section of tracks (20 mph seems to be the estimate), this solution should easily protect cars and their occupants from being hit by trains. It is not as if this track is a high-speed track such as the one that crosses Magnolia, or further out town or Chicago over which long fast freight trains are crossing streets. Nonetheless, at these three crossings there are only railroad crossing gates that raise and lower when trains are passing. Why is not such a solution adequate for the Poarch/Watkins crossing? } L15a-4



Letter 15a (cont'd)
Carl F. Cranor
January 10, 2011

However, should you decide to go ahead without using a simple crossing gate, you could compensate us for the extra mileage we will put on our cars each year. Currently the Internal Revenue Service uses about \$0.50 per mile for compensation purposes. If we suppose that will go up over time to say, \$0.60 in ten years, for ten years extra driving you could compensate us between \$91,250 up to \$109,500. In addition, there would need to be extra compensation for the wear and tear that would be imposed on our cars because of the rough roads over which we would have to drive.

L15a-5

When you add other families who will have extra driving costs, you would have an additional multiplier. There could be a total of 7-10 families who are in the same position we are. If it were ten additional families with several drivers the compensation could well approach \$1 million dollars over ten years, plus extra wear and tear on cars driving on unimproved roads.

Frankly I was quite surprised at the great costs your proposed changes would impose on us. Intuitively, I realized it would be a substantial hassle, but putting it in terms of dollar costs that are very standard brings home the vast imposition this will impose on our income, time, damage to cars and so on.

L15a-6

I look forward to hearing from you.

Sincerely yours,

Carl F. Cranor, Ph.D. (UCLA), M.S.L. (Yale Law School)
Distinguished Professor of Philosophy
University of California
Riverside, CA



Response to Letter 15a
Carl F. Cranor
January 10, 2011

- L15a-1. This comment is introductory. No response is necessary.
- L15a-2. As currently configured, the Poarch Road grade crossing does not meet SCRRRA safety standards and must either be closed or improved prior to introduction of commuter rail service. RCTC has evaluated both options and closing the crossing is safe, prudent, and cost effective. The inconvenience to nearby residents, while real, does not outweigh the overall benefits to the public. Improving the crossing would entail substantial work, including realigning a section of the track, and would cost an estimated \$2.5 million.
- ~~The grade crossing at Poarch Road (MP 5.02) is dangerous. There are no warning devices that inform approaching pedestrians, bicyclists, and vehicle drivers of an oncoming train. Therefore, this grade crossing must be closed, regardless of the PVL project. The extensive upgrades that would be necessary to improve this crossing are not economically feasible for the PVL project. There are no new impacts as a result of this comment.~~
- L15a-3. See response 15a-2. The closure of the Poarch Road crossing would present an inconvenience to only a the relatively few nearby residents that currently use it; however, the increased safety benefit to the public weighs heavily into the decision, small number of residences by requiring the residents. The alternate route to Poarch Road to travel south is via Gernert/Morton Roads to access I-215/SR-60 and the neighborhoods west of the railroad tracks. However, (This detour would not significantly affect traffic volumes in the area and, therefore, create any traffic impacts from an environmental assessment point of view. There are no new impacts as a result of this comment and the SEA has not been changed.
- L15a-4. Installing a "crossing gate" at the Poarch Road grade crossing, as this comment suggests, is economically infeasible for FTA. In order for a gate to be installed there would still need to be installation of appropriate warning devices, changes in topography to allow for sight distances, and controls so that vehicles would not be forced to stop on the tracks before entering Watkins Drive. Since this grade crossing must be closed regardless of the PVL project, there is no significant impact as a result of the project. There are no new impacts as a result of this comment.
- 15a-5. See response 15a-4. The closure of the Poarch Road grade crossing at Poarch Road must be closed for safety reasons would not significantly affect the traffic volumes in the area to cause impacts, and compensation for residents is not required. There are no new impacts as a result of this comment.
- 15a-6. See responses 15a-4 and 15a-5.

Teich, Ken

From: Perez, Juan
Sent: Monday, August 19, 2013 11:18 AM
To: 'Carl Cranor'; Ashley, Marion
Cc: Russell, Paul; AblottThunder@aol.com>; Romo, Patricia; Teich, Ken
Subject: RE: Road closing at Gernert/Poarch/Watkins

Good morning Mr. Cranor,

Thank you for contacting us.

The item on the Board agenda tomorrow is to set a formal public hearing on September 10 to consider this item. Should the Board approve setting the public hearing date tomorrow by adopting this item, then the Transportation Department will be mailing notices to the property owners in your community, as well as posting physical notice on the road and advertising in the newspaper. That is why you have not received a mailed notice for this item, but will for the September 10 hearing.

The information that we have received from Ms. Rosso at RCTC is that they had not received public comments regarding the closure during their EIR process, which is what is reflected in our Board item tomorrow. I am forwarding your email and correspondence to them for a reply.

Regards,

Juan C. Perez
Director of Transportation and Land Management
Transportation and Land Management Agency
County of Riverside
JCPerez@rctlma.org
951-955-6742

Public Service Hours are 8:00 a.m. to 5:00 p.m. - Monday through Friday

From: Carl Cranor [mailto:carl.cranor@ucr.edu]
Sent: Monday, August 19, 2013 8:55 AM
To: Ashley, Marion
Cc: Perez, Juan; Russell, Paul; AblottThunder@aol.com>
Subject: Road closing at Gernert/Poarch/Watkins

Dear Supervisor Ashley,

I live at 20682 Hilltop Drive, Riverside 92507 and am directly affected by the proposal to close Gernert Road/Poarch Road where it empties onto Watkins Drive. I belatedly learned of the intentional to close this entrance just last week. I now have a copy of the Submittal to the Board of Supervisors for the meeting of August 20. This will substantially and

adversely impact about 10 families as well the members of the general public that utilize Gernert Road as a bypass to the freeway when it is backed up or when they are late to work.

The Submittal asserts that there were no objections to this closing ["RCTC did not receive public comments opposing the planned closure of the Poarch Road Crossing in their EIR." (p. 2)] This is simply false. I have attached to this email two letters I sent to Edda Rosso of RCTC protesting this action. The first letter was sent January 10, 2011, and the second January 11, 2011.

There are several problems with the process. First, to my knowledge we never received a public notice that this would occur, but had to glean it from newspaper stories. Second, apparently my letters never received attention that in fact the railroad crossing would substantially adversely affect the residents of the Box Springs Mountain area served by Gernert/Poarch/Hilltop. Third, the fact that the Submission says no one opposed it supports the previous point.

Fourth, I understand from Paul Russell that in fact there will be road gates at the crossing to control traffic when trains are on the tracks at that point, but **THEY WILL BE LOCKED**. More than 2 years ago I proposed that there should be gates at that point and with short, slow-moving metrolink trains using the tracks and probably occasionally the slow-moving freight trains the gates should be to control traffic without undue risks to cars that happen to be stopped on the Watkins side of the gates when they are down. If you plan to put in the gates in any case, it seems to be the height to foolishness to lock them when they operate and protect cars from trains when they were in the crossing.

Beyond this as I pointed out more than two years ago there are substantial adverse impacts on the residents of Poarch/Hilltop to say nothing about other users of the road from Crowley Lane, Moreno Valley, and beyond.

Just for the residents of Poarch/Hilltop here are some of the adverse effects, updated from two years ago:

"Because of the closing of the Poarch/Watkins crossing those of us who live on Poarch or Hilltop would have to drive nearly six (6) additional miles per round trip from our homes. It appears from the internet literature that 'city' planners assume that a single family home makes between 9.5 and 13 trips per day. As many trips as 9.5 would result in our driving an extra 57 miles per day, while 13 trips per day would result in an extra 78 miles of driving per day. Over the course of a year this translates into 20,805 miles per year (9.5*365) up to 28,370 miles per year. Over a ten-year period the extra driving would amount to 208,050 up to 283,700 miles during that time. This would wear out several cars just from the EXTRA DRIVING. None of this, of course, takes into account the additional wear and tear of driving on the rough Gernert road." In addition, if one factors in the approximate cost of the extra driving, using IRS numbers for the per-mile total costs of driving a car (\$0.565/mile) this would amount to the following: For one year this would amount to \$11,754.82 up to \$16,029.05 for our family alone. Over a ten-year period these totals become \$117,548.20 up to \$160,290.50. If, over time, the full costs of driving a car increase to \$0.60 per mile because of inflation and costs of gasoline, these numbers become \$12,843 (20,805*.60) up to \$17,044 (28370*.6) in a given year. THIS IS JUST THE AMOUNT FOR EXTRA DRIVING NECESSITATED BY NOT HAVING A CROSSING GATE AT POARCH/WATKINDS THAT CAN BE DROPPED WHEN THE TRAINS ARE APPROACHING.

If there are as your submission indicates 10 families affected by closing the crossing, the costs to individual home owners become quite substantial: 10 families times the costs of one family become \$117,548.2 up to \$160,290.50 PER YEAR for all affected. Over a 10-year period the total costs are 10 times higher for those families—more than \$1 million dollars.

None of this accounts for the extra wear and tear on our cars by having to drive the extra 6 miles per round trip mainly on the unimproved and rough Gernert Road. Gernert also periodically washes out during times of heavy rains.

I have had to write this letter in a rush because I am on a panel being reviewed for a jury in Riverside Superior Court. Moreover, this may also prevent me from attending your meeting tomorrow, but if at all possible I will try to attend.

Please consider the substantial adverse effects on local residents and other public users of Gernert/Poarch/Hilltop and do not close the grade crossing at Gernert/Poarch-Watkins.

Sincerely yours,

Carl F. Cranor
Distinguished Professor of Philosophy
Faculty Member, Environmental Toxicology Graduate Program
Department of Philosophy
University of California
Riverside, CA 92521

Phone: (951) 827-2353

Fax: (951) 827-5298

EXHIBIT "C"

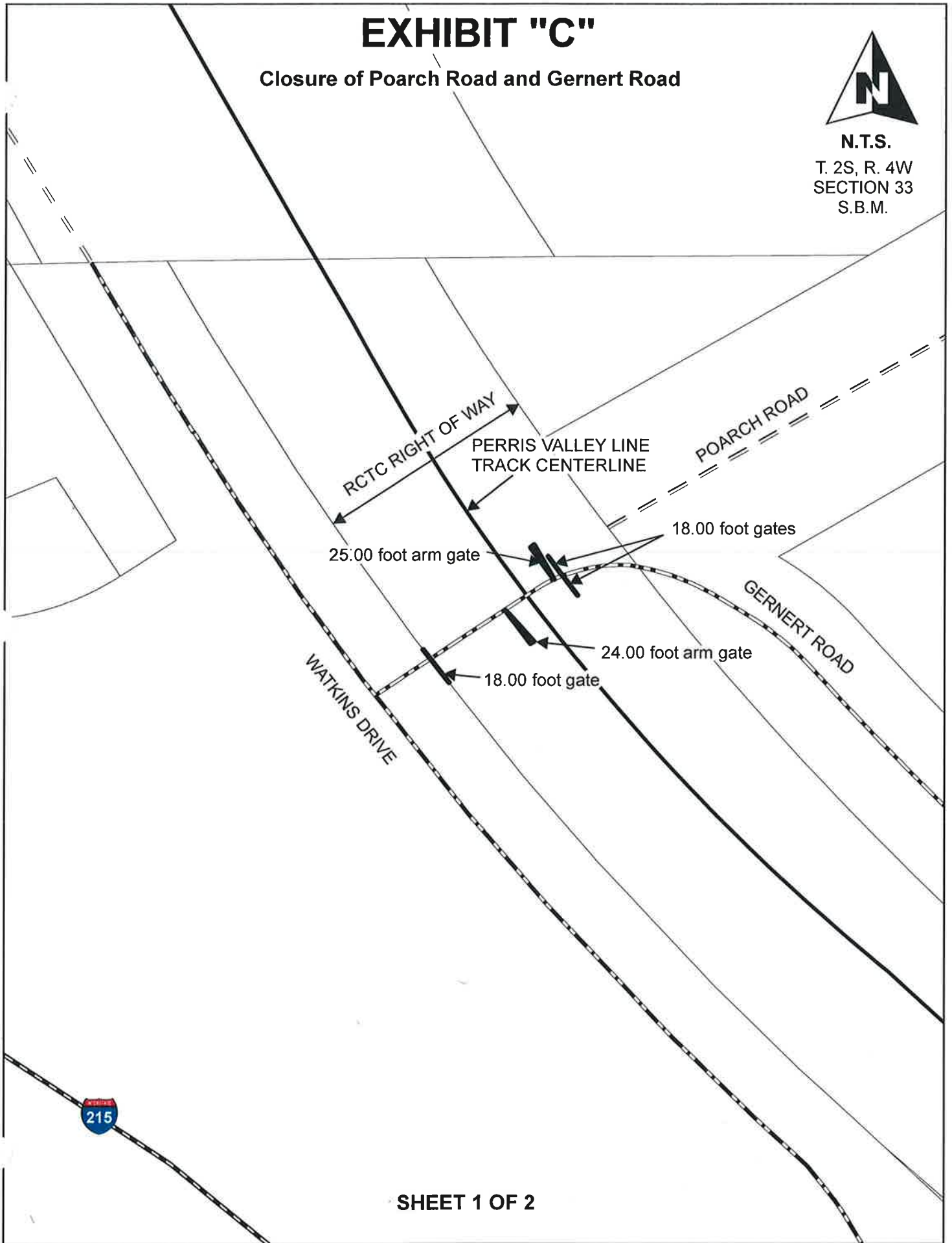
EXHIBIT "C"

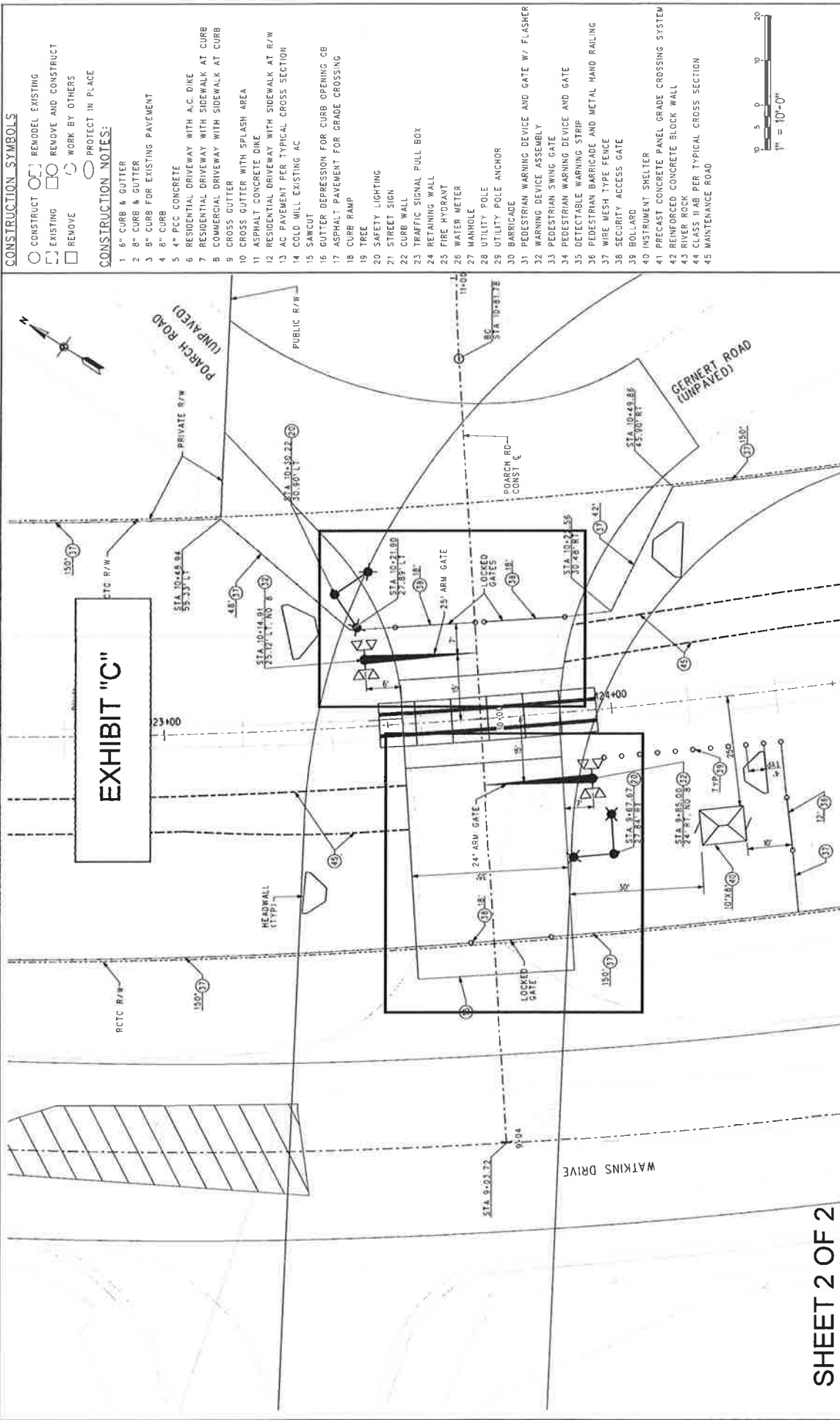
Closure of Poarch Road and Gernert Road



N.T.S.

T. 2S, R. 4W
SECTION 33
S.B.M.





CONSTRUCTION SYMBOLS

- CONSTRUCT
- ◻ REMODEL EXISTING
- ◻ EXISTING
- ◻ REMOVE AND CONSTRUCT
- ◻ REMOVE
- WORK BY OTHERS
- PROTECT IN PLACE

CONSTRUCTION NOTES:

- 1 6" CURB & GUTTER
- 2 8" CURB & GUTTER
- 3 8" CURB FOR EXISTING PAVEMENT
- 4 8" CURB
- 5 4" PCC CONCRETE
- 6 RESIDENTIAL DRIVEWAY WITH A.C. DIKE
- 7 RESIDENTIAL DRIVEWAY WITH SIDEWALK AT CURB
- 8 COMMERCIAL DRIVEWAY WITH SIDEWALK AT CURB
- 9 CROSS GUTTER
- 10 CROSS GUTTER WITH SPLASH AREA
- 11 ASPHALT CONCRETE DIKE
- 12 RESIDENTIAL DRIVEWAY WITH SIDEWALK AT R/W
- 13 AC PAVEMENT PER TYPICAL CROSS SECTION
- 14 COLD MILL EXISTING AC
- 15 SAWCUT
- 16 GUTTER DEPRESSION FOR CURB OPENING CB
- 17 ASPHALT PAVEMENT FOR GRADE CROSSING
- 18 CURB RAMP
- 19 TREE
- 20 SAFETY LIGHTING
- 21 STREET SIGN
- 22 CURB WALL
- 23 TRAFFIC SIGNAL PULL BOX
- 24 RETAINING WALL
- 25 FIRE HYDRANT
- 26 WATER METER
- 27 MANHOLE
- 28 UTILITY POLE
- 29 UTILITY POLE ANCHOR
- 30 BARRICADE
- 31 PEDESTRIAN WARNING DEVICE AND GATE W/ FLASHER
- 32 WARNING DEVICE ASSEMBLY
- 33 PEDESTRIAN SWING GATE
- 34 PEDESTRIAN WARNING DEVICE AND GATE
- 35 DETECTABLE WARNING STRIP
- 36 PEDESTRIAN BARRICADE AND METAL HAND RAILING
- 37 WIRE MESH TYPE FENCE
- 38 SECURITY ACCESS GATE
- 39 BOLLARD
- 40 INSTRUMENT SHELTER
- 41 PRECAST CONCRETE PANEL GRADE CROSSING SYSTEM
- 42 REINFORCED CONCRETE BLOCK WALL
- 43 RIVER ROCK
- 44 CLASS II AB PER TYPICAL CROSS SECTION
- 45 MAINTENANCE ROAD



NOT FOR CONSTRUCTION		RIVERSIDE COUNTY TRANSPORTATION COMMISSION		RCTC PERRIS VALLEY LINE	
EXHIBIT "C"		GERMERT / POARCH ROAD CROSSING		CPUC NO. 002X-520, MP 5.2 USDOT NO. 02731E	
STV Incorporated		AECOM		ROADWAY IMPROVEMENTS	
DESIGNED BY: SUSILO		APPROVED BY: DORNA		SCALE: HORIZ 1" = 10'	
DRAWN BY: SUSILO		TRANSPORTATION		CONTRACT NO. 007-33-133-00	
APPROVED BY: L. MOHR		DATE: 09-8-11		REVISION: 0001	
DATE: 09-8-11		REVISION: 0001		REVISION: 0001	
9-8-11 30% INTERIM DESIGN REVISION SUBMITTAL		9-8-11 30% INTERIM DESIGN REVISION SUBMITTAL		9-8-11 30% INTERIM DESIGN REVISION SUBMITTAL	

SHEET 2 OF 2

**PETER ALDANA
COUNTY OF RIVERSIDE
ASSESSOR-COUNTY CLERK-RECORDER**

Recorder
P.O. Box 751
(951) 486-7000

www.riversideacr.com

CERTIFICATION

Pursuant to the provisions of Government Code 27361.7, I certify under the penalty of perjury that the following is a true copy of illegible wording found in the attached document:

(Print or type the page number(s) and wording below):

CLARIFICATION FOR AREA OBSCURED IN MARGIN:

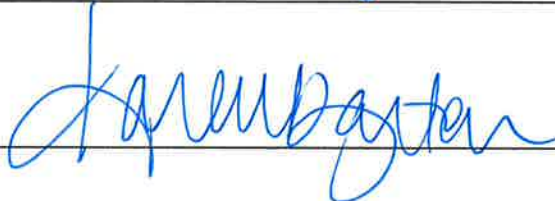
FORM APPROVED COUNTY COUNSEL

BY: _____
 SYNTHIA M. GUNZEL DATE

NUMBERS ALONG PLEADING:

18 19 20 21 22 23 24 25

Date: 7-25-16

Signature: 

Print Name: Karen Barton, Board Assistant



PETER ALDANA
COUNTY OF RIVERSIDE
ASSESSOR-COUNTY CLERK-RECORDER

Recorder
P.O. Box 751
Riverside, CA 92502-0751
(951) 486-7000

www.riversideacr.com

CERTIFICATION

Pursuant to the provisions of Government Code 27361.7, I certify under the penalty of perjury that the following is a true copy of illegible wording found in the attached document:

(Print or type the page number(s) and wording below):

CLARIFICATION OF THE SEAL for the Riverside County Board of Supervisors
(embossed on document)



Mitigation Measure, Schedule, Responsible for Mitigation,
Actions taken to Implement Mitigation, Verification

Date:

7-25-16

Signature:

Karen Barton

Print Name:

Karen Barton, Board Assistant, Riverside County Clerk of the Board

The Environmental Impact Report is available to the General Public at:

Riverside County Transportation Commission at 4080 Lemon St. 3rd Floor, Riverside, CA 92501
County of Riverside, Transportation Department at 4080 Lemon St. 8th Floor, Riverside, CA 92501

Russell Williams Title Environmental Division Mgr. Date 9/3/13
Russell Williams

HEARING BODY OR OFFICER

XX Board of Supervisors
 Planning Commission

ACTION ON PROJECT

 Approval
 Disapproval

Date: _____

Verifying: _____ Title: _____ Date: _____

For County Clerk Use



Original Negative Declaration/Notice of Determination was routed to County Clerks for posting on.

10/3/13
Date

KD
Initial



NOTICE OF DETERMINATION
COUNTY OF RIVERSIDE TRANSPORTATION DEPARTMENT

EA No. 42588

SCH# 2009011046

PROJECT NAME: Gernert Road/Poarch Road Closure Project

DESCRIPTION AND LOCATION: The County of Riverside (County) proposes the closure of the Gernert Road/Poarch Road at the at-grade crossing to non-emergency traffic (Closure Project) due to the safety deficiencies and concerns identified and analyzed by the Riverside County Transportation Commission (RCTC), as lead agency, while completing its environmental review of the Perris Valley Line Project (PVL Project). The PVL Project is a 24-mile extension of the Metrolink 91 Line rail service which would extend commuter rail service from downtown Riverside to the City of Perris to link several communities to major employment centers and to the Southern California commuter rail network. The County, as a responsible agency and having limited approval authority for a portion of RCTC's PVL Project by authorizing closure of Gernert Road/Poarch Road at the at-grade crossing of the PVL Project to non-emergency traffic in the unincorporated Box Springs Mountain area of Riverside County. The Closure Project site is located adjacent to Watkins Drive, directly opposite the northbound I-215 on ramp in unincorporated Riverside County. Poarch Road would remain accessible to emergency vehicles only, thus the project would not result in a change in emergency access to this neighborhood. The primary access route for this area is via Gernert Road to Morton Road to Box Springs Road. This will remain open and will maintain viable access for residents in the area.

The County, as a member of RCTC frequently works in concert and cooperatively with RCTC to further the overall goals of RCTC and the County to improve and provide services and facilities to the public. RCTC has sought assistance from the County to implement a part of the PVL project by requesting the closure of the Gernert Road/Poarch Road at-grade crossing (Crossing) to non-emergency public traffic due to the safety deficiencies and concerns identified by RCTC during its design process and completing its environmental review.

PVL PROJECT LEAD AGENCY: Riverside County Transportation Commission

This is to advise that the County of Riverside Board of Supervisors, as a Responsible Agency, approved the above described Closure Project on Sept. 24, 2013 and has made the following determinations regarding the above described Closure Project:

1. Pursuant to CEQA Guidelines section 15096(f) the County, as a Responsible Agency, complies with CEQA by considering the environmental effects of the project the Closure of Gernert Road/Poarch Road at the At-Grade Crossing of the Perris Valley Line to non-emergency traffic Adjacent to Watkins Drive, in the Box Springs Mountain Area as identified in the Final Environmental Impact Report (EIR) for the Perris Valley Line Project (SCH#2009011046) prepared by the RCTC.
2. The County has received and considered the EIR.
3. The project will not have a significant effect on the environment.
4. No considerable different feasible mitigation measures have been identified and no mitigation measures found infeasible have become feasible.
5. Mitigation measures were made as conditions of approval and a mitigation monitoring and reporting program was adopted for the Closure Project.
6. The Closure Project will not result in any new significant environmental effects not identified in the EIR, nor will it substantially increase the severity of the environmental effects identified in the EIR.

09.24.13 9-1

February 5, 2013

Mr. Juan C. Perez, P.E., T.E.
Director of Transportation
County of Riverside – Transportation Department
4080 Lemon Street, 14th Floor
Riverside, CA 92501

Subject: Riverside County Transportation Commission - Perris Valley Line
Board Resolution Request - Poarch Road/Gernert Road Closure

Dear Mr. Perez:

The Riverside County Transportation Commission (RCTC) staff has concluded the plan check process for the portions of the Perris Valley Rail Line (PVL) that are under the County of Riverside's jurisdiction. At this time we are requesting that the County move forward with the resolution for the closure of Poarch Road/Gernert Road at the PVL crossing. The following are some specific details that may assist with your resolution preparation for the County's Board.

Project Description:

The Perris Valley Line Project (PVL) is a 24 mile extension of the Southern California Regional Rail Authority (SCRRA) 91 Line, currently providing service from Riverside to downtown Los Angeles and Orange County.

The extension would begin at a junction with the Burlington Northern Santa Fe Railway (BNSF) mainline, north of the City of Riverside and turn southeast along the San Jacinto Branch Line (SJBL). The terminus of the Line is in the City of Perris at Case Road and Mapes Road. The SJBL was purchased by the Riverside County Transportation Commission (RCTC) in 1993, and runs parallel to I-215, one of the most heavily traveled and congested freeways in the region.

Upon start up, the PVL will have four new stations; one located in the City of Riverside, one in the County of Riverside, and two in the City of Perris, CA.

Environmental Clearance:

RCTC certified the California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) for the PVL on July 25, 2011. The National Environmental Protection Act (NEPA) Final Supplemental Environmental Assessment (SEA) was approved and the Finding of No Significant Impact (FONSI) was issued on May 24, 2012.

Poarch Road/Gernert Road Crossing Description:

The Poarch Road/Gernert Road at-grade crossing is located adjacent to Watkins Drive, directly opposite the northbound I-215 on ramp in unincorporated Riverside County. It is at Milepost (MP) 5.02 on the (SJBL). This crossing provides a secondary access to a small, rural residential area of about 10 homes on the hillside northeast of the PVL. Poarch Road, Gernert Road, Hill Top Drive and Crowley Lane are unpaved dirt roads that provide access to these homes. The residents use the Poarch Road at-grade crossing to gain direct access to Watkins Drive and Moreno Valley Highway SR60/I-215 freeway. The secondary access route is via Gernert Road to Morton Road to Box Springs Road. Box Springs Road is a full access interchange on the Moreno Valley Highway, approximately 2 miles from the Poarch Road Crossing.

Poarch Road/Gernert Road Crossing Existing Condition Deficiencies:

The improvements to the Poarch Road/Gernert Road area are governed by several standards applicable to each part of the design. Through analysis, the crossing was found to have the following key deficiencies that would need to be addressed in order to be open to non-emergency vehicular traffic: rail crossing does not have CPUC Crossing Warning Devices, intersection of Watkins Drive and Poarch Road is not signalized, the crossing is not wide enough to permit large vehicles to make the turn movements without crossing into opposing traffic lanes, Poarch Road as it crosses the railroad does not meet vertical clearance, corner sight distance at Watkins looking towards the crossing is obstructed, Poarch Road/Gernert Road is not paved at the crossing, and the stopping sight distance on Watkins Road north of the crossing is deficient.

Justification for Poarch Road/Gernert Road Closure:

Design alternatives to make the Poarch Road/Gernert Road rail crossing standard were developed and studied. Two alternatives were found to be feasible solutions. The first alternative addressed all of the noted deficiencies; however it proposed substantial reconstruction of the crossing's surrounding streets in order to reach a minimal grade crossing. This alternative was identified as not practical due to the cost related to the grading. The second alternative proposed crossing warning devices, closing and securing the crossing with fencing and locked gates, and providing access for emergency vehicles. Alternative two was presented and concurrence was received by both Riverside County staff and Riverside County Fire Department. This alternative was included in the PVL certified Environmental Impact Report and Final Supplemental Environmental Assessment.

Your assistance with proceeding with the County of Riverside Board's resolution of the closure of Poarch Road/Gernert Road is greatly appreciated.

Should you have any questions please call me at (951) 787-7141.

Sincerely,



Edda Esther Rosso, P.E., Capital Projects Manager
Riverside County Transportation Commission

cc: D. Bryan and N. Hester (Bechtel)

City of Riverside

T2S.R4W
28

T2S.R4W
27

ROAD
CLOSURE

WATKINS DR

POARCH RD

GERNERT RD S5145

GERNERT RD S5145

215

215

CENTRAL AVE

HARVARD WAY M5561

T2S.R4W
28

215

City of
Moreno
Valley

T2S.R4W
27

City of Riverside

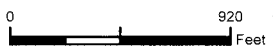
SACAMORE CANYON BLVD

MORTON RD S5267

BOX SPRING RD S5218



1 inch = 800 feet

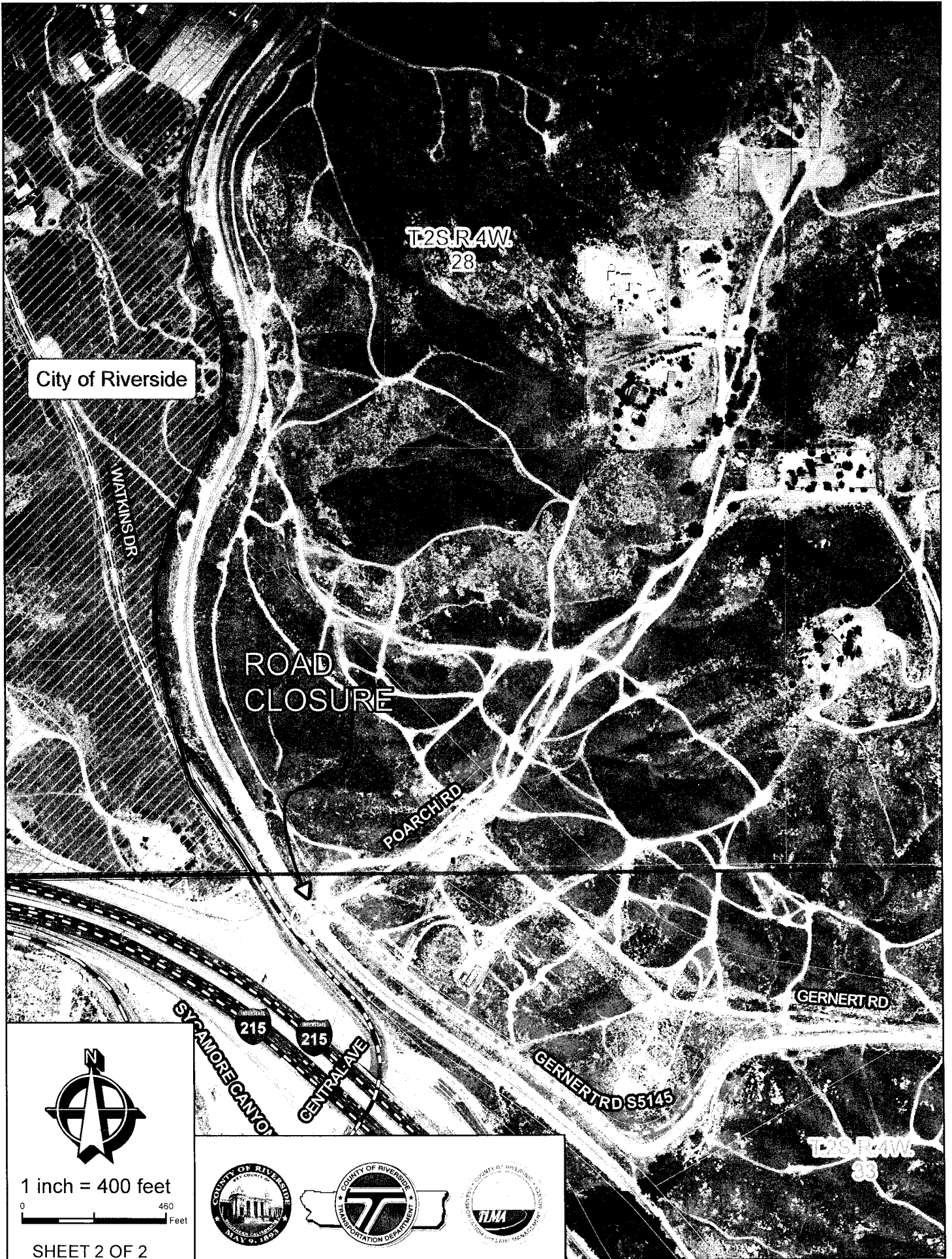


SHEET 1 OF 2



SIDE





City of Riverside

T2S R4W
28

WATKINS DR

ROAD
CLOSURE

POARCH RD

GERNERT RD

GERNERT RD S5145

SYAMORE CANYON

215

CENTRAL AVE

T2S R4W
38



1 inch = 400 feet
0 450 Feet

SHEET 2 OF 2



POARCH ROAD CLOSURE UPDATE

- Held meeting on September 19th with affected residents

CLOSURE TIMING

- Permanent closure necessary when Perris Valley Line (PVL) construction is completed, to start system testing – likely beginning early 2015
- Construction window closure of 30 days to construct improvements – likely to start in April 2014 – crossing will be open to emergency access/egress during construction

EMERGENCY ACCESS

- Dual Knox Key Switches will be provided (County, City of Riverside keys) for Fire access to open gates, with manual override
- Key pad or other functional gate access will be provided for ambulance, Sheriff, and other authorized personnel
- Public Utilities Commission will not allow resident key pad pass
- Remote access gate opening function for Fire Department Emergency Command Center will be provided
- Exploring with PUC having one (1) gate versus two (2) gates at crossing

Submitted by _____
 9/24 _____ Item 9-1
 (date)

GERNERT ROAD PAVING

- Transportation Department has submitted an application to RCTC for \$1 Million to pave Gernert Road (A County-Maintained Dirt Road) between Poarch and Morton in order to improve access
- Funding would come from non-PVL funds. PVL has approved environmental document which does not include Gernert Road paving
- Paving project would include curve signage, some drainage improvements to enhance overall safe access
- Competitive Funding Request – expect to obtain final determination for RCTC by October 2013
- County would expedite work once funding is secured, perform work in January 2014

RECOMMENDATION

- That the Board of Supervisors adopt the four (4) recommended motions in Form 11
- That the board of Supervisors adopt an additional motion as follows:
 5. Endorse the Transportation Department's funding request to RCTC for \$1 Million to pave Gernert/Poarch Road



Public Comments 9/24/2013 9-1

Carl and Crystal Cranor
20682 Hilltop Drive
Riverside, CA 92507

Closing of the Watkins-Gernert railroad crossing imposes *unfunded mandates* on residents of the Box Springs mountain area, *condemns properties without just compensation*, and forces them to *personally subsidize* the Perris Valley Metrolink line. At a human level families are worried about their health and homes should they need emergency services, greatly upset at the extra costs this imposes, and offended that they have been judged so "insignificant" in this planning exercise.

- Closing the crossing the Watkins crossing removes alternate routes for both eastbound and westbound traffic for Poarch/Hilltop, Pettigrew, west Moreno Valley, and other residents when there is a clogged freeway (many mornings and some afternoons). Literally thousands of people have used the crossing for decades. If the proposed closing occurs, it will be unavailable.
- Closing the crossing increases the distance by *6 miles* every westbound round trip many take to work, to the grocery store or for emergency services (to Riverside or other destinations). Residents on Pettigrew will have westbound trips increased by about *4 miles* every trip.
- *Simply the extra driving per household per year could amount to more than 20,000 miles.* It may be more for some, fewer for others.
- For the families in one area the *total* extra driving approximates the distance to the moon. For people that live on Pettigrew the total *extra driving* is about two-thirds the distance to the moon. For west Moreno Valley Residents it eliminates alternate routes for westbound traffic when the freeway is clogged.
- Based on IRS estimates of the full costs of driving a car (\$0.565 per mile) this could cost each of ten families more than \$11,000 per year and more than \$7,000 for other families. Aggregated across the heavily impacted households this approaches \$150,000 per year. (It is more difficult to estimate the costs to west Moreno Valley residents.) Over ten years these costs are half the cost of installing adequate crossing gates at Watkins/Gernert.
- We will be forced to drive extra miles on a rough road with a dangerous corner that is subject to washout in heavy rains. Warranties on cars will expire faster and cars will deteriorate faster.
- Our homes and property will depreciate in value.
- Families with personal health problems are put at greater risk and have genuine fears because emergency services will have greater difficulty reaching our reaching homes.

Submitted by Carl Cranor
9/24/13 (date) Dem 9-1

in a timely manner. The possibilities for fires in this brushy area are particularly worrisome.

If the county were to bulldoze or excavate our properties it would have to legally condemn them and then pay just compensation for the loss of property or reduction in value. Closing the crossing imposes exactly the same kinds of costs, except you are not destroying our homes, just depreciating their value and causing us to spend more disposable income on cars and driving.

Nonetheless, if there is literally no legal and feasible alternative to closing the crossing at this time, I strongly support and urge you to support Director Juan Perez's proposal to pave Gernert Road, to address the safety of a particularly dangerous corner and to improve the road so there are no washouts. I also very strongly support and urge you to support improvements to crossing gates for emergency services, if indeed the crossing is closed.

- This provides very modest but a distant second-best mitigation to keeping the crossing open.
- It greatly enhances the safety of Gernert and ensures that it is passable until the time the crossing is actually closed (and beyond that for those most affected).
- It provides a foundation for a secondary access to the Box Springs Mountain homes in the future. This access should be provided as soon as is feasible.

MINUTES OF THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA



9-3

9:30 a.m. being the time set for public hearing on the recommendation from Transportation & Land Management Agency/Transportation regarding the Adoption of Resolution 2013-064 Making Responsible Agency Findings pursuant to the California Environmental Quality Act (CEQA); Adopting a Mitigation Monitoring and Reporting Plan and Issuing Certain Limited Approvals for the Perris Valley Line Project by Authorizing Closure of Gernert Rd./Poarch Rd. at the grade crossing of the Perris Valley Rail Line adjacent to Watkins Dr. in the Box Springs Mountain area, 5th/1st District, the chairman called the matter for hearing.

Juan Perez, Director of Transportation and Land Management, presented the matter.

The following people spoke on the matter:

Kathy Bechtel
Anne Mayor
Chief Hawkins
Delbert Scott
Carl Cranor
Charlene Hood
Stan Futch

On motion of Supervisor Jeffries, seconded by Supervisor Benoit and duly carried, IT WAS ORDERED that the above matter is continued to Tuesday, September 24, 2013 at 9:30 a.m.

I hereby certify that the foregoing is a full true, and correct copy of an order made and entered on September 10, 2013 of Supervisors Minutes.

WITNESS my hand and the seal of the Board of Supervisors
Dated: September 10, 2013
Kecia Harper-Ihem, Clerk of the Board of Supervisors, in
and for the County of Riverside, State of California.

(seal)

By: [Signature] Deputy

AGENDA NO.
9-3

xc: Transp., COB

**SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**

427 B



FROM: TLMA - Transportation Department

SUBMITTAL DATE:
August 14, 2013

SUBJECT: Resolution No. 2013-079 Notice of Intention for the Closure of Gernert Road/Poarch Road at the At-Grade Crossing of the Perris Valley Rail Line to Non-Emergency Traffic in the Box Springs Mountain Area

RECOMMENDED MOTION: That the Board of Supervisors adopt Resolution No. 2013-079, Notice of Intention for the closure of Gernert Road/Poarch Road at the at-grade crossing of the Perris Valley Rail Line to non-emergency traffic in the Box Springs Mountain Area - Fifth Supervisorial District/First Supervisorial District, and set September 10, 2013 at 9:30 a.m. to hold a Public Hearing on this matter.

BACKGROUND: The Riverside County Transportation Commission's (RCTC) Perris Valley Line Project (PVL) is a 24-mile extension of the Metrolink 91 Line service, which currently provides service from Riverside to downtown Los Angeles and Orange County. The PVL would bring commuter rail service from downtown Riverside to the City of Perris; thus, linking several communities to major employment centers and to the Southern California commuter rail network. The County of Riverside (County), as a member of RCTC, frequently works in concert and cooperatively with the Commission to further the overall goals of RCTC and the County to improve and provide services and facilities to the public.

(Continued on Page 2)

Juan C. Perez
Director of Transportation and Land Management

WJH

Attachments: Resolution No.2013-079
Exhibit "A"

MINUTES OF THE BOARD OF SUPERVISORS

On motion of Supervisor Jeffries, seconded by Supervisor Stone and duly carried by unanimous vote, IT WAS ORDERED that the above matter is approved as recommended, and is set for public hearing on Tuesday, September 10, 2013, at 9:30 a.m.

Ayes: Jeffries, Tavaglione, Stone, Benoit and Ashley
Nays: None
Absent: None
Date: August 20, 2013
xc: Transp., COB

Kecia Harper-Ihem
Clerk of the Board
By:
Deputy

REVIEWED BY EXECUTIVE OFFICE
DATE: 8/13/13
Tina Grande
Departmental Concurrence

FORM APPROVED COUNTY COUNSEL
BY:
DATE: 8/15/13
MARSHA L. VICTOR

Dep't Recomm.: Consent Policy
Per Exec. Ofc.: Consent Policy

The Honorable Board of Supervisors

RE: Resolution No. 2013-079 Notice of Intention for the Closure of Gernert Road/Poarch Road at the At-Grade Crossing of the Perris Valley Rail Line to Non-Emergency Traffic in the Box Springs Mountain Area

August 14, 2013

Page 2 of 2

BACKGROUND: (Continued from Page 1)

RCTC certified the California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) for the Perris Valley Rail Line on July 25, 2011. The National Environmental Protection Act (NEPA) Final Supplemental Environmental Assessment (FSEA) was approved and the Finding of No Significant Impact (FONSI) was issued on May 24, 2012. The EIR identified the closure of the Poarch Road Crossing to full public access, keeping it open to emergency access via a locked gate that the Fire Department would open. RCTC did not receive public comments opposing the planned closure of the Poarch Road Crossing in their EIR.

RCTC has sought assistance from the County to implement the PVL project by requesting the closure of the Gernert Road/Poarch Road at-grade crossing (Crossing), consistent with the approved EIR due to the safety deficiencies and concerns identified by RCTC during their design process. Due to the importance of ensuring the health, welfare, and safety to the public, the County agrees with the need to close the Crossing. The Crossing is located adjacent to Watkins Drive, directly opposite the northbound I-215 on-ramp. Poarch Road is an unimproved dirt road that provides access to a small, rural residential area of about 10 homes on the hillside northeast of the Perris Valley Line. The residents may choose to use the Crossing to gain direct access to Watkins Drive and the I-215 Freeway. It connects to Gernert Road, a County-maintained dirt road that links to Morton Road, which borders Moreno Valley. Gernert Road is used by some peak-hour commuter traffic by-passing a portion of I-215 when it is congested. The primary paved access route for this area, for both the local residents and commuters, is via Gernert Road to Morton Road to Box Springs Road. Box Springs Road is a full-access interchange on the I-215, approximately two miles from the Crossing.

The Crossing was found by RCTC to have several key deficiencies that would need to be addressed in order to be kept open to non-emergency vehicular traffic with Metrolink train usage. Maintaining full public access would have required substantial improvements to the street grades of Poarch Road and Watkins Drive, crossing equipment upgrades, and signalization of the intersection of Poarch Road and Watkins Drive, which were not deemed feasible given the cost and physical constraints. Any improvements that would need to be made to the Crossing are governed by several stringent federal and state safety standards applicable to each part of the design of the Perris Valley Rail Line.

The closure of Gernert Road/Poarch Road will become effective at such future time when construction begins on this section of the Perris Valley Line. RCTC has agreed, through the settlement of their lawsuit on the PVL, to consider using boulders and non-chain link fencing for the locked gates, subject to Public Utility Commission approval or modification, and to not initiate the re-opening of the Poarch Road crossing to full public access in the future.

2
3 **RESOLUTION NO 2013-079**

4 NOTICE OF INTENTION FOR THE CLOSURE OF GERNERT ROAD/POARCH
5 ROAD AT THE AT-GRADE CROSSING OF THE PERRIS VALLEY RAIL LINE TO
6 NON-EMERGENCY TRAFFIC,
7 IN THE BOX SPRINGS MOUNTAIN AREA.

8
9 (Fifth Supervisorial District)

10
11 **BE IT RESOLVED, DETERMINED AND ORDERED** by the Board of
12 Supervisors of the County of Riverside, State of California, in regular session
13 assembled on August 20, 2013, pursuant to Section 942.5 (a) of the
14 Streets and Highways Code, that it is the intention of this Board to close for the
15 protection of the public, described as follows:

16
17 Gernert Road/Poarch Road at the at-grade crossing of the Perris Valley Rail Line
18 adjacent to Watkins Drive.

19
20 SEE PLAT ATTACHED HERETO
21 AS EXHIBIT "A" AND MADE A PART HEREOF

22
23 **BE IT FURTHER RESOLVED** that a public hearing on this Resolution will be held on
24 September 10, 2013, at 9:30 a.m. in the meeting room of the Board of Supervisors,
25 County Administrative Center, Riverside, California, at which time and

FORM APPROVED COUNTY COUNSEL
BY: MS Victor 8/15/13 DATE
MARSHAL VICTOR

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RESOLUTION NO. 2013-079


place the Board will hear and consider the proposal to close Gernert Road/Poarch Road at the at-grade crossing of the Perris Valley Rail Line adjacent to Watkins Drive, and any comments thereto.

BE IT FURTHER RESOLVED, DETERMINED AND ORDERED that the Clerk of the Board is directed to cause this Resolution to be published pursuant to Section 8322(a) and the Transportation Director shall cause notice of hearing to be posted pursuant to Section 8323 of the Streets and Highways Code.

ROLL CALL:

Ayes: Jeffries, Tavaglione, Stone, Benoit and Ashley
Nays: None
Absent: None

The foregoing is certified to be a true copy of a resolution duly adopted by said Board of Supervisors on the date therein set forth.

KECIA HARPER-IHEM, Clerk of said Board
By 
Deputy

WJH SU1020

DATE	DESCRIPTION
9-4-11	SPRINT REVIEW DESIGN REVISION SUBMITTAL

NOT FOR CONSTRUCTION

DESIGNED BY: **SUSILLO**
 CHECKED BY: **SUSILLO**
 PREPARED BY: **L. MOHR**
 DATE: 09-04-11

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
 PROJECT: **STV Incorporated**
 PROJECT NO: **0022-5-20**

ACCOM
 TRANSPORTATION ENGINEER

RCTC PERRIS VALLEY LINE
GERNERT/POARCH ROAD CROSSING
 CPUC NO. 0022-5-20, MP 62, USDOT NO. 027371E
 ROADWAY IMPROVEMENTS
 GRADE CROSSING PLAN

CONTRACT NO. **00-23-133-02**
 SHEET NO. **M-217**
 OF **560** OF **2523**
 SCALE: **1" = 10'**

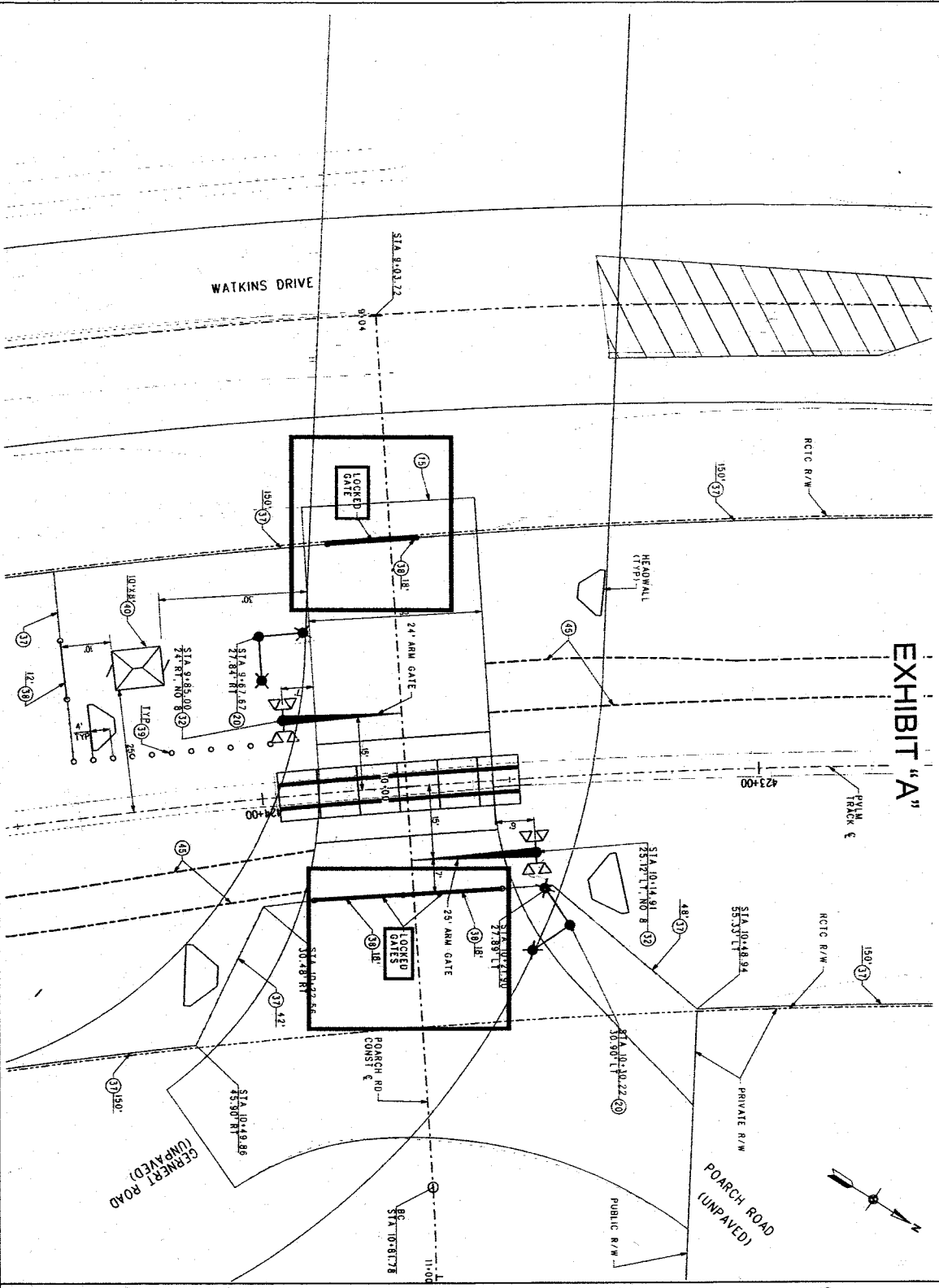


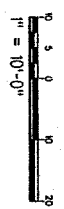
EXHIBIT "A"

CONSTRUCTION SYMBOLS

- CONSTRUCT
- EXISTING
- REMOVE
- REMODEL EXISTING
- REMOVE AND CONSTRUCT
- WORK BY OTHERS
- PROTECT IN PLACE

CONSTRUCTION NOTES:

- 1 6" CURB & GUTTER
- 2 8" CURB & GUTTER
- 3 8" CURB FOR EXISTING PAVEMENT
- 4 8" CURB
- 5 4" PCC CONCRETE
- 6 RESIDENTIAL DRIVEWAY WITH A.C. DIRT
- 7 RESIDENTIAL DRIVEWAY WITH SIDEWALK AT CURB
- 8 COMMERCIAL DRIVEWAY WITH SIDEWALK AT CURB
- 9 CROSS GUTTER
- 10 CROSS GUTTER WITH SPLASH AREA
- 11 ASPHALT CONCRETE DIRT
- 12 RESIDENTIAL DRIVEWAY WITH SIDEWALK AT R/W
- 13 A.C. PAVEMENT PER TYPICAL CROSS SECTION
- 14 COLD MILL EXISTING A.C.
- 15 SANCUIT
- 16 GUTTER DEPRESSION FOR CURB OPENING CB
- 17 ASPHALT PAVEMENT FOR GRADE CROSSING
- 18 CURB RAMP
- 19 TREE
- 20 SAFETY LIGHTING
- 21 STREET SIGN
- 22 CURB WALL
- 23 TRAFFIC SIGNAL PULL BOX
- 24 RETAINING WALL
- 25 FIRE HYDRANT
- 26 WATER METER
- 27 MANHOLE
- 28 UTILITY POLE
- 29 UTILITY POLE ANCHOR
- 30 BARRICADE
- 31 PEDESTRIAN WARNING DEVICE AND GATE W/ FLASHER
- 32 WARNING DEVICE ASSEMBLY
- 33 PEDESTRIAN SWING GATE
- 34 PEDESTRIAN WARNING DEVICE AND GATE
- 35 DETECTABLE WARNING STRIP
- 36 PEDESTRIAN BARRICADE AND METAL HAND RAILING
- 37 WIRE MESH TYPE FENCE
- 38 SECURITY ACCESS GATE
- 39 BOLLARD
- 40 INSTRUMENT SHELTER
- 41 PRECAST CONCRETE PANEL GRADE CROSSING SYSTEM
- 42 REINFORCED CONCRETE BLOCK WALL
- 43 RIVER ROCK
- 44 CLASS II AB PER TYPICAL CROSS SECTION
- 45 MAINTENANCE ROAD



City of Riverside

T2S:R4W
28

T2S:R4W
27

WATKINS DR

POARCH RD

GERNERT RD S5145

GERNERT RD S5145

CENTRAL AVE

HARVARD WAY M5561

T2S:R4W
33

215

City of
Moreno
Valley

T2S:R4W
34

City of Riverside

SYCAMORE CANYON BLVD

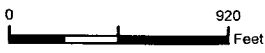
BOX SPRING RD S5218

MORTON RD S5267



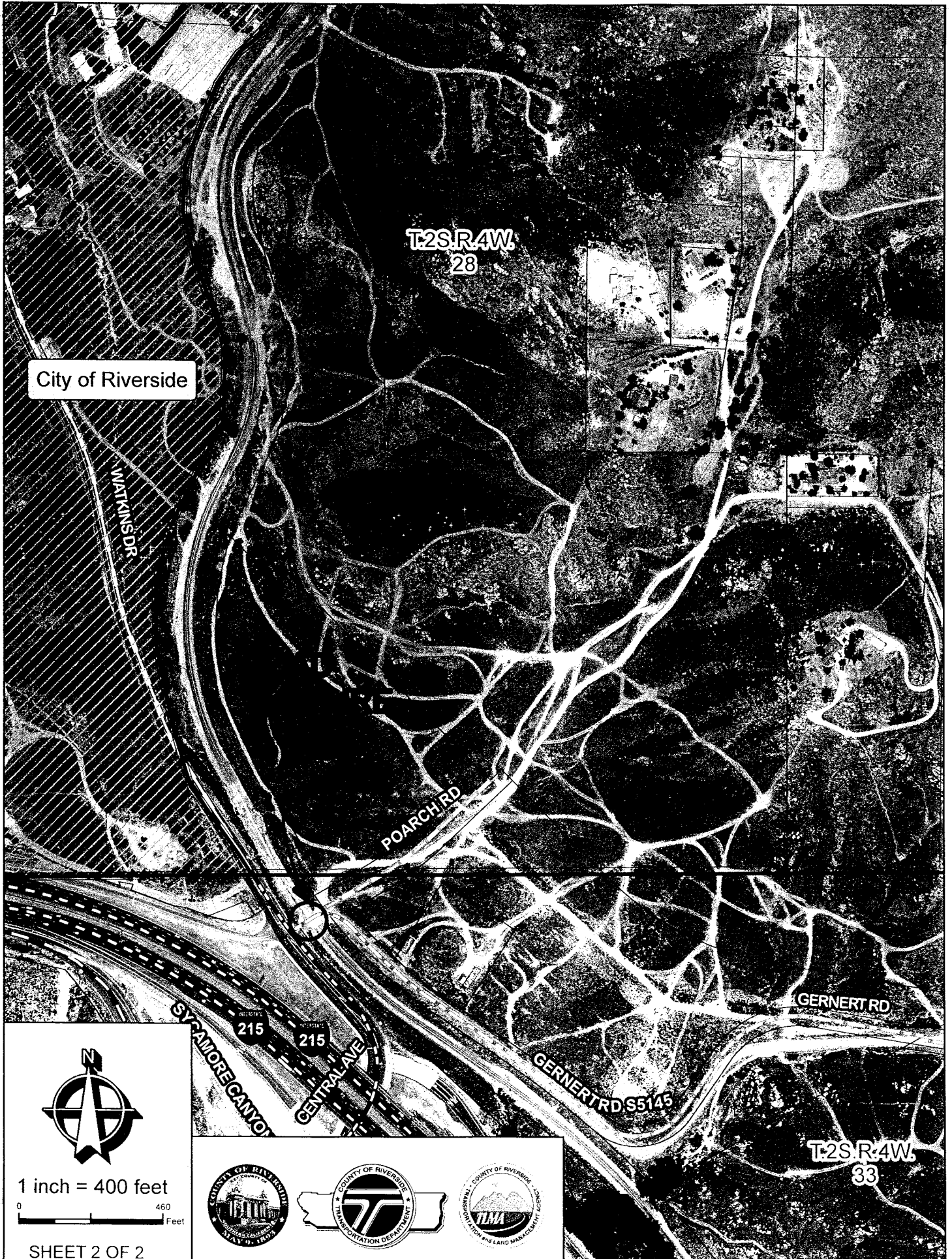
SIDE

1 inch = 800 feet



SHEET 1 OF 2





City of Riverside

WATKINS DR

T2S R4W
28

POARCH RD

GERNERT RD

SYRMORE CANYON

CENTRAL AVE

GERNERT RD S5145

T2S R4W
33



1 inch = 400 feet
0 460 Feet

SHEET 2 OF 2





OFFICE OF
CLERK OF THE BOARD OF SUPERVISORS
1st FLOOR, COUNTY ADMINISTRATIVE CENTER
P.O. BOX 1147, 4080 LEMON STREET
RIVERSIDE, CA 92502-1147
PHONE: (951) 955-1060
FAX: (951) 955-1071

KECIA HARPER-IHEM
Clerk of the Board of Supervisors

KIMBERLY A. RECTOR
Assistant Clerk of the Board

August 26, 2013

THE PRESS ENTERPRISE
ATTN: LEGALS
P.O. BOX 792
RIVERSIDE, CA 92501

FAX: (951) 368-9018
E-MAIL: legals@pe.com

RE: NOTICE OF PUBLIC HEARING: RESOLUTION 2013-079

To Whom It May Concern:

Attached is a copy for publication in your newspaper for **TWO (2) TIMES** on **two Wednesdays: August 28 and September 4, 2013.**

We require your affidavit of publication immediately upon completion of the last publication.

Your invoice must be submitted to this office in duplicate, WITH TWO CLIPPINGS OF THE PUBLICATION.

NOTE: PLEASE COMPOSE THIS PUBLICATION INTO A SINGLE COLUMN FORMAT.

Thank you in advance for your assistance and expertise.

Sincerely,

Cecilia Gil

Board Assistant to:
KECIA HARPER-IHEM, CLERK OF THE BOARD

Printed at: 11:05 am

on: Monday, Aug 26, 2013

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Order Taker: Nick Eller

enterprisemedia

Classified Advertising

Proof

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Account Information

Phone #: 9519551066
Name: BOARD OF SUPERVISORS
Address: COUNTY OF RIVERSIDE
P.O. BOX 1147
RIVERSIDE, CA 92502
USA

Account #: 100141323
Client: BOARD OF SUPERVISORS
Placed By: Cecilia Gil
Fax #: 9519551071

Ad Information

Classification: EN CLS Legals
Publication: EN Press Enterprise, EN PE.com

Start Date: 08/28/2013
Stop Date: 09/04/2013
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NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF THE COUNTY OF RIVERSIDE

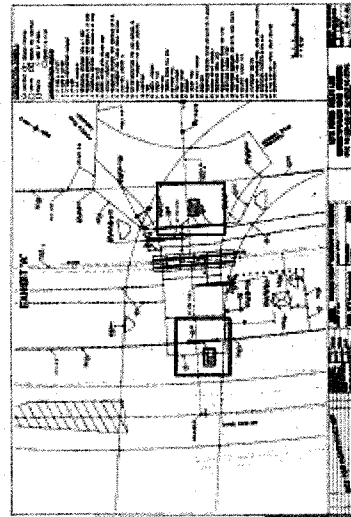
NOTICE IS HEREBY GIVEN that a public hearing of which all interested persons will be heard, will be held before the Board of Supervisors of Riverside County, California, on the 1st Floor, County Administrative Center, Board of Supervisors Chambers, 4080 Limon Street, Riverside, on Tuesday, September 10, 2013 at 9:30 a.m. to consider the following:

RESOLUTION NO. 2013-079

NOTICE OF INTENTION FOR THE CLOSURE OF GERNERT ROAD/POARCH ROAD AT THE AT-GRADE CROSSING OF THE PERRIS VALLEY RAIL LINE TO NON-EMERGENCY TRAFFIC IN THE BOX SPRINGS MOUNTAIN AREA.

(Fifth Supervisorial District)

BE IT RESOLVED, DETERMINED AND ORDERED by the Board of Supervisors of the County of Riverside, State of California, in regular session assembled on August 20, 2013, pursuant to Section 942.5 (a) of the Streets and Highways Code, that it is the intention of this Board to close for the protection of the public, described as follows: Gernert Road/Poarch Road at the at-grade crossing of the Perris Valley Rail Line adjacent to Watkins Drive.



BE IT FURTHER RESOLVED that a public hearing on this Resolution will be held on September 10, 2013, at 9:30 a.m. in the meeting room of the Board of Supervisors, County Administrative Center, Riverside, California, at which time and place the Board will hear and consider the proposal to close Gernert Road/Poarch Road at the at-grade crossing of the Perris Valley Rail Line adjacent to Watkins Drive, and any comments thereon.

BE IT FURTHER RESOLVED, DETERMINED AND ORDERED that the Clerk of the Board is directed to cause this Resolution to be published pursuant to Section 8322(a) and the Transportation Director shall cause notice of hearing to be posted pursuant to Section 8323 of the Streets and Highways Code.

ROLL CALL:
AYES: Jeffries, Tavaglione, Stone, Bennett, and Ashley
NAYS: None
ABSENT: None

The foregoing is certified to be a true copy of a resolution duly adopted by said Board of Supervisors on August 20, 2013.

Karla Harper-Ihara, Clerk of said Board
By: Cecilia Gil, Board Assistant

Any person affected by the above matter(s) may submit written comments to the Clerk of the Board before the public hearing or may appear and be heard in support of or opposition to the project at the time of the hearing. If you challenge the above item(s) in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence, to the Board of Supervisors at, or prior to, the public hearing.

Please send all written correspondence to: Clerk of the

Printed at: 11:05 am

on: Monday, Aug 26, 2013

Ad #: 0001116574

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Account Information

Phone #: 9519551066
Name: BOARD OF SUPERVISORS
Address: COUNTY OF RIVERSIDE
P.O. BOX 1147
RIVERSIDE, CA 92502
USA

Account #: 100141323
Client: BOARD OF SUPERVISORS
Placed By: Cecilia Gil
Fax #: 9519551071

Board, 400 Larkin Street, 1st Floor, Post Office Box
1147, Riverside, CA 92502-1147

Dated: August 26, 2013
Kecia Harper-Ihem, Clerk of the Board
By: Cecilia Gil, Board Assistant

8/28, 9/4

NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF THE COUNTY OF RIVERSIDE

NOTICE IS HEREBY GIVEN that a public hearing at which all interested persons will be heard, will be held before the Board of Supervisors of Riverside County, California, on the 1st Floor, County Administrative Center, Board of Supervisors Chambers, 4080 Lemon Street, Riverside, on **Tuesday, September 10, 2013 at 9:30 a.m.** to consider the following:

RESOLUTION NO. 2013-079

NOTICE OF INTENTION FOR THE CLOSURE OF GERNERT ROAD/POARCH ROAD AT THE AT-GRADE CROSSING OF THE PERRIS VALLEY RAIL LINE TO NON-EMERGENCY TRAFFIC, IN THE BOX SPRINGS MOUNTAIN AREA.

(Fifth Supervisorial District)

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Gernert Road/Poarch Road at the at-grade crossing of the Perris Valley Rail Line adjacent to Watkins Drive.



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ROLL CALL:

AYES: Jeffries, Tavaglione, Stone, Benoit, and Ashley
NAYS: None
ABSENT: None

The foregoing is certified to be a true copy of a resolution duly adopted by said Board of Supervisors on August 20, 2013.

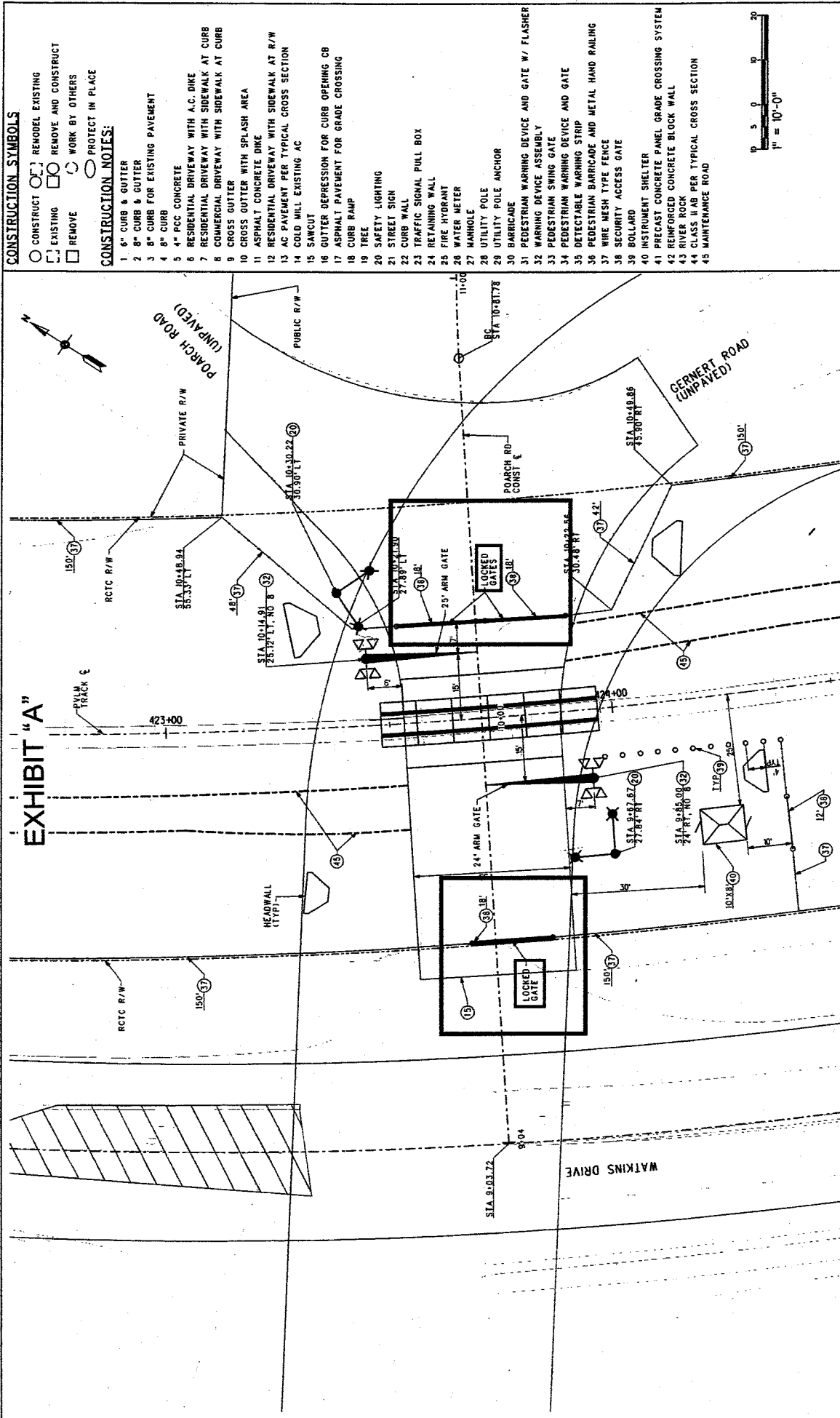
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By: Cecilia Gil, Board Assistant

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Please send all written correspondence to: Clerk of the Board, 4080 Lemon Street, 1st Floor, Post Office Box 1147, Riverside, CA 92502-1147

Dated: August 26, 2013

Kecia Harper-Ihem, Clerk of the Board
By: Cecilia Gil, Board Assistant

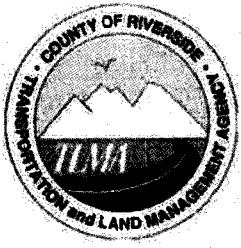


- CONSTRUCTION SYMBOLS**
- CONSTRUCT
 - REMODEL EXISTING
 - EXISTING
 - REMOVE AND CONSTRUCT
 - WORK BY OTHERS
 - PROTECT IN PLACE
- CONSTRUCTION NOTES:**
- 1 6" CURB & GUTTER
 - 2 8" CURB & GUTTER
 - 3 8" CURB FOR EXISTING PAVEMENT
 - 4 8" CURB
 - 5 4" PCC CONCRETE
 - 6 RESIDENTIAL DRIVEWAY WITH A.C. DIKE
 - 7 RESIDENTIAL DRIVEWAY WITH SIDEWALK AT CURB
 - 8 COMMERCIAL DRIVEWAY WITH SIDEWALK AT CURB
 - 9 CROSS GUTTER
 - 10 CROSS GUTTER WITH SPLASH AREA
 - 11 ASPHALT CONCRETE DIKE
 - 12 RESIDENTIAL DRIVEWAY WITH SIDEWALK AT R/W
 - 13 AC PAVEMENT PER TYPICAL CROSS SECTION
 - 14 COLD MILL EXISTING AC
 - 15 SAWCUT
 - 16 GUTTER DEPRESSION FOR CURB OPENING CB
 - 17 ASPHALT PAVEMENT FOR GRADE CROSSING
 - 18 CURB RAMP
 - 19 TREE
 - 20 SAFETY LIGHTING
 - 21 STREET SIGN
 - 22 CURB WALL
 - 23 TRAFFIC SIGNAL PULL BOX
 - 24 RETAINING WALL
 - 25 FIRE HYDRANT
 - 26 WATER METER
 - 27 MANHOLE
 - 28 UTILITY POLE
 - 29 UTILITY POLE ANCHOR
 - 30 BARRICADE
 - 31 PEDESTRIAN WARNING DEVICE AND GATE W/ FLASHER
 - 32 WARNING DEVICE ASSEMBLY
 - 33 PEDESTRIAN SWING GATE
 - 34 PEDESTRIAN WARNING DEVICE AND GATE
 - 35 DETECTABLE WARNING STRIP
 - 36 PEDESTRIAN BARRICADE AND METAL HAND RAILING
 - 37 WIRE MESH TYPE FENCE
 - 38 SECURITY ACCESS GATE
 - 39 BOLLARD
 - 40 INSTRUMENT SHELTER
 - 41 PRECAST CONCRETE PANEL GRADE CROSSING SYSTEM
 - 42 REINFORCED CONCRETE BLOCK WALL
 - 43 RIVER ROCK
 - 44 CLASS II AB PER TYPICAL CROSS SECTION
 - 45 MAINTENANCE ROAD



EXHIBIT "A"

<p>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</p> <p>APPROVED BY RCTC</p>		<p>RCTC PERRIS VALLEY LINE</p> <p>GERNERT/POARCH ROAD CROSSING</p> <p>CPUC NO. 0024-620, MP 6.2 USDOT NO. 02731E</p> <p>ROADWAY IMPROVEMENTS</p> <p>GRADE CROSSING PLAN</p>	
<p>DESIGNED BY: SUSILO</p> <p>DRAWN BY: J. SUSILO</p> <p>CHECKED BY: R. SILOS</p> <p>APPROVED BY: L.L. MOHR</p> <p>DATE: 09-8-11</p>		<p>STV Incorporated</p> <p>1000 W. 10th Street, Suite 100</p> <p>San Bernardino, CA 92410-1010</p> <p>PHONE: (909) 398-8800</p> <p>FAX: (909) 398-8801</p> <p>WWW: www.stvinc.com</p>	
<p>NOT FOR CONSTRUCTION</p>		<p>ALCOHM</p>	
REV. DATE	9/8/11	9/8/11	9/8/11



COUNTY OF RIVERSIDE
TRANSPORTATION AND
LAND MANAGEMENT AGENCY
Transportation Department



Juan C. Perez, P.E., T.E.
Director of Transportation

August 22, 2013

TO: Cecilia Gil

FROM: Wesley Hohenberger, Transportation Department / Survey Division

RE: Certificate of Posting- Resolution No. 2013-079

Attached please find the Certificate of Posting for Resolution No. 2013-079: Notice of Intention for the closure of Gernert Road/Poarch Road at the At-Grade Crossing of the Perris Valley Rail Line to Non-Emergency traffic in the Box Springs Mountain Area Fifth Supervisorial District.

Attachment: Certificate of Posting



COUNTY OF RIVERSIDE
TRANSPORTATION AND
LAND MANAGEMENT AGENCY

Transportation Department



Juan C. Perez, P.E., T.E.
Director of Transportation

CERTIFICATE OF POSTING

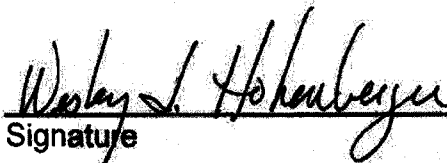
I, Wesley J. Hohenberger, Transportation Dept. Staff / Survey Division, for the County of Riverside, do hereby certify that I am not a party to the within action or proceeding; that on August 22, 2013, I posted, a minimum of three (3), copies of the following document, as required by Streets and Highways Code, Section 970.5.

RESOLUTION NO. 2013-079
NOTICE OF INTENTION THE CLOSURE OF GERNERT ROAD/POARCH ROAD AT
THE AT-GRADE CROSSING OF THE PERRIS VALLEY RAIL LINE TO NON-
EMERGENCY TRAFFIC IN THE BOX SPRINGS AREA OF RIVERSIDE COUNTY

Posted near each end and the middle of Gernert Road/Porach Road as being affected by the closure, Box Springs area, Fifth Supervisorial District.

Board Agenda date for Notice of Intention: **August 20, 2013, Item No. 2.23.**

Board Agenda date for Public Hearing: **September 10, 2013.**



Signature

Wagner, Lisa M

From: Darren C <DarrenC@standardportfolios.com>
Sent: Monday, September 09, 2013 2:52 PM
To: COB
Subject: Agenda Item 9-3, September 10, 2013 Hearing on Proposed Closure of Gernert Road/Poarch Road at the Perris Valley Rail At-Grade Crossing Adjacent to Watkins Drive; ATTENTION: Ms. Kecia Harper-Ihem, Clerk of the Board
Attachments: Letter for Poarch Rd Closure.pdf

Dear Chairman Benoit and Honorable Board Members:

Standard Portfolios is the new owner of land within the Gateway Center Specific Plan No. 250 located in unincorporated Riverside County on the north side of Interstate 215/Highway 60 between the Central Avenue and Box Springs interchanges.

The agenda submittal for the hearing clarifies that the closure of the Poarch Road crossing would affect only the existing dirt road crossing, and would allow for future improvement of the crossing for full public access. The clarification is consistent with the circulation plan approved for the Gateway Center Specific Plan (copy enclosed). The clarification also is consistent with RCTC's environmental impact report for the Perris Valley Line project, which did not call for the Poarch Road crossing to be permanently closed or vacated, and confirmed that the PVL project is consistent with the existing and planned land uses in the area.

Thank you for clarifying the Board's proposed action to close the existing crossing at Poarch Road. We are pleased to work with the County, RCTC, and other responsible agencies on any alternative crossing that meets the federal and state safety standards.

We are pleased to be a part of the Riverside County community and we look forward to working with you.

Sincerely,

Darren Chin, Project Manager

Darren Chin
Civil Engineer/Project Manager
Standard Portfolio Riverside, LLC.
488 E. Santa Clara Street, Suite 304
Arcadia, CA 91006
(626)263-5105 (office)
(909)685-7719 (cell)

SEP 10 2013 5:20
RECEIVED
SECRETARY OF STATE

9-10-2013

9-3

2013-9-1195910

RECEIVED RIVERSIDE COUNTY
CLERK / BOARD OF SUPERVISORS
2018 SEP - 9 PM 2:50



Standard Portfolio-Riverside, LLC.

Riverside County Board of Supervisors
ATTENTION: Ms. Kecia Harper-Ihem, Clerk of the Board
County Administrative Center
4080 Lemon Street, 1st Floor
Riverside, CA 92501

Re: September 10, 2013 Hearing on Proposed Closure of Gernert Road/Poarch Road at the Perris Valley Rail At-Grade Crossing Adjacent to Watkins Drive

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Sincerely,

A handwritten signature in black ink, appearing to read 'Darren Chin'.

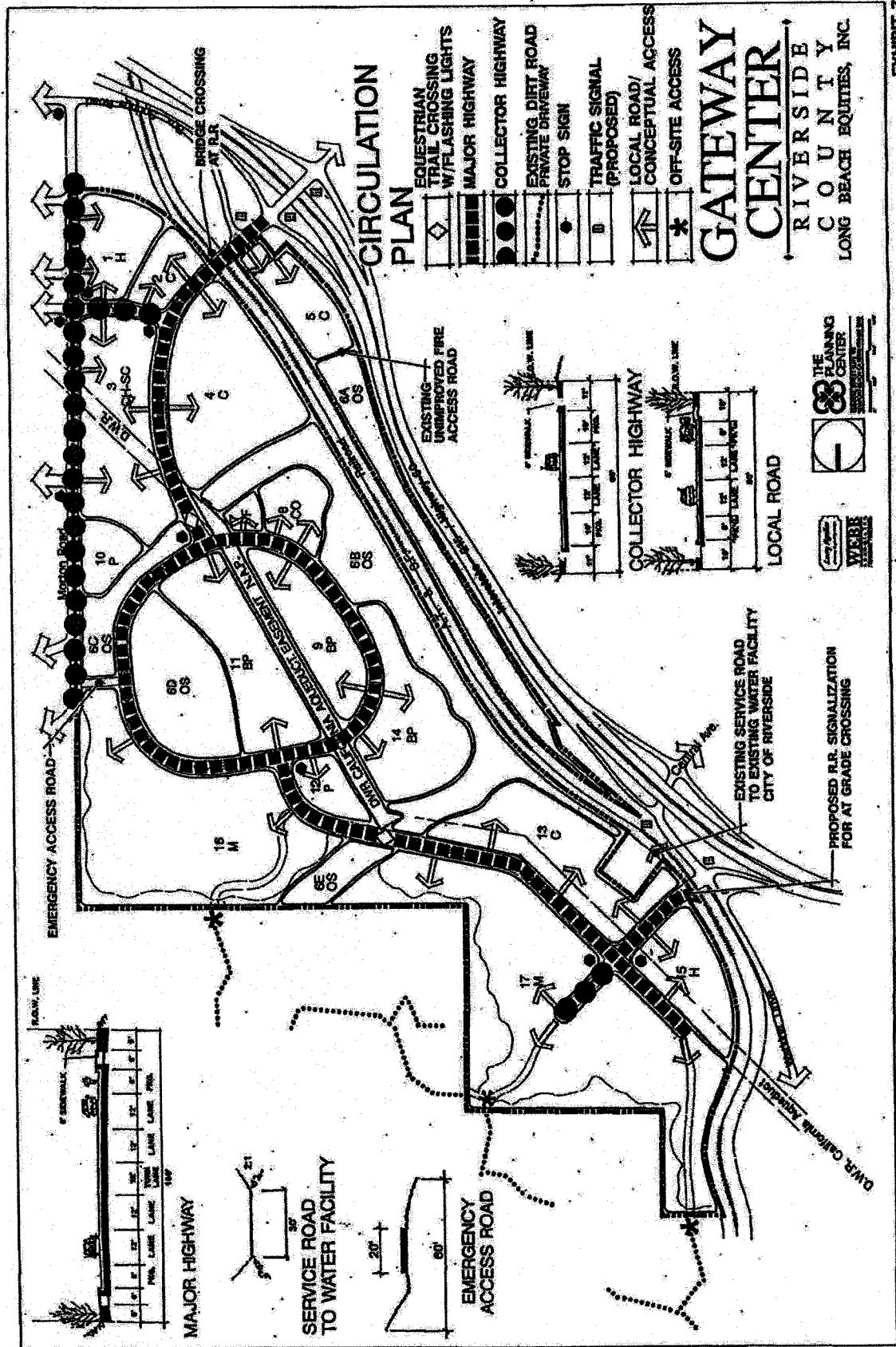
Darren Chin, Project Manager

Enclosure: Approved Circulation Plan for Gateway Center Specific Plan

488 East, Santa Clara Street, Suite 304 Arcadia, CA 91006

Tel: 626. 263. 5888

Fax: 626. 263. 5899

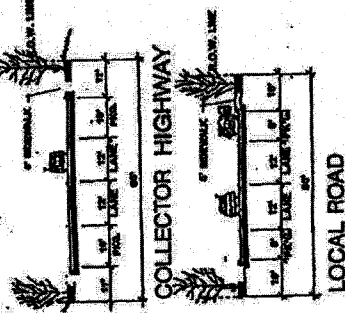
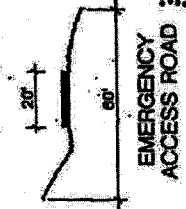
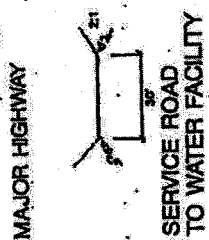
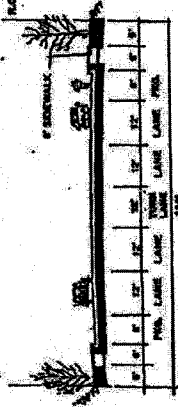


CIRCULATION PLAN

- EQUESTRIAN TRAIL CROSSING W/FLASHING LIGHTS
- MAJOR HIGHWAY
- COLLECTOR HIGHWAY
- EXISTING DIRT ROAD PRIVATE DRIVEWAY
- STOP SIGN
- TRAFFIC SIGNAL (PROPOSED)
- LOCAL ROAD/ CONCEPTUAL ACCESS
- OFF-SITE ACCESS

GATEWAY CENTER
 RIVERSIDE COUNTY
 LONG BEACH EQUITIES, INC.

THE PLANNING CENTER
 88
 1000 N. GARDEN ST. SUITE 200
 ANAHEIM, CA 92810
 (714) 771-1100



EXISTING SERVICE ROAD TO EXISTING WATER FACILITY CITY OF RIVERSIDE

PROPOSED RR. SIGNALIZATION FOR AT GRADE CROSSING

Substitute Copy for #9-3
PUBLIC COMMENTS:

Carl F. Cranor
20682 Hilltop Drive
Riverside, CA 92507

Distinguished Professor of Philosophy
Faculty Member, Environmental Toxicology Graduate Program
University of California, Riverside

**CLOSING THE GERNERT/WATKINS RAILROAD CROSSING WILL
HARM RESIDENTS.**

- We applaud the goals of increasing public transportation in an area that is much too dependent on cars, reducing pollution and providing jobs, all of which come with extending Metrolink.
- Most people purchased in the Box Springs Mountains area because it was easily accessible to our community, Riverside, but quiet. It is easily accessible **precisely because of the Watkins railroad crossing**. This is the **primary access** to a number of households, **not a secondary access** (as asserted on p. 2 of Edna Rosso's Resolution request).
 - I personally live within 2.72 miles of work at UCR (7-8 minutes); closing Watkins crossing makes the distance 5.72 miles (one way); 11.45 miles round trip (more than doubles my mileage and time to work). Closing the crossing increases my wife's drive by a similar ~~12~~6 miles. Other residents on Poarch/Hilltop face similar additional driving (more below) with Pettigrew residents facing somewhat lesser extra distances.
- Both residents of the Box Springs Mountain area as well as citizens in west Moreno Valley have continuously used and relied on the Gernert/Poarch/Watkins crossing for decades. I personally have relied upon it since before 1982. It has likely been continuously used and relied upon since **1956**, probably since the **mid-1940s** (the construction date of our house).
 - Some County documents assert that the Watkins crossing is so deficient it should be closed. We are surprised at the logic of the argument: because the County has not maintained a proper crossing, it must now close it rather than fix it. Would you do that with ignored maintenance on your house?

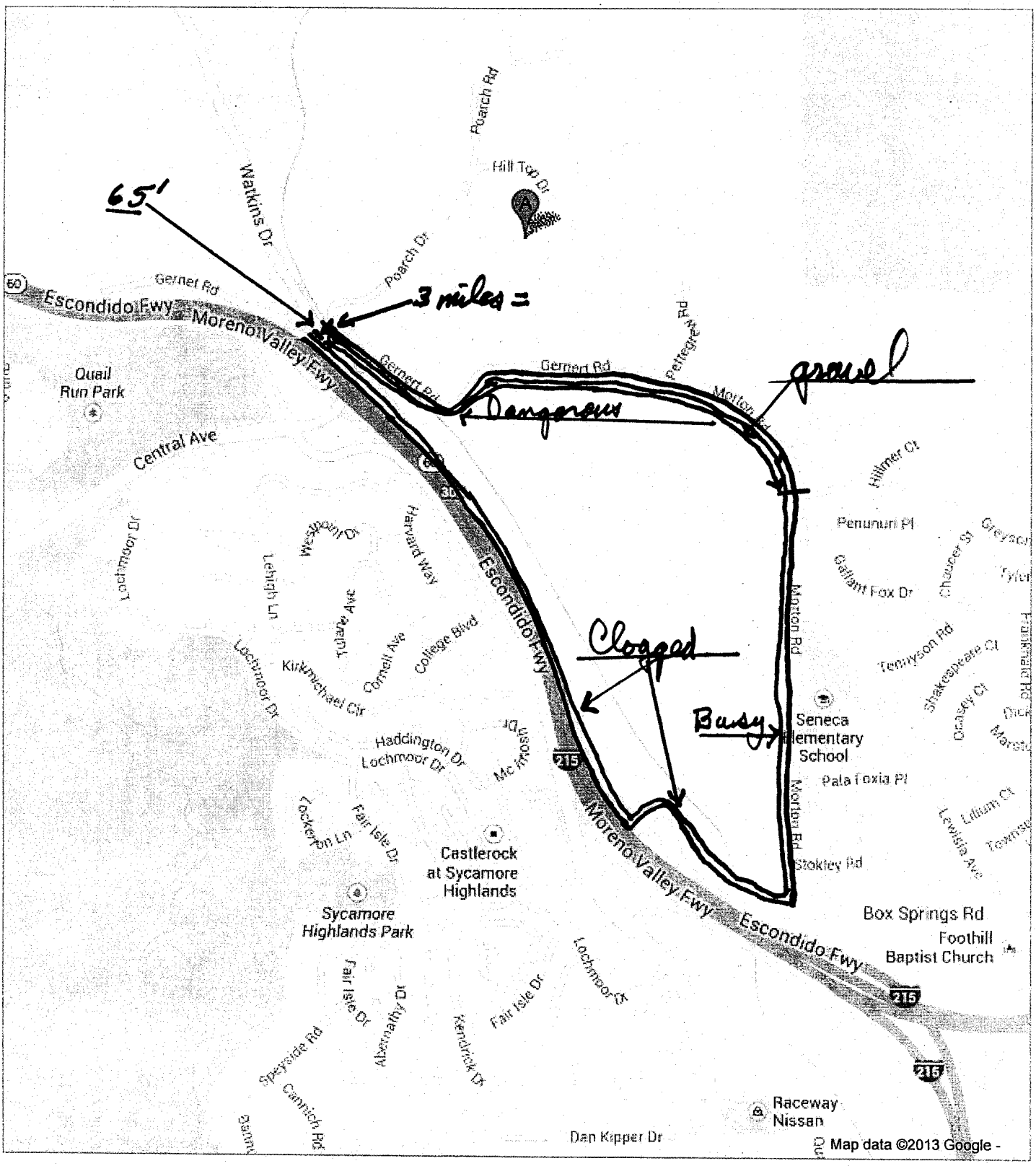
Carl Cranor

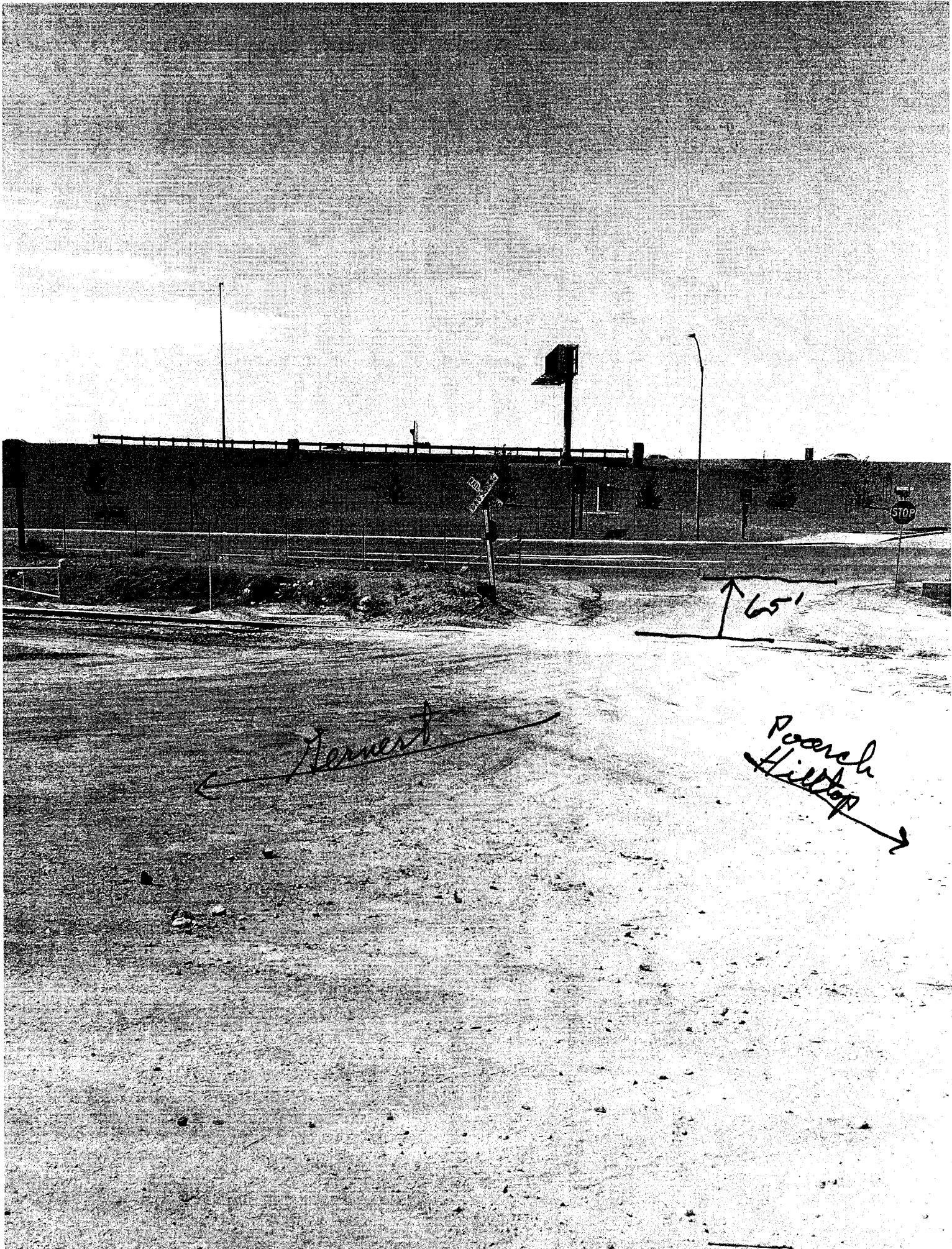
9/10/13 9-3

- Will such an unsafe crossing be permitted for emergency vehicles? Does it not need to be improved for them? But if it were, would it not be appropriate for the public?
- Closing the crossing changes the distance from just north of the tracks to Watkins from **65 feet to 3 miles** or **15,840 feet** one-way [round trip from **130 feet to 6 miles**] headed west or into Riverside—243 times as far. (See Map; picture)
- This **increases EVERY WESTBOUND ROUND TRIP by 6 miles** for **EVERY FAMILY** on Poarch/Hilltop and by 2/3 that amount for families on Pettigrew.
 - Need milk? Currently 4.6 miles, **with closing, 10.6 miles.**
 - A sudden emergency—forgot to turn off the stove? Currently 6 miles, **with closing, 12 miles.**
 - Forgot work material? Currently X miles round trip, **with closing, 6 + X miles.**
- Average round trips per household **per day: 9.5-13**
 - For Poarch/Hilltop households this is an **extra 57 (6*9.5) to 78 (6*13) miles per day [= a one-way trip to LA].** (For Pettigrew households about 2/3 that distance.)
 - For each household per year, it's an **EXTRA 20,805 to 28,370 miles** [57*365 or 78*365]; even half that is considerable **EXTRA driving.**
- For 10 families total **EXTRA DRIVING EACH YEAR equals the distance to the moon—238,857 miles: 208,050 to 283,700**, roughly a **quarter of a million miles**, and a **quarter of a million miles of car pollution per year.** Pettigrew households would only have extra driving for **2/3 the distance to the moon.**
- Closing the Watkins crossing **divides residents from the Riverside community of which we are a part—work is there, children attended Riverside schools, shopping is there and so on.** This issue was not **addressed in the environmental impact statement.**
- **Extra driving** compared with the present **increases greenhouse gas emissions** as well as possibly **methane, nitrous oxide, and ozone precursors among others.** We do not believe you have **incorporated these impacts of extra driving into the EIS** for closing the Watkins crossing.

To see all the details that are visible on the screen, use the "Print" link next to the map.

Google





65

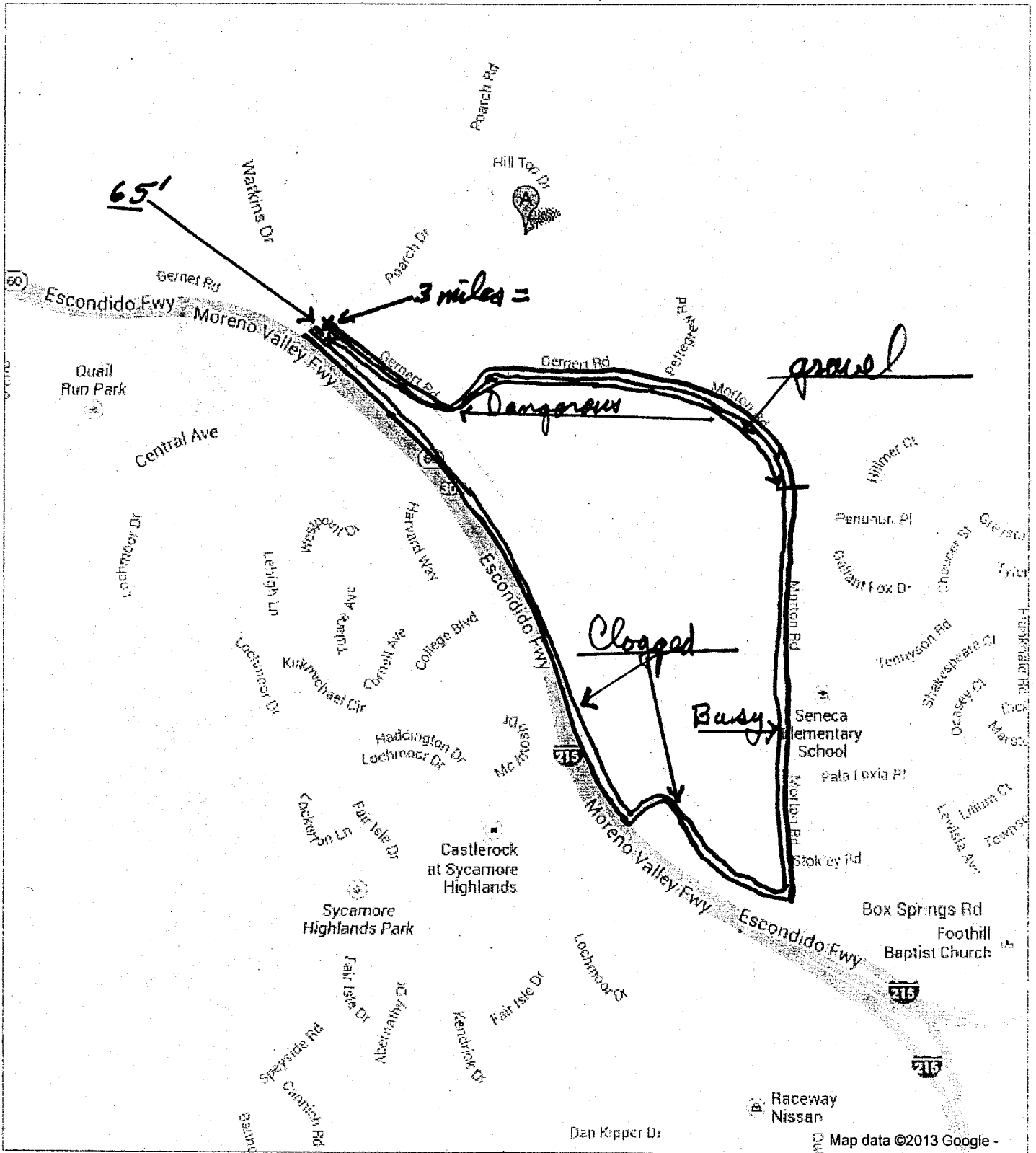
Aernest

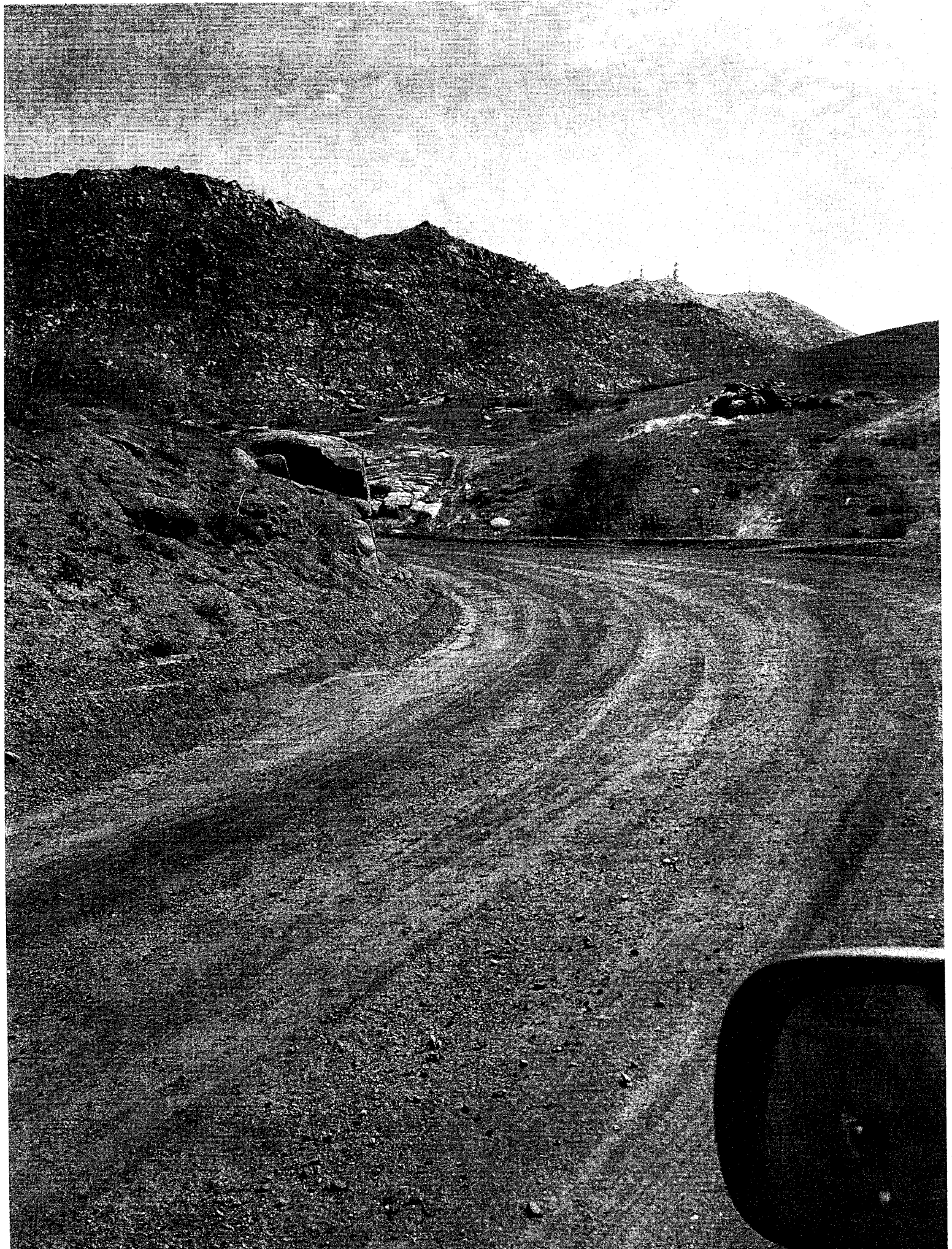
Porsch Hilltop

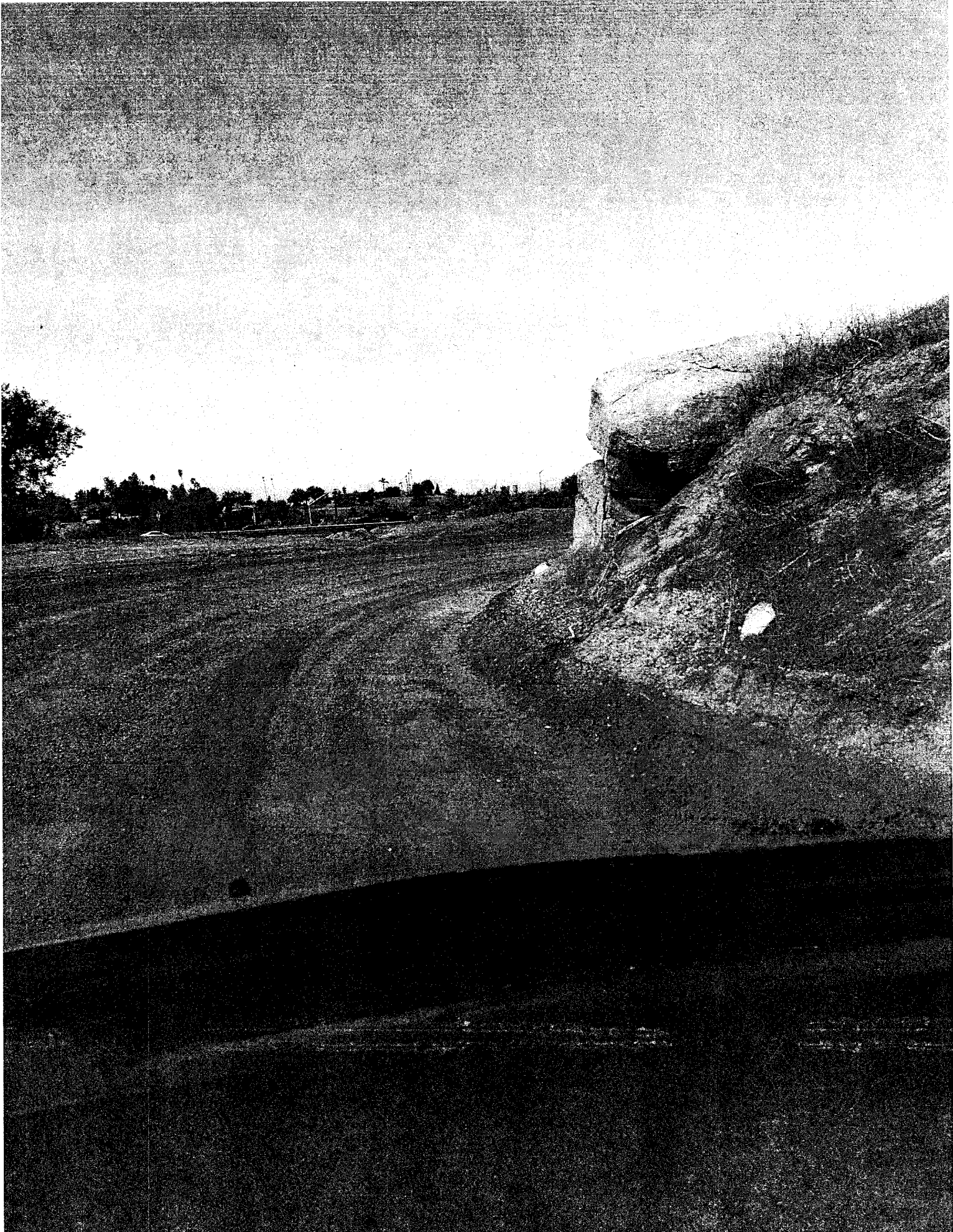
- **The approximate dollar costs of EXTRA DRIVING for one family per year are substantial: \$11,754.82 up to \$16,029.05** [distance * \$0.565 (IRS numbers)]; **for 10 families: \$117,548.20-160,290.50; for 10 families for 10 years: more than \$1 million.** Pettigrew households would have extra driving costs of **2/3 this amount.** These *private costs* are comparable to public costs of keeping the crossing open. You are simply **imposing costs on** a group of private citizens—condemning them to lesser disposable income and wealth—rather than **spreading** the costs of keeping the crossing open to all taxpayers [a tiny amount per taxpayer]. *Equivalent to an unfunded mandate.*
- The **extra driving will accelerate expiration of warranties** or leases on cars—40% of a typical 50,000-mile warranty—further reducing family wealth.
- Cars will **deteriorate faster** because of trips on the **rough Gernert road** (2 miles each round trip)—19 to 26 miles of ROUGH ROAD per day—**6,938 to 9,490 miles per year.** This also **adversely condemns families to lesser wealth because they would have to replace cars more frequently.**
 - Gernert is a rough gravel road (about 1 mile), sometimes becoming quite dusty. We do not believe you studied this in the EIS.
 - The surface of Gernert, gravel pebbles, undermines car control. We do not believe you have incorporated this lack of safety into your EIS.
 - Gernert has a particularly **dangerous corner** that seems unacceptable for a public road. Since many of us will be forced to use Gernert much more than in the past (we almost never use it), we are concerned that you have not studied and mitigated this dangerous corner. (see Map, photo)
 - Gernert is **washes out** in heavy rains; we could then be **trapped.** We are concerned that you have not addressed in the EIS **the potential for this road being closed during heavy winter rains.** Since this would be the only access out of the Box Springs area for some residents **this is of great concern:** it could **prevent some from going to work or hospitals,** if need be, and **pose safety problems** by hampering emergency services that lack the proper means to open the crossing gate.
 - **Paving Gernert and constructing it to prevent washouts** would **reduce potential damage and decrease the possibility of trapping**

To see all the details that are visible on the screen, use the "Print" link next to the map.

Google







residents during heavy rains, but would not reduce extra driving costs.

- Construction on the Perris Valley Line may threaten at least one or more water wells. Our own well in particular is not hugely far from Gernert and probably the closest one to any construction on the rail line.
 - Blasting during construction may adversely affect underlying geological formations.
 - On a separate point, it appears that Gernert has been coated with *magnesium* chloride (MgCl) to firm up the road. Will the MgCl gravitate to and contaminate our well? MgCl will certainly gravitate into nearby soil and damage or kill natural plants; it may also *affect* animals that rely on them. Numerous articles on the web indicate that MgCl is easily soluble, with both the chloride and magnesium ions toxic to plants.
 - We do not believe these issues have been addressed in the environmental impact statement.
- Some families have **personal health problems: heart conditions, frequent hospital trips, adult children needing special help, and in one family both adults have had recent heart surgery.**
 - While there are provisions for emergency vehicles to enter Poarch/Hilltop and Pettigrew via the Watkins crossing, we are concerned that you have not addressed this issue in the EIS.
 - In particular, will every ambulance, fire truck, police car or other emergency vehicle have the proper means to open the gates if the Watkins crossing is secured by locks. If not, this puts **vulnerable people at risk**. It puts those subject to crime at greater risk.
 - Closing Watkins **removes alternate access to houses in this area for any emergency vehicles without the ability to unlock the gates.**
- **Poarch/Hilltop homes will be more isolated**—current ½ to 1-mile cul-de-sacs become 3 ½ to 4-mile cul-de-sacs. This poses serious problems for emergency situations, especially for fires, adding to the previous point.
- **Property values are likely to drop**—imposing **hidden monetary costs** on residents. This **condemns and reduces our property values and wealth without compensation.**

- **Closing the Watkins access** removes **ALTERNATE ROUTES** for **westbound/Riverside traffic** [via Iowa and Blaine] for Poarch/Hilltop, Crowley/Pettigrew, west Moreno Valley, and other residents when there is a **clogged freeway** (many mornings).
- **FedEx, UPS, Waste Management, newspapers, Southern California Edison repair people, TV installers, other delivery services, and the U.S. Postal Service** (6 trips/week; 312/ year; **1,872 extra miles per year**), **face 6 EXTRA MILES for EVERY ROUND TRIP**. Slightly lesser impact on Pettigrew households.
 - We are concerned that you have not addressed the **impacts** of closing the Watkins crossing **on this variety of delivery services**.
 - We are also concerned you have not addressed the **impacts of pollution, dust, and greenhouse gases from these delivery services**.
- For the Perris Valley Line you have made accommodations **for wildlife and hikers, but not for residents of the Box Springs Mountain area and west Moreno Valley**.

RECOMMENDED ALTERNATIVES:

- One possibility, from the Hippocratic Oath—**first do no harm**: This railroad crossing has been used and relied upon by thousands of people over decades—permit us to continue using it with a few additional trains.
- Second, we urge you in the strongest terms not to approve the closing of Watkins today.
 - We have had such short notice of the above adverse effects that we urge you to continue this issue to give us sufficient time to better study the issues and to give writers of the EIS time to address the various adverse impacts that would come from the closing.
- Third, in order to keep the crossing open you could just add flashing red lights to warn of approaching trains, as it done for many other crossings in Riverside. In this case why not do what you should have done years ago?
- Fourth, if 3) is not possible, keep the crossing open by using crossing gates (plus flashing lights) that lower when trains are present, then raise afterward.
 - **Dropping gates or flashing lights are used elsewhere**: This is not a high-speed track with long trains like Magnolia, Iowa and Chicago crossings, all of which have dropping crossing gates.

- Watkins already has an extra turn lane that could accommodate traffic when gates are down, or, **Watkins could be widened.**
- If need be, you could add a traffic light at Watkins crossing and freeway on-ramp to reduce the potential for accidents.
- According to Riverside transportation staff you will have railroad-crossing gates at the Watkins crossing that could control traffic when trains appear, but that **THEY WILL BE LOCKED.**
 - **The obvious alternative—DON'T LOCK THEM:** Drop the gates when trains cross Poarch/Gernert. Metrolink trains (12 per day) are very short, likely fairly slow trains probably resulting in 30 second closures—**NOT A MAJOR ISSUE.** Freight trains (2 per day?) take longer, but everyone using the crossing lives with them now.
 - For the most heavily impacted residents, provide a key or clicker.
- Should you choose to close the Watkins crossing, you could compensate Poarch/Hilltop residents \$11,000 per household per year (Crowley/Pettigrew residents somewhat less; Moreno Valley residents for the loss of alternatives) for the extra driving this will impose, but this is far worse than keeping open the Watkins crossing. Compensation would also be needed for loss of property values.
- As mitigation you could **pave Gernert and part of Poarch** to the existing community mailboxes. And, you could grade the dangerous Gernert corner so that it is safer. While these efforts do nothing to reduce the extra driving with every round trip, they do make the longer driving somewhat less burdensome.
- We are concerned that closing the Poarch/Watkins crossing has not been quantitatively analyzed for the variety of adverse impacts that would be imposed. It also seems unnecessary, is extremely **costly to residents, increases total driving each year by more than the distance to the moon,** condemns property and wealth to lesser values, and is quite **burdensome** for Poarch/Hilltop, Pettigrew, and Moreno Valley residents, as well as for delivery/service industries. Finally, it **reduces freeway access** alternatives and **adds to various air pollutants.**

September 9, 2013

County Board of Supervisors
County of Riverside Transportation Department

Dear Mr. Gregory Ehe,

We are writing in response to the County of Riverside Transportation Department's notification of the closure of Gernert/Poarch Road at the grade crossing adjacent Watkins Drive due to the Perris Valley Rail project. We as homeowners, that have driven this road for over 30 years will be directly impacted and harmed by this action.

There are many adverse consequences that will accrue, which include but not limited to:

- Fire Department response time
- Our ability to evacuate fast and safely in the event of a fire (high fire danger area)
- Law Enforcement capability and response time due to locked gates
- Ambulance and Emergency Medical Response
(life threatening- no keys, not knowing there is a new locked gate)
- Postal delivery, UPS, FedEx, DHL and others carriers
- Waste Management (trash pick up cost)
- Decrease in property value due to limited access (only from Moreno Valley)
- Homeowners Fire Insurance, due to the lack of access for emergency response.
- The added time and cost to drive extra miles per day to work, school, shop for food and conduct normal daily life.

There exists the technology and the County of Riverside Transportation Department has qualified engineers that could design and install a traffic signal at the intersection of Poarch Road/Watkins Drive /State Route 60 Freeway westbound on-ramp that could control the traffic flow which would mitigate the need for the closure of the grade crossing.

It is stated that the reason for the closure is for "public safety", which seems in direct conflict with our safety and the ability to use the access road to our homes which we have done for more than 30 years.

Respectfully,

Robin and Alan Ablott
10870 Pettegrew Road
Riverside, CA 92507
(951) 788-6764

Ablottthunder@aol.com

Clerks Copy

Wagner, Lisa M

From: Darren C <DarrenC@standardportfolios.com>
Sent: Monday, September 09, 2013 2:52 PM
To: COB
Subject: Agenda Item 9-3, September 10, 2013 Hearing on Proposed Closure of Gernert Road/Poarch Road at the Perris Valley Rail At-Grade Crossing Adjacent to Watkins Drive; ATTENTION: Ms. Kecia Harper-Ihem, Clerk of the Board
Attachments: Letter for Poarch Rd Closure.pdf

Dear Chairman Benoit and Honorable Board Members:

Standard Portfolios is the new owner of land within the Gateway Center Specific Plan No. 250 located in unincorporated Riverside County on the north side of Interstate 215/Highway 60 between the Central Avenue and Box Springs interchanges.

The agenda submittal for the hearing clarifies that the closure of the Poarch Road crossing would affect only the existing dirt road crossing, and would allow for future improvement of the crossing for full public access. The clarification is consistent with the circulation plan approved for the Gateway Center Specific Plan (copy enclosed). The clarification also is consistent with RCTC's environmental impact report for the Perris Valley Line project, which did not call for the Poarch Road crossing to be permanently closed or vacated, and confirmed that the PVL project is consistent with the existing and planned land uses in the area.

Thank you for clarifying the Board's proposed action to close the existing crossing at Poarch Road. We are pleased to work with the County, RCTC, and other responsible agencies on any alternative crossing that meets the federal and state safety standards.

We are pleased to be a part of the Riverside County community and we look forward to working with you.

Sincerely,

Darren Chin, Project Manager

Darren Chin
Civil Engineer/Project Manager
Standard Portfolio Riverside, LLC.
 488 E. Santa Clara Street, Suite 304
 Arcadia, CA 91006
 (626)263-5105 (office)
 (909)685-7719 (cell)

already
Distributed
to
Board

- LW

9-3



Standard Portfolio-Riverside, LLC.

Riverside County Board of Supervisors
ATTENTION: Ms. Kecia Harper-Ihem, Clerk of the Board
County Administrative Center
4080 Lemon Street, 1st Floor
Riverside, CA 92501

Re: September 10, 2013 Hearing on Proposed Closure of Gernert Road/Poarch Road at the Perris Valley Rail At-Grade Crossing Adjacent to Watkins Drive

Dear Chairman Benoit and Honorable Board Members:

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We are pleased to be a part of the Riverside County community and we look forward to working with you.

Sincerely,

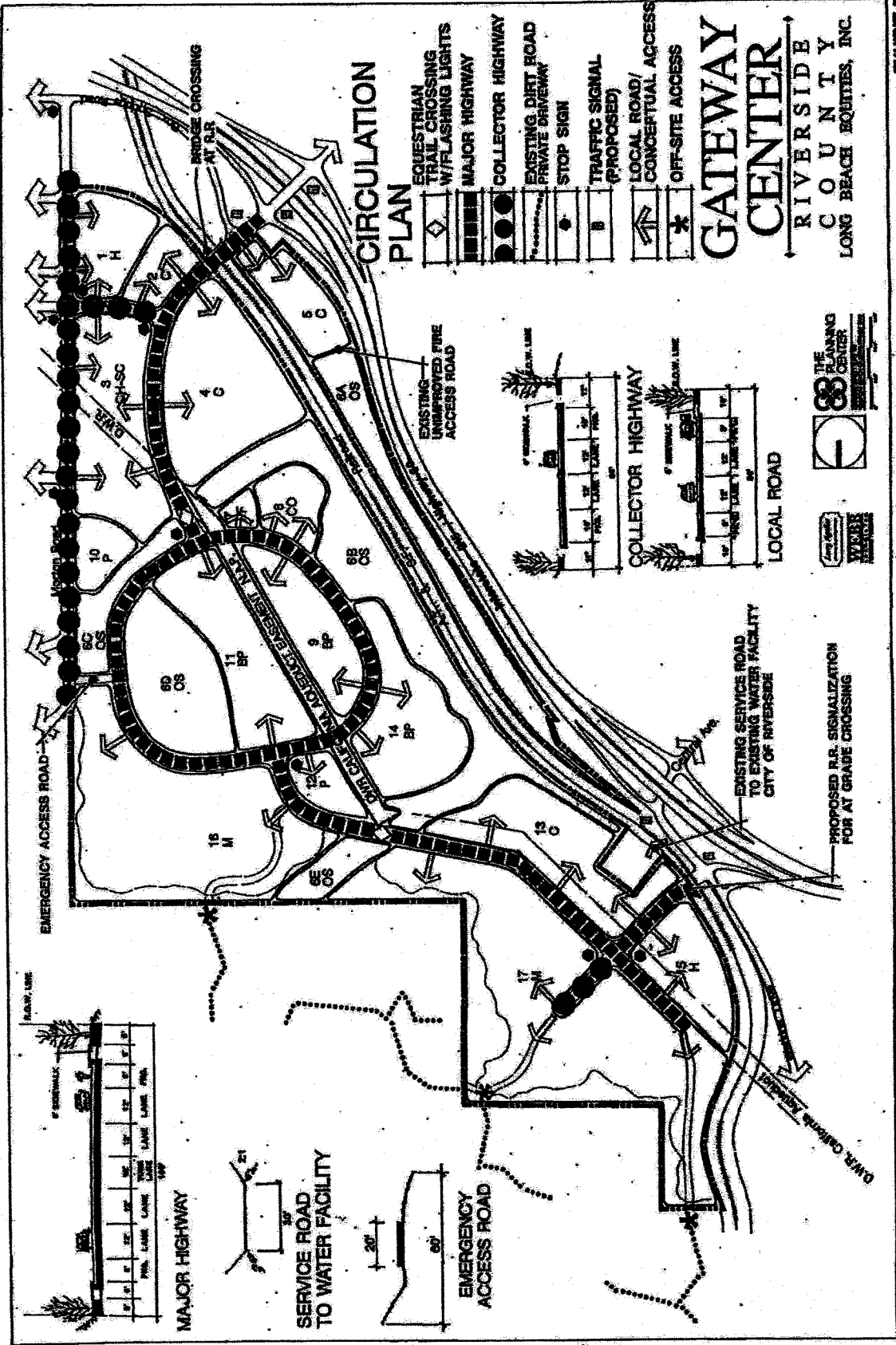
Darren Chin, Project Manager

Enclosure: Approved Circulation Plan for Gateway Center Specific Plan

488 East, Santa Clara Street, Suite 304 Arcadia, CA 91006

Tel: 626. 263. 5888

Fax: 626. 263. 5899



Petition to the Riverside County Board of Supervisors:

Against Closing Poarch/Gernert Road at Watkins

The 270+ people who have signed the petition will be harmed in various ways by Riverside County's closing of Poarch/Gernert Road where it currently intersects Watkins Drive. There are obvious alternatives to the permanent closing of this entrance onto Watkins Drive, including no changes or the installation of a railroad-crossing gate or the installation of flashing lights on each side of the railroad track at this location. We understand that this will be done for all other crossings of the Perris Valley Metro Link extension. We are concerned you do not understand the full consequences of the proposal.

HARM TO RESIDENTS.

We have already been harmed because we had no or poor notice of this permanent closing of access to our properties; this hampers our ability to respond: Some of us are learning for the first time that the Watkins entrance to Poarch/Gernert Road will be closed permanently except for emergency vehicles. Until this last week we never received a public notice that this would occur. A few had heard of this earlier from employees in the Riverside County Planning or Transportation Departments, or from news stories. For an action of this magnitude on residents this is unfair. Is it in violation of legal procedures?

We will be harmed in many other ways if this entrance to Gernert Road/Poarch Road is approved:

- The Poarch/Gernert access has been a publicly used road since the mid-1940s. Most of us purchased in the Box Springs Mountains area because it was easily accessible to Riverside, but quiet.
- Presently to go from one side of the railroad tracks to Watkins heading westbound we have to drive **65 feet**. If this is closed, we will have drive **three (3) extra miles** on every one-way trip to reach the same point.
- Residents of Poarch Road/Hilltop Drive will have to drive six (6) additional miles per round trip from our homes. City planners assume that all the drivers in a **single family home average 9.5 to 13 round trips per day**. Nine and one-half round trips per day would require a household to drive 57 (6*9.5) **extra miles per day**; 13 trips would require driving an **extra 78 (6*13) miles per day**. Pettigrew households will have about **4 extra round-trip miles per outing**.
- This is **20,805 EXTRA miles per year (9.5*6*365) up to 28,370 EXTRA miles per year (13*6*365)**. For the 10 families on Poarch/Hilltop the **extra driving** would amount to 208,050 up to 283,700 miles—equaling **the distance to the moon**. This constitutes EXTRA DRIVING to reach our destinations. For the 10 families that access Watkins and the freeway off Poarch/Gernert **ten-year's extra driving** will range from 2,080,500 up to 2,837,000 miles. Pettigrew residents heading westbound would have about 2/3 the extra driving.
- Using IRS numbers for the per-mile **total costs** of driving a car (\$0.565/mile) **FOR ONE FAMILY this would amount to \$11,754.82 up to \$16,029.05 per year. FOR 10 FAMILIES this would amount to \$117,548.20 up to \$160,290.50 per year. Over a 10-year period the total costs for 10 families would range from \$1,175,482 up to \$1,602,905**. Pettigrew residents heading westbound would have about 2/3 the extra driving costs.
- Warrantees or leases on new vehicles will expire much quicker because of extra driving.

- If the full costs of driving a car **increase to \$0.60 per mile** because of inflation, these numbers become **\$12,843** (20,805*\$0.60) to **\$17,044** (28,370*\$0.60) **per family per year** (2/3 this amount for Pettigrew households). **They become 100 times greater for 10 families over 10 years.**
- These are the total costs just for **EXTRA DRIVING NECESSITATED** by the proposed action by the Riverside County Supervisors closing the Poarch/Gernert access to Watkins Drive.
- Residents on Pettigrew or in west Moreno Valley will not be able to shorten trips or skirt clogged freeways early in the morning by crossing to Watkins off Gernert. This is the reason many of those residents signed the petition. Gernert is a very “slippery” road because of gravel and has quite a dangerous corner, both inviting accidents.
- **Cars will deteriorate faster because of trips on the rough Gernert road (about 2 miles each round trip) that is sometimes closed because of rain washouts. Even if Gernert were paved from Moreno Valley to the gate at Watkins (which would ease some of the burden), this does not avoid the costs of EXTRA driving.**
- While there are some provisions for emergency vehicles, this does little to mitigate problems for residents. Some live with heart conditions that may need emergency help; if delayed, this could be fatal. Some must go to hospitals frequently and must not miss appointments, but having to use the less predicable freeway (with no alternatives via Watkins to Blaine or Iowa) will face difficulties. Some have disabled adult children that may need more ready or quicker access. Some may have fragile health because of recent heart surgery.
- **Homes will be vastly more isolated.** We understand that fire departments ordinarily require more than one access to properties in order to have escape routes. Because homeowners will be more isolated, this exacerbates fire problems, despite emergency access. Residents are now on ½ to one-mile cul-de-sacs; these will become 3 ½ to 4-mile cul-de-sacs. We currently have two access points to this housing area. If Gernert is closed, the entire housing area will dependent upon one exit/entry via Box Springs (which is often clogged). Box Springs Road empties on the freeway that is frequently clogged in the mornings.
- **Property values are likely to drop**, imposing hidden costs and harms on residents.
- FedEx, UPS, the Post Office, newspapers, trash pickup, and other delivery services **will have to travel 6 miles further each round trip** or may simply stop serving residents. Many of us receive frequent FedEx and UPS deliveries.

RECOMMENDED ALTERNATIVE: We understand that there will be railroad-crossing gates at the Poarch/Gernert access to Watkins Drive crossing that could control traffic when trains appear, but we have been told **THEY WILL BE LOCKED**. An obvious alternative is to keep these gates operational for all residents, closing them only when Metro Link or freight trains are using the tracks.

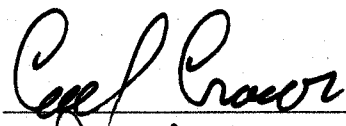
Metro Link trains will be very short and having movable crossing gates be down for only short periods of time—perhaps 30 seconds per train passage—will not likely pose safety problems. This will not be a high-speed track with long trains like the tracks that cross Magnolia, Iowa and Chicago over which long, fast freight trains currently cross streets. Nonetheless, at the Magnolia, Iowa and Chicago crossings there are only crossing gates that down when trains are passing and then raised to permit traffic to proceed.

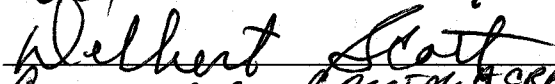
We think such a solution is quite adequate for the Poarch/Watkins crossing.

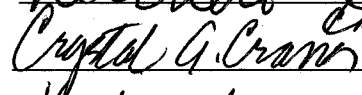
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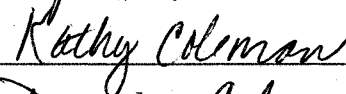
Signature Page

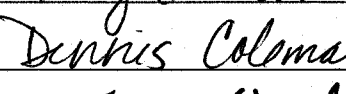
Signature	Printed Name	Address	Contact Information (Phone number or Internet address)
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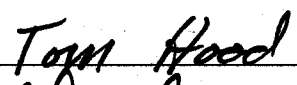
	Carl Crow	20682 Hilltop Dr.	Carl.Crow@UCR.edu
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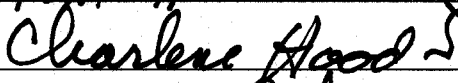
	Welbert Scott	PO BOX 51525	zip 92517
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	Crystal G. Crown	20682 Hilltop Dr Riverside	92507 crown53@yahoo
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	Kathy Coleman	20510 Hilltop Dr	see
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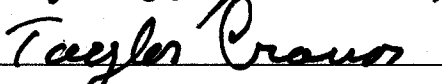
	Dennis Coleman	20510 Hilltop Dr	attached email
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	Tom Hood		see email
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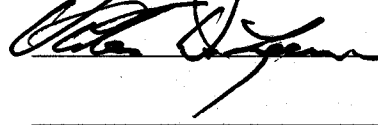
	Charlene Hood		
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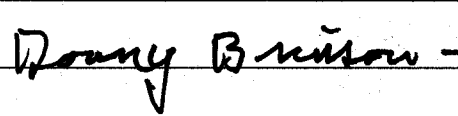
	Dennis Coleman		see email
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	Kathy Coleman		
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	Taylor Crown		see email
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	Chris Crow	20682 Hill Top Dr.	crown001@csusm.
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	Vicki Decker	11925 Yellow Iris Way	no Cal 92557 edu
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	Donny Brunson		see email
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crystal cranor <cryriv53@yahoo.com>
Fw: Gernert Closure
September 2, 2013 1:16 PM

----- Forwarded Message -----

From: kathy coleman <caty_june@yahoo.com>
To: crystal cranor <cryriv53@yahoo.com>; Moses/Alicia Perez <moyperetz@sbcglobal.net>; Donnie Brinson <DonnyBrinson@RioBuilders.com>; Charlene Hood <chood@rc-hr.com>; Tom&Charlene <tomwhca@hotmail.com>
Sent: Monday, September 2, 2013 12:45 PM
Subject: Re: Gernert Closure

Crystal: We certainly are in support of the petition to prevent the road closure and will sign the petition. Having a disabled son like Cameron has made it necessary through the years to have emergency vehicles come to our house and we do not like the idea of a locked gate they can get through because of keys being lost or wrong key picked up. We are wondering if there is a legal grounds we could go through where an stop order could be obtained while a ruling is being made.

We would be willing to pitch in on legal costs if other neighbors will also. One of us at least wii attend the meeting on Sept. 10. Dennis & Kathy Coleman 20510 Hill Top Dr.

From: crystal cranor <cryriv53@yahoo.com>
To: Moses/Alicia Perez <moyperetz@sbcglobal.net>; Kathy Coleman <caty_june@yahoo.com>; Donnie Brinson <DonnyBrinson@RioBuilders.com>; Charlene Hood <chood@rc-hr.com>; Tom&Charlene <tomwhca@hotmail.com>
Sent: Sunday, September 1, 2013 4:27 PM
Subject: Gernert Closure

Hello Neighbors,

Last week we all received the formal notice of intent to close Gernert Road, with Sep 10 meeting designated to hear discussion of that action. This would be disastrous for all of us, and we intend to inform the Board of how we will all be harmed by closing our road.

We have prepared a petition to protest the closure. Please let me know if and when you are able to sign it. We'll have to present the petition formally at the Board meeting on Sep 10.

I have attached a flyer which our neighbors Del Scott and Hyung Park will hand deliver to everyone who uses Gernert Road. They will also canvass the area for neighbors willing to sign the petition.

Carl thinks it will be ok if you send him an email stating your support of the petition, we can attach it to the physical petition when it is presented to the Board.

And, please try to attend the meeting on Sept 10 - it is really important!!

Carl and Crystal Cranor
20682 Hill Top Drive
Riverside, CA 92507

crystal cranor <cryriv53@yahoo.com>
Fw: Gernert Closure
September 3, 2013 2:15 PM

----- Forwarded Message -----
From: "donnybrinson@riobuilders.com" <donnybrinson@riobuilders.com>
To: crystal cranor <cryriv53@yahoo.com>
Sent: Tuesday, September 3, 2013 10:10 AM
Subject: Re: Gernert Closure

I'll be there. I support the petition. Hope I can sign it before the meeting on the 10th.

-----Original Message-----
From: crystal cranor [mailto:cryriv53@yahoo.com]
Sent: Sunday, September 1, 2013 04:27 PM
To: 'Moses/Alicia Perez', 'Kathy Coleman', 'Donnie Brinson', 'Charlene Hood', 'Tom&Charlene'
Subject: Gernert Closure

Hello Neighbors,

Last week we all received the formal notice of intent to close Gernert Road, with Sep 10 meeting designated to hear discussion of that action. This would be disastrous for all of us, and we intend to inform the Board of how we will all be harmed by closing our road.

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Carl thinks it will be ok if you send him an email stating your support of the petition, we can attach it to the physical petition when it is presented to the Board.

And, please try to attend the meeting on Sept 10 - it is really important!!

Carl and Crystal Cranor
20682 Hill Top Drive
Riverside, CA 92507

Taylor J Cranor <tcranor@wellesley.edu>
Re: Road Closing Email
September 3, 2013 7:04 PM

I heard there was a petition circulating to protest the closing of the Gernert road/Watkins railway crossing and would like to add my name to the petition as well as submit this letter to whomever is making decisions about the issue in question. Thank you.

To whom it may concern,

My name is Taylor Cranor and I am a resident of Hill Top Drive. Closing the train tracks crossing to Watkins from Gernert would be an unnecessary imposition on my daily life. Not only would I put superfluous wear and tear on my car by driving extra miles on dirt roads several times a day but I would also give up a large amount of time due to the added distance it would add to my normal routes around town and the horrible traffic on the 215 North that constantly comes to halt right by what would become my nearest freeway onramp. Furthermore, Gernert Road is an unsafe road, with a corner that renders drivers in either direction completely blind and giving me serious concern many life-threatening accidents could occur with increased traffic on the road. I hope you take into account the issues your plan imposes on the residents of the Box Springs area when making your decision. Thank you.

Sincerely,
Taylor Cranor