



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

February 5, 2009

REPLY TO

ATTENTION OF:

Office of the Chief,  
 Regulatory Division

Ms. Cathy Bechtel  
 Riverside County Transportation Commission  
 4080 Lemon Street, 3<sup>rd</sup> Floor  
 P.O. Box 12008  
 Riverside, California 92502-2208

RECEIVED  
 FEB 09 2009

RIVERSIDE COUNTY  
 TRANSPORTATION COMMISSION

Dear Ms. Bechtel:

The U.S. Army Corps of Engineers (Corps) has received the enclosed electronic messages (emails) and letters of comment in response to our Public Notice (PN) No. 2001-00537-SAM issued on October 31, 2008 for the **Mid-County Parkway (MCP)** project located in western Riverside County, California.

Local citizens, environmental interest groups, Federal, Tribal, State and other governmental agencies have submitted comments to the Corps in response to our PN. A total of 44 letters were received and approximately 1,000 additional email messages were transmitted to the Corps, of which the majority constituted a standard "form" email opposing the project. The content of the "form" emails is word for word identical and the messages appear to have been sent simultaneously to the Corps and the Riverside County Transportation Commission (RCTC) during the period December 18, 2008 through January 9, 2009. To avoid unnecessary duplication, we are not re-sending or forwarding these "form" emails. For similar reasons, we are not forwarding the voluminous comment letters submitted by the Pechanga Indian Reservation (letter dated January 8, 2009), Center for Biological Diversity (letter dated January 8, 2009), U.S. Environmental Protection Agency (letter dated January 8, 2009), and Stowell, Zeilenga, Ruth, Vaughn & Treiger LLP (letter dated December 29, 2009) since copies of these correspondence were sent directly to your office by the above commenters.

In general, an overwhelming number of commenters expressed opposition to the MCP project and, specifically, to the locally preferred alternative. Comments of concern relate to those offered by the Center for Biological Diversity, the Department of the Interior (U.S. Fish and Wildlife Service), U.S. Environmental Protection Agency, Friends of the Northern San Jacinto Valley, Pechanga Indian Reservation, and Stowell, Zeilenga, Ruth, Vaughn & Treiger LLP. A number of individual citizens submitted comments that duplicate issues raised by the aforementioned organizations. The most important issues needing resolution include, but are not limited to:

- Compliance with 4(f) of the U.S. Department of Transportation Act of 1966, including the consideration of an avoidance alternative;
- Proper evaluation and disclosure of adverse impacts on the Lake Mathews/Estelle Mountain wildlife conservation lands;
- Inadequate cumulative effects analysis, including the improper segmentation of the Mid-County Parkway project from the Irvine-Corona Expressway;
- Adequacy of compliance with Section 106 of the National Historic Preservation Act (NHPA);
- Failure to adequately evaluate impacts to federally listed species and their critical habitat;
- Air quality impacts, including possible deficiencies in the air quality modeling;
- Environmental Justice issues pursuant to Executive Order 12898;
- Lack of detail in the proposed compensatory mitigation plan;
- Economic considerations and prioritization of County infrastructure projects given the current national economic downfall;
- General community impacts (e.g., community cohesion, land use conversion from rural to urban)

Please provide your written responses to the enclosed correspondence in order to facilitate the submittal of your Department of the Army (DA) permit application and ultimately to render a final Section 404 permit decision. With regard to the public comments, you may choose one of the following two options:

1. You may choose to resolve a comment or objection by agreeing to project modifications/conditions as suggested by the commenting party or by suggesting your own modifications/conditions. You may contact the interested party in an attempt to resolve objections, but you are not required to do so. If you choose to resolve issues in this manner, we request you document any resolutions and project modifications/conditions resulting from your coordination with the commenting party.

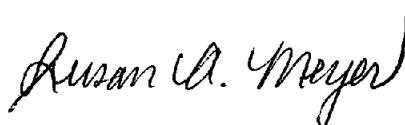
2. You may choose to rebut a comment or objection by providing additional information or clarifying existing information. The Corps, however, will determine the adequacy of your response, especially for issues pertaining to our Section 404 of the Clean Water Act purview. If additional or clarifying information is required, but is not provided to the Corps in a timely fashion, we may choose to withdraw your permit application.

Please note that we may also impose special conditions on our eventual DA permit decision in response to public comments and/or non-discretionary terms and conditions that result from your compliance with Section 401 of the Clean Water Act, Section 106 of the NHPA, and Section 7 of the Endangered Species Act.

Your responses to the substantive issues raised in the attached comment letters are required to be submitted to the Corps within 30 calendar days from the date of this letter. If you feel that you will need additional time to respond to the comment letters, you may request an extension. Such a request must be in writing and must justify your need for the additional time.

If you have any questions, please contact me at (808) 438-2137 or electronically at [susan.a.meyer@usace.army.mil](mailto:susan.a.meyer@usace.army.mil).

Sincerely,

A handwritten signature in black ink that reads "Susan A. Meyer". The signature is written in a cursive style with a large, sweeping initial 'S'.

Susan A. Meyer  
Senior Project Manager  
Regulatory Division

Enclosures

# **ENCLOSURE**

**MID-COUNTY PARKWAY PROJECT  
DRAFT EIR/EIS**

**Comments Received on the U.S. Army Corps of Engineers Public Notice  
Corps File No. SPL-2001-00537-SAM**

**Meyer, Susan A SPL**

**From:** Pjvdolls@aol.com  
**Sent:** Thursday, January 08, 2009 12:45 PM  
**To:** tay.dam@fhwa.dot.gov; Meyer, Susan A SPL  
**Subject:** public input on the RCTC/EIR-EIS:

**public input on the RCTC/EIR-EIS:**

Paula Vice  
 6545 Benson St.  
 Perris, Ca. 92570

1-8-2009

To: RCTC, Tay Dam, Susan Meyer, Cathy Bechtel, Bob Buster

For the record I wish this to be part of the public record which meets the deadline date for input as of Thursday Jan. 8, 2009

I am opposed to the Mid County Parkway. It is not in my neighborhood attitude either. I feel there is no need for this freeway, the money is better spend repairing and fixing our roads and bring them up to county standards. Taking all of these easements that are dirt and paying the roads. The money you have wasted on this project would have already wided Cajalco Rd to four lanes and done so much good in other places. It doesn't make sense to bring trucks up such a steep grade and then back down. Along with soooo many other reasons.

I work in an office at the Corona Crossing which is next to the 15 freeway. All of this will just dump right into it. It's already a mess, that will turn into a nightmare. I don't know why the city of Corona would allow you to do such a thing to their city. This will be such a burden to the tax papers.

At this time when property prices have gone so far down and that affects the tax base revenue, I just don't think it is fair to pass anymore burden to the people when we are in a depression. You will have to just find some way to raise taxes for your little pet projects. As always.

I have lived here in the Gavilan plateau for 30 years and I have seen so much.

I have a friend that has 5 acres that is fairly close to the Harford springs park. At the time he purchased it, you could split it in half. The county took that away from him and won't allow him to use part of his land because of endangered species.

Then I find out that the country will allow the freeway to come as close 40' -80' to the Hartford Springs Park. If he can't build on part of his land or split it and he doesn't even live that close, how can you justified going that close to the Hartford Springs park with a freeway. Pretty one sided to me.

The little guy, the tax payer always the looser in so many ways.

Not to mention all the wild life, endangered species. More and more of their habit is being taken away each day. A park here and a park there just isn't enough for them.

I would mention all the reasons that I moved up here, the beauty, peace, stars.the coyotes howling. The cool owls, hawks and the turkey vultures hanging out looking for a meal. The quail and the morning doves, the sound of all the birds. Having places to ride your horse forever. The list goes on.

Won't waste my time because I know you don't care.

I stopped one day at the coroner of Lake Mathews Dr. and Cajalco Rd because I saw they were wanting you to sign something about the Mid County Parkway. So I stopped thinking they were doing a good thing. Only to find out they were supporting the Mid County Parkway going through the Gavilan Plateau.

I asked why would they want such a thing.

I was informed, it was to make sure it didn't come through their neighborhood. "It was the not in my neighborhood attitude. "They know that Cajalco was going to be wided into 4 lanes and that having the parkway up in the Gavilan Hills would insure that it didn't end up on Cajalco.

I asked did they feel that was the best place for it and was told "No", they didn't care as long as it was not in their neighborhood.

I told them I wouldn't sign anything that I feel it should be a no build and would never have tried to shove it into their neighborhood. That we should all stand together. They said they felt it couldn't be stopped and they would

just do anything to make sure it didn't end up being on Cajalco

So this Parkway as you call it, which is really a nice word for an ugly freeway. Has divided our community out of fear.

I don't know how RCTC can bring this project through this area when there are so many other transportation issues in Riverside county. I can only hope that our election officials listen to the voice of the people that has placed them in office. Who voted for them to represent them.

From the Vice Family

Paula, Mike, Charles, Pete, Jenna, & Jakob

---

New year...new news. Be the first to know what is making headlines.

**FRIENDS OF THE NORTHERN SAN JACINTO VALLEY**  
**P.O. Box 9097**  
**Moreno Valley, CA 92552-9097**  
**[www.northfriends.org](http://www.northfriends.org)**

7 January 2009

U.S. Army Corps of Engineers  
Regulatory Division  
ATTN: Susan A. Meyer  
Bldg. 230  
Ft. Shafter, HI 96858-5440

Dear Ms. Myer:

**Re: Public Notice/Application No.: 2001-00537 for the Draft Environmental Impact Report/Draft Environmental Impact Statement (EIR/EIS) for the Mid County Parkway Project: SCH #2004111103**

For your information the Friends of the Northern San Jacinto Valley are forwarding their comments regarding **Public Notice/Application No.: 2001-00537 Mid County Parkway, Riverside County, California.**

Please keep us informed of all meetings, all documents and all decisions made regarding the Mid County Parkway Public Notice process.

Thank you.

Sincerely,

*Ann L. Turner McKibben*

Ann L. Turner-McKibben, President  
(951) 924-8150  
e-mail: [northfriends@northfriends.org](mailto:northfriends@northfriends.org)

**FRIENDS OF THE NORTHERN SAN JACINTO VALLEY**

**P.O. Box 9097**

**Moreno Valley, CA 92552-9097**

**[www.northfriends.org](http://www.northfriends.org)**

7 January 2009

Via FAX (951/787-7920), U.S. Mail and e-mail: [cbechtel@rctc.org](mailto:cbechtel@rctc.org)

Ms. Cathy Bechtel  
Riverside County Transportation Commission  
P.O. Box 12008  
Riverside, CA 92502-2208

Mr. Tay Dam  
Federal Highway Administration  
650 Capitol Mall, Suite 4-100  
Sacramento, CA 95814-4708

Dear Ms. Bechtel & Mr. Dam:

**Re: Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Mid County Parkway Project: SCH# 2004111103**

The Friends of the Northern San Jacinto Valley (Friends) August 27, 2007 response comments on the July 2007 Supplemental Notice of Preparation (NOP) for this project noted several deficiencies in the National Environmental Policy Act/California Environmental Quality Act (NEPA/CEQA) public scoping document. We asked that these deficiencies be corrected in the forthcoming Draft Environmental Impact Report/Draft Environmental Impact Statement (Draft EIR/EIS) to comply with the requirements of NEPA/CEQA.

We indicated it was particularly important to delineate the boundaries of the Multi-Species Habitat Conservation Plan (MSHCP) lands of the San Jacinto Wildlife Area and the Lake Mathews MSHCP lands. We requested the Draft EIR/EIS adequately inform the public as to the relative impact that project alternatives would have on these important wildlife conservation lands. These largely public lands have been designated for wildlife conservation pursuant to the federal Endangered Species Act (ESA) and the California Natural Community Conservation Planning Act (NCCP). In addition, we requested that the subject environmental documents demonstrate compliance with the requirements of Section 4(f) of the U.S. Department of Transportation Act of 1966 which specifies that publicly owned parks, recreation areas, wildlife or waterfowl refuges may not be used for projects which use federal funds, unless there are no feasible and prudent alternatives to the use of such land. In addition, the Section 4(f) requirements stipulate that the project includes all possible planning to minimize harm to federal, state, or regional wildlife conservation lands resulting from the proposed transportation use.



Habitat Conservation Plan (MSHCP) habitat conservation lands on the same lands previously designated for SKR conservation; 2) the failure of the Riverside County Habitat Conservation Agency (RCHCA) to adequately fund the SKR Habitat Conservation Plan; 3) the RCHCA failure to implement habitat management programs on the designated SKR reserves; 4) the dissolution of the March Air Force Base SKR reserve; and 5) the pending dissolution of the RCHCA, the Joint Powers Agency created to implement the SKR Habitat Conservation Plan.

The Friends believe the required ESA, Section 7 consultation this project requires is in itself a major federal action necessitating NEPA compliance and public disclosure. In a like manner, we believe the California Department of Fish and Game cannot avoid its state Wildlife Trustee obligations to properly implement CEQA before authorizing additional incidental take of SKR or other species conserved under the MSHCP/NCCP.

The Friends would also request that the Draft EIR/EIS public review record reflect our objection to the improper segmentation of the Mid County Parkway project from the Irvine Corona Expressway (ICE) which plans to tunnel through the Santa Ana Mountains. These projects are one in the same, and the segmentation of the environmental review of these projects only serves to mislead the public. We also believe the Draft EIR/EIS fails to adequately consider the adverse impacts the Mid County Parkway will engender in the area of climate change and cumulative air quality degradation. The Draft EIR/EIS does not properly consider the public health risks of additional air quality degradation on present and future residents living within 1,500 feet of the proposed Mid County Parkway.

Thank you for the opportunity to comment on the Draft EIR/EIS for this project. Please advise the Friends of the availability of the Final EIR/EIS. Please keep us informed of all meetings, all documents and all decisions made related to the Mid County Parkway.

Sincerely,

*Ann L. Turner McKibben*

Ann L. Turner-McKibben, President  
(951) 924-8150  
e-mail: [northfriends@northfriends.org](mailto:northfriends@northfriends.org)

Copy to: Susan A. Meyer, U.S. Army Corps of Engineers, Regulatory Division

Literature Cited:

- Brown, J.S., B.P. Kotler, R.J. Smith and W.D. Wirtz II. 1988. The effects of owl predation on the foraging behavior of heteromyid rodents. *Oecologia*. 76: 408-415.
- Price, M.V., W.S. Longland and R.L. Goldingay. 1991. Niche relationships of *Dipodomys agilis* and *D. stephensi*: two sympatric kangaroo rats of similar size. *Am. Midl. Nat.* 126: 172-186.
- Riverside County Habitat Conservation Agency. 1995. Habitat conservation plan for the Stephens' kangaroo rat in western Riverside, California, Volume I. Riverside County

**CALIFORNIA STATE LANDS COMMISSION**

100 Howe Avenue, Suite 100-South  
Sacramento, CA 95825-8202



**PAUL D. THAYER**, Executive Officer  
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from Voice Phone 1-800-735-2922

Contact Phone: (916) 574-1892  
Contact FAX: (916) 574-1925

January 5, 2009

File Ref: SD 2008-12-02.7

Cathy Bechtel  
Project Development Director  
Riverside County Transportation Commission  
4080 Lemon Street, 3rd Floor  
Riverside, CA 92502-2208

Dear Ms. Bechtel:

**SUBJECT: Mid County Parkway Transportation Project, Corps PN 2001-00537**

Staff of the California State Lands Commission (CSLC) has reviewed the Corps Notice for the subject project. By way of general background, upon admission to the Union in 1850, California acquired nearly 4 million acres of sovereign land underlying the State's navigable waterways. Such lands include, but are not limited to, the beds of more than 120 navigable rivers and sloughs, nearly 40 navigable lakes, and the 3 mile wide band of tide and submerged lands adjacent to the coast and offshore islands of the State. These lands are managed by the CSLC. The CSLC holds its sovereign interest in these lands subject to the Public Trust for commerce, navigation, fisheries, open space, and preservation of natural environments, among others.


Shortly after becoming a State, California was also granted Sections 16 and 36 (2 square miles), or lands in lieu thereof, out of each township (36 square miles) then held by the federal government. The lands, classified as "School Lands," were given to the State to help support public education. While many of the School Lands were sold off over the years, the State retains an interest in approximately 1.3 million acres of mostly desert and forest lands. State legislation has mandated that revenues from these school lands accrue to the State Teachers Retirement System. The CSLC also has jurisdiction and authority over School Lands and lieu lands.

The project involves the construction of roadway improvements to connect the existing I-15 in Corona to SR-79 in San Jacinto, Riverside County. As we understand it, five alternative alignments are under consideration.

Based on our review of the information contained in the Corps Public Notice, the project does not appear to involve lands under the CSLC's jurisdiction. This conclusion is without prejudice to any future assertion of state ownership or public rights, should circumstances change, or should additional information come to our attention. Therefore, we would appreciate being advised of the final alignment, once it has been selected.

If you have any questions, please contact Jane Smith, Public Land Management Specialist, at (916) 574-1892.

Sincerely,

  
Barbara Dugal, Chief  
Land Management Division

cc: U.S. Army Corps of Engineers  
Regulatory Division  
ATTN: Susan A. Meyer  
Bldg. 230  
Ft. Shafter, Hawaii 96858-5440

Judy Brown, PLM  
Jane Smith, PLMS

**Meyer, Susan A SPL**

---

**From:** Barbara Carr [bcarr@evmwd.net]  
**Sent:** Monday, January 12, 2009 11:20 AM  
**To:** Meyer, Susan A SPL  
**Subject:** For public record supporting no build Mid County Parkway  
**Attachments:** MCP for PublicRecord from CARR.pdf

Please find attached a copy of our letter documenting for the public record, our support for the No-build option for the Mid County Parkway.  
Thank you

*Barbara & Ron Carr*

**Ron and Barbara Carr  
21798 Ridgedale Drive  
Perris, CA 92570**

December 27, 2008

Cathy Bechtel  
RCTC  
P.O. Box 12008, Riverside, CA 92502-2208

**RE: Support for the No-Build Option for the Mid-County Parkway**

Dear Ms. Bechtel:

Please consider this letter to be our comments on the draft EIR for the proposed Mid-County Parkway (MCP). We are in opposition to alternative #9 as described in the report. In the Lake Mathews region, where the proposed route runs parallel with Ridgedale Drive and intersects with the end of Descanso Drive, a substantial amount of pristine countryside will be destroyed. The hillside above Lake Mathews is a unique, environmentally sensitive geographic area and this alone makes alternative #9 ill-conceived. The rural locality, a disappearing type of community in Western Riverside County, will be unalterably and severely damaged. The negative impacts of the MCP on the environment and the area residents are too extreme to be effectively mitigated.

The devastation created by alternative #9 is irreversible. The land-use decisions we make today will be vested upon our grandchildren and generations beyond. Bulldozing and paving over irreplaceable hillside is our lasting legacy if alternative #9 is chosen and implemented. We believe we can do better and we urge the Riverside County Transportation Commission to reconsider alternative #9 as the preferred option.

We live in a very different financial world today than when the idea for the MCP was hatched. Funding this project with diminished transportation dollars is not realistic in the foreseeable future and funneling scarce resources toward environmental and engineering studies, and right-of-way acquisitions for a project of this magnitude, given the current financial outlook, does the residents of the County a disservice. Money budgeted for the MCP could be better used for more short-term and immediate needs such as the widening of the Cajalco expressway. Further, even if the MCP is completed in a reasonable timeframe, the transportation planning behind this project is flawed. The MCP, as it is currently designed, will only serve to channel greater volumes of traffic onto already overloaded roadways such as SR 91. Money earmarked for the MCP would be better spent investigating how to increase the functionality of SR 91. Developing the MCP prior to improvements to commuter routes into Orange County is simply forcing more traffic onto already overloaded transportation corridors.

### **New Economic Realities**

We hope the board members of RCTC will consider placing the selection of a route for the MCP on hold until the original assumptions used to support the need for this project can be revisited. Since the project's inception, growth in the region has slowed considerably and industrial development has been severely curtailed. The fact that DHL recently announced it would no longer fly domestic flights out of March AFB is compelling evidence that the need for the MCP may be decades beyond what was initially projected. Taking the time now to re-analyze the MCP's underlying assumptions in light of current and future economic conditions does not represent a slowing of progress but rather a prudent course of action that may well prevent a regrettable decision with far-reaching and long-lasting consequences.

### **Negative Aesthetic Impacts**

Every alternative considered for the MCP, but #9 in particular, has severe aesthetic impacts. One only needs to look at RCTC's own renderings to begin to visualize the damage to the scenic resources and degradation of the visual character of the countryside above Lake Mathews. The grading and paving needed for this project will forever destroy the natural scenic beauty of the area in question. This impact is permanent, unalterable, and cannot be effectively mitigated.

### **Negative Air Quality Impacts**

The residents in the hillside above Lake Mathews, adjacent to the proposed MCP route will be subjected to unacceptable levels of air pollution as engine exhaust fumes permeate the area. This is another negative impact of the MCP that cannot be effectively mitigated.

### **Growth Inducement**

A major roadway such as the MCP will undoubtedly spur growth along its route. The increased commercial and industrial development in this rural area is inconsistent with the character of the current community as well as existing zoning and land use plans and guidelines.

### **Noise and Vibrations**

Development of the MCP will expose the residents along alternative #9 to excessive levels of noise and vibrations. The existing EIR does not include sound contour maps for the subject area. However, the existence of a major roadway will, without question, create extreme levels of noise and vibrations for all residents in the area. The substantial increase in ambient noise inherent in this project is another impact that cannot be effectively mitigated.

### Hazardous Materials

It is reasonable to assume that hazardous materials will be transported along the MCP. This increases the risk of the residents of the Lake Mathews area to exposure to toxic material through spillage or accidents on the roadway. The release of hazardous materials also has the potential to seep into the Lake Mathews Reservoir.

### Light Pollution

The MCP will necessitate roadside lighting and cause formerly dark skies to be lit and thus cause high levels of light pollution and light at night (LAN) in the area in question.

### Biological Resources

The hillside area above Lake Mathews is rich in wildlife habitat. The MCP conflicts with established wildlife habitat plans and will render the area unsuitable for plant and animal life.

### Fire Hazard

The dry grass and shrubbery native to this area are susceptible to combustion and the area in question has experienced numerous grass fires. A roadway will add to the threat of fire and serve to endanger people and property.

### Global Warming

The MCP promotes the burning of fossil fuel and thus contributes to global warming. Funneling more vehicles onto SR 91 will result in excessive idling and increased carbon emissions.

### Conclusion

In conclusion, we respectfully request the RCTC to adopt the No-Build option. At the very least, we feel the underlying assumptions of the MCP should be revisited and re-evaluated in light of the recent, yet long-term, changes in the local economy and in population growth patterns.

In our opinion, and for the economic reasons cited in this letter, *a finding of overriding consideration is not a supportable outcome* of the EIR process for this project. If, however, this is the choice of the RCTC, please enter a request for the following mitigation measures into the record:

- RCTC will offer to purchase all houses in our neighborhood for fair market value in order to create a buffer between the remaining rural community and the MCP.

- RCTC will include a sound wall along the MCP through our neighborhood to somewhat shield the remaining residents from excessive levels of noise and vibration.
- The roadway will be constructed with rubberized asphalt to absorb noise and vibration through all inhabited areas.
- RCTC will impose and enforce strict emission standards on all vehicles using the MCP.
- RCTC will provide funding for our residence to build a block wall in our front yard to shield us from the negative aesthetic impact of the MCP.
- RCTC will provide funding for double-pane windows and any other reasonable noise reduction measures available at the time that construction begins on the MCP.
- RCTC will provide a trail system through the Estelle Mountain Reserve to allow residents in the area to enjoy recreation opportunities and to somewhat escape the harsh negative impacts of the MCP.

Thank you for the opportunity to comment on the MCP EIR.

Sincerely,



Ron Carr



Barbara Carr

Cc: Bob Buster, Riverside County Supervisor  
Army Corp of Engineers



## Meyer, Susan A SPL

---

**From:** Doug Morton [douglasmorton@gmail.com]  
**Sent:** Friday, January 09, 2009 3:06 PM  
**To:** Meyer, Susan A SPL  
**Subject:** mid county parkway

**Attachments:** Mid County Parkway.doc



Mid County  
arkway.doc (42 KB).

Susan - attached are some comments on the proposed mid county parkway.  
I sent it yesterday - for some reason didn't get through. Doug Morton

Subject: Comments on section 3.11 Geology-Soils-Water of the mid county parkway DEIR

I am a retired U.S. Geological Survey geologist with over 40 years working experience in the complex geology of southern California, including the area of the proposed mid county parkway.

In general this section appears to have been treated in a rather cavalier fashion. Clearly many relevant sources of geologic information to the proposed parkway are not considered. Some examples follow.

Figure 3.11.1 – Landforms and Topographic Features shows the San Jacinto Reservoir – this reservoir was long abandoned due to differential subsidence with the San Jacinto Valley. Documentation of the reason for abandonment of this reservoir resides with MWD and the State. This is relevant to the proposed parkway as the eastern part of the parkway is located within the San Jacinto Valley that is subject to both tectonic and groundwater withdrawal subsidence. Quantitative values for the rate of subsidence are recorded in several publications as well as Riverside Country survey data obtained when the Ramona Expressway was upgraded.

Overlooked are the numerous fissures located between the Casa Loma Fault and the site of the old Bernasconi hot springs; these fissures are documented in a number of readily available publications (e.g., Morton, D.M., 1977, Surface deformation in part of the San Jacinto Valley, southern California: U.S. Geological Survey Journal of Research, v. 5, p. 117-124).

The subject of subsidence and attendant ground deformations needs to be treated in a thorough way. Current deformation affects the Ramona Expressway where it crosses the Casa Loma Fault. This deformation required MWD to replace that part of the Colorado River aqueduct where the aqueduct crosses the Casa Loma Fault just south of the Ramona Expressway – this was clearly documented by the then MWD geologist Richard Proctor (published in Geological Society of America Bulletin). This deformation is very relevant because of the proposed location of the Ramona Expressway and Warren Road interchange is located near this location..

All routes in the Lake Mathews areas apparently cross through expansive soils derived from Tertiary sedimentary rocks; there appears to be no recognition of these expansive soils. The central route appears to be aligned over a Tertiary channel filled with loose material; this channel loose material cause significant problems when the Colorado River Aqueduct was being constructed; MWD has data relevant to this feature and the problems it presented.

#### Section 3.11.2

Minor point - I doubt there is currently any Department of Mining that is referenced. The map showing faults in the general area is inaccurate. The Chino Fault is missing from the figure. The Whittier Fault is mislabeled as the Chino Fault. The Elsinore Fault

is mislabeled as the Elsinore-Whittier Fault. The San Jacinto Fault zone in the San Jacinto Valley consists of two strands, the Claremont to the north and the Casa Loma to the south. These are fundamental aspects of the figure and clearly reflect on the lack of quality attention paid to section 3.11.

Page 3.11-9. The phrase "numerous fissures associated with crustal movement" is very vague and will suggest to many the fissures are of tectonic origin. The numerous fissures documented in the San Jacinto Valley and extending west to the site of the old Bernarsconi Hot Springs are due to groundwater withdrawal. The current document treats this important subject in a rather dismissive way.

I suggest this section, 3.11 Geology-Soils-Water, receive a critical and objective review and is accordingly revised. A revision should include geologic data relevant to the proposed parkway.

General overview of the geology of the area of the proposed parkway can be found in a U.S. Geological Survey publication (Morton, D.M. and Miller, F.K., 2005, Geologic map of the San Bernardino and Santa Ana 30'x60' quadrangles, California; Open-file report 2006-1217). More detail geologic maps are available from the USGS for the entire parkway area ( 7.5' quadrangle geologic maps for the Lakeview, Perris, Steele Peak, Lake Mathews, and Corona South)

I ask that my comments be incorporated into the public record for review of this EIS.

Dr. Douglas M. Morton  
11341 Lombardy Lane  
Moreno Valley CA 93557

douglasmmorton@gmail.com

**DEPARTMENT OF FISH AND GAME**

<http://www.dfg.ca.gov>

Inland Deserts Region

3602 Inland Empire Boulevard, C-220

Ontario, California 91764

Phone (909) 484-0167

Fax (909) 481-2945



January 08, 2009

Cathy Bechtel  
Riverside County Transportation Commission  
4080 Lemon Street, 3<sup>rd</sup> Floor  
Riverside, CA 92502-2208

**Re: Mid-County Parkway (MCP) Draft Environmental Impact Report - Environmental Impact Statement - SCH #2004111103**

Dear Ms. Bechtel:

The Department of Fish and Game (Department) appreciates this opportunity to comment on the Draft Environmental Impact Report - Environmental Impact Statement (DEIR) for the above-referenced project with regard to impacts to biological resources. The proposed project is the improvement and construction of a 32-mile east-west transportation parkway between State Route 79 in San Jacinto in the east and Interstate 15 in Corona in the west. The preferred alternative is Alternative 9: Far South/Placentia Avenue with the Temescal Wash Area Design Variation (Alt 9 TWS DV).

The Department is responding as a Trustee Agency for fish and wildlife resources [Fish and Game Code sections 711.7 and 1802 and the California Environmental Quality Act Guidelines (CEQA) section 15386] and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines section 15381), such as a Lake or Streambed Alteration Agreement (LSAA) or California Endangered Species Act (CESA) Incidental Take Permit.

The Department appreciates the considerable time, resources, and effort expended in preparing the DEIR. Throughout the DEIR, an agreement pursuant to Section 1600 of the California Fish and Game Code should be entitled a "Lake or Streambed Alteration Agreement". There is varying usage in the DEIR.

*Section 3.18 - Wetlands and Other Waters and Appendix Q - Conceptual Mitigation Plan for Impacts to Wetlands and Other Waters of the United States* describe the framework for regulatory compliance for impacts to aquatic resources including areas under Department jurisdiction. Because of the unknown potential future construction location, phasing and schedule, there is the distinct possibility that "temporary impacts" to aquatic resources would persist beyond a single season and that these impacts would then be considered for higher "permanent impact" mitigation ratios based on habitat and value. The two year duration referenced in Appendix Q (p. Q-5) is not a standard that is uniform across all resources values. Additionally, due to the length and size of the project, there might be opportunities to proceed with mitigation in different areas of the alignment before impacts occur that could conceivably reduce mitigation requirements. This could be explored in the future when potential construction staging is determined.

It is unclear if the aquatic resource impacts described in Section 3.18 take into account the potential shading affects of the numerous bridges described in Appendix I, Attachment D. The reference to the thesis of M. SanClements (2003), which is not listed in the Appendix R – References, concludes that any bridge with a height to width ratio of less than 0.7 would have an impact on the underlying vegetation and a ratio of less than 0.5 would have a permanent impact. The column entitled “Wetland Shading Impact” in Appendix I, Attachment D seemingly does include other aquatic resources and the descriptions of impacts are not correct if applying the results of SanClements (2003). The aquatic impacts to Department jurisdiction resources need to be calculated for each bridge that has a height to width ratio of less than 0.7, with the impacts classified by permanent footing or piers, permanent shading, and temporary construction impacts.

The Conceptual Mitigation Plan also needs to acknowledge that there will be potential aquatic resources acquired and available for enhancement or restoration within the additional acreage of the proposed habitat mitigation area described in Section 3.17.4.1 to the east of Core 2 of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).

*Section 3.19 Plant Species* and *Section 3.21 Threatened and Endangered Species* describe areas where several populations of Narrow Endemic species (i.e., smooth tarplant, Munz’s onion, many-stemmed dudleya, spreading navarretia, Coulter’s goldfields) will be potentially impacted from Alt 9 TWS DV. The sole mitigation measure for these impacts is the preparation of a Determination of Biological Equivalent or Superior Preservation (DBESP) under the authority of the MSHCP to conserve existing unconserved populations or by the restoration and enhancement of existing conserved populations. Due to the extremely specific environmental requirements of these species, it is highly unlikely that new unconserved populations could be found and conserved or that there would be enough restoration and enhancement opportunities to offset the impacts. This is especially a concern for the dwindling Munz’s onion populations in western Riverside County and the amount of potential impacts from Alt 9 TWS DV. The Department will await the 2008 survey results to be contained in the Final EIR/EIS before making a determination if the mitigation proposed will be adequate.

Thank you for this opportunity to comment. Please contact me at (909) 987-7764, if you have any questions regarding this letter.

Sincerely,



Scott Dawson  
Senior Environmental Scientist  
Habitat Conservation Planning

cc: State Clearinghouse, Sacramento  
Doreen Stadlander, USFWS, Carlsbad

**Meyer, Susan A SPL**

---

**From:** Murphy,Raeanne [R\_Murphy@mwdh2o.com]  
**Sent:** Thursday, January 08, 2009 3:28 PM  
**To:** Meyer, Susan A SPL  
**Subject:** Comment Letter in response to the Public Notice - Mid County Parkway Project  
**Attachments:** MWD Comment Ltr - Army Corp Notice Mid County Parkway DEIR-EIS 1-8-09.docx

Dear Ms.Meyer,

Attached below is Metropolitan's comment letter in response to your Public Notice for the Mid County Parkway Project. The original will be sent via U.S. Postal Service.

<<MWD Comment Ltr - Army Corp Notice Mid County Parkway DEIR-EIS 1-8-09.docx>>

If you have any comments, please contact either myself (see below for contact information), or the contact noted in the letter. Thank you for your consideration.

*Raeanne Murphy*

The Metropolitan Water District of Southern California  
Environmental Planning Team  
P: (213) 217-6319  
F: (213) 576-5154

[r\\_murphy@mwdh2o.com](mailto:r_murphy@mwdh2o.com)



**MWD**

METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Executive Office

January 8, 2009

Via Email & FedEx

Ms. Susan Meyer  
U.S. Army Corps of Engineers  
Regulatory Division  
Bldg.230  
Ft. Shafter, Hawaii 96858-5440

Dear Ms. Meyer:

**Notice of Availability of a Draft Environmental Impact Report/  
Environmental Impact Statement for the Mid County Parkway Project**

The Metropolitan Water District of Southern California (Metropolitan) has reviewed the Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS) for the Mid County Parkway Project, located within western Riverside County.

Metropolitan currently owns and operates several facilities within the boundaries of the area described in the DEIR/EIS, including Lake Mathews, the Colorado River Aqueduct, the Upper Feeder pipeline, the Lower Feeder pipeline and the Lake Perris Bypass pipeline and pumpback facilities. In addition, Metropolitan's approved Central Pool Augmentation (CPA) pipeline and treatment plant are within or adjacent to the boundaries of the proposed study area. Furthermore, Metropolitan maintains ownership and jointly manages the Lake Mathews Multiple Species Habitat Conservation Plan/Natural Community Conservation Plan (MSHCP/NCCP) reserve.

There are several critical issues that must be resolved before the U.S. Army Corps of Engineers (Corps) issues a 404 permit for this project. Our issues are as follows:

**ENVIRONMENTAL ISSUES**

**Comment 1: Reserve Definitions**

The descriptions, and the distinctions, of the various reserves in the project area are sometimes unclear and potentially misleading, no doubt due to the complex relationships in establishment, management, and purposes of the reserves. The narrative discussions in different levels of detail in different sections of the document do not appear to provide sufficient information to fully disclose the importance of reserve-related issues. A figure, or perhaps several figures, that clearly depict reserve boundaries and property ownership could be very helpful in this regard. Accompanying the figure (or figures) could be a detailed but succinct description of each reserve, including when it was established, its primary purpose for establishment, the agreements that underlie current management, and ongoing management obligations. Another brief but precise description of the relationships, both legally binding and cooperative, among these reserves would also be useful.

The Lake Mathews Multiple Species Reserve (Reserve), for example, was established in part as a mitigation bank for current and future Metropolitan projects in western Riverside County, and in fact incorporates—but does not supersede—previous agreements among Metropolitan, the California Department of Fish and Game (CDFG) and the California Department of Water Resources to establish a State Ecological Reserve at Lake Mathews. Further, the mitigation bank lands at the Reserve are protected for long-term conservation by a conservation easement held by the Riverside County Habitat Conservation Agency (RCHCA). The Reserve is managed under the terms of a Cooperative Management Agreement among Metropolitan, RCHCA, CDFG, and the U.S. Fish and Wildlife Service, thus limiting Metropolitan’s ability to make unilateral decisions regarding Reserve management. None of these important considerations were clearly described in the document, thus understating the importance to Metropolitan that these complex agreements remain intact and that potential adverse project-related impacts to these lands are fully evaluated.

It is also important to note that the Lake Mathews MSHCP is also an NCCP pursuant to agreements with CDFG. Thus, in addition to the state and federal Endangered Species Acts, where they apply, the Lake Mathews MSHCP is also bound by the provisions of the state NCCP process. The Lake Mathews MSHCP should be referred to as "Lake Mathews MSHCP/NCCP."

**Comment 2: Amendment to Reserve MSHCP/NCCP**

Chapter 3, page 943, of the DEIR/EIS states that if Riverside County moves forward with the widening of Cajalco Road as part of Riverside County’s implementation of the Circulation Element of the General Plan, Metropolitan “would have to agree to a plan amendment.” While an amendment to the Lake Mathews MSHCP/NCCP would be required to allow modifications to Reserve boundaries and impacts to conserved land, Metropolitan would not be required to initiate an amendment or to support efforts by others to do so.

**Comment 3: Off-site Mitigation**

The document states that indirect impacts to conserved lands would result from construction and operation of the MCP, including increased pollutants and trash, increased potential for fire, trespass, type conversion of habitat, and other edge effects. While the analysis concludes that the impacts would be minimal, it also states that off-site mitigation would offset those impacts as provided for in the County’s MSHCP. Please note that such off-site mitigation would not offset impacts to the Lake Mathews Multiple Species Reserve because Metropolitan is not a signatory to the agreements that established the County’s MSHCP. Mitigation for indirect impacts to the Reserve must be consistent with the provisions of CEQA and of the Lake Mathews MSHCP/NCCP and associated agreements.

**Comment 4: Cultural and Paleontological Resources Mitigation**

While the preferred alignment (Alternative 9) does not impact Metropolitan property, other potential alignments addressed in the document would. Mitigation measures should be written to consider the rights and responsibilities of property owners regardless of which alignment ultimately is selected. With the exception of human remains and associated burial items, Metropolitan asserts ownership of all artifacts and fossil remains found on Metropolitan property and requests coordination in the



preparation of treatment plans and mitigation plans that could affect those resources. Reference in the mitigation measures for cultural resources should include a requirement that recovered artifacts be placed in a qualified repository that meets all applicable standards and regulations for such a facility (similar to wording for disposition of recovered paleontological materials).

**Comment 5: Biological Resources Mitigation**

Mitigation measures for potential impacts to burrowing owls, which would result from Alternative 9, specify focused surveys "within" 30 days of construction, and "passive" relocation of birds whose burrows would be impacted. Conducting surveys within 30 days could inappropriately limit the ability to implement meaningful measures prior to construction. As a potential alternative to passive relocation, Metropolitan would support a cooperative effort to investigate the feasibility and implementation of active relocation of burrowing owls into the Lake Mathews Multiple Species Reserve. Such action would require the concurrence of Metropolitan's Reserve management partners, and must be consistent with management obligations contained in the MSHCP/NCCP, but with concurrence of the Reserve Management Committee, Metropolitan would support use of the Reserve in this way if appropriate.

**Comment 6: Wildlife Crossings**

Metropolitan recognizes the importance of connectivity between conserved blocks of land in western Riverside County, and thus recognizes --and supports-- the use of wildlife undercrossings and overcrossings as an important measure to ensure the health of wildlife populations in the Lake Mathews Multiple Species Reserve.

**WATER QUALITY ISSUES**

**Comment 7: Watershed Impacts and Mitigation**

The document states that indirect impacts from runoff to jurisdictional areas would be negotiated with the U.S. Army Corps of Engineers and CDFG to a level of less than significant. Due to Metropolitan's concerns about runoff into Lake Mathews from the surrounding watershed, Metropolitan requests coordination for determination of significance and mitigation of such impacts as future negotiations cannot be cited as mitigation for impacts.

**Comment 8: Appendix Q**

The DEIR identifies a Conceptual Mitigation Plan in Appendix Q and includes potential off-site mitigation areas throughout the Lake Mathews watershed. Some of the mitigation areas identified conflict with water quality protection facility locations identified in the DWQMP, and may conflict with other future areas in which Metropolitan may be seeking to implement water quality improvement projects to protect Lake Mathews. Metropolitan should be consulted in the development of the mitigation plans noted with respect to areas within the Lake Mathews watershed and under the purview of the DWQMP.

**Comment 9: Runoff Issues**

The document does not adequately address potential runoff impacts to Lake Mathews from the various alternatives that are within the Lake Mathews watershed. In fact, in some sections, Lake Mathews is not even identified as a potential receiving water for surface water drainage (see page S-35, Executive Summary, Vol 1). The project runoff impacts to Lake Mathews, a source drinking water reservoir for over 15 million people, needs to be fully addressed in this document. Metropolitan should be consulted with respect to any efforts to address and/or negotiate runoff water quality issues and associated mitigation measures that relate to Lake Mathews.

**Comment 10: Municipal Supply**

On page 3.10-25, the DEIR indicates that "waters in the project area are not used for municipal supply." This is an inaccurate statement and needs to be corrected.

**Comment 11: Drainage Water Quality Management Plan**

The document does not acknowledge the requirements of the Drainage Water Quality Management Plan for Lake Mathews (DWQMP), an adopted plan through a joint agreement with Metropolitan, the Riverside County Flood Control and Water Conservation District, and the County of Riverside. This issue has been brought up by Metropolitan in previous correspondence with the Riverside County Transportation Commission but has not been incorporated into the DEIR/EIS. The DWQMP identified several water quality treatment facilities within the Lake Mathews watershed that would address urban runoff impacts with increasing development. Some of the alternatives addressed in the DEIR/EIS include alignments that conflict with the DWQMP requirements. These conflicts need to be fully addressed in the DEIR/EIS. Should there be an impact to the facilities identified in the DWQMP, an evaluation of how the proposed project and mitigation measures meet or exceed water quality protection of Lake Mathews must be included. Coordination with and approval from Metropolitan, Riverside County Flood Control and Water Conservation District, and County of Riverside is necessary for any proposals that would be in conflict with the requirements of the DWQMP.

**Comment 12: Flood Control/Water Quality Facilities**

Several existing flood control/water quality facilities within the Lake Mathews watershed, such as the Cajalco Dam/Detention Basin, Cajalco Creek sediment basin, and smaller sediment traps south of Cajalco Road are not identified in the descriptions of existing uses. The impacts to these facilities as a result of the project alternatives should be clearly defined and fully mitigated. In particular, the Cajalco Dam/Detention Basin needs to be specifically identified and any potential impacts must be evaluated in detail as this facility plays a very important role in the protection of Lake Mathews from watershed runoff impacts.

### **Comment 13: Watershed Protection**

Alternative 9 would have the least impact on the Lake Mathews watershed and the DWQMP facilities, as it is located primarily outside the watershed. All of the other "build alternatives" could substantially impact those facilities and other watershed protection efforts. We would have significant water quality concerns with any of the other "build alternative" alignments identified and acceptable mitigation of the impacts from those alternatives would be likely infeasible.

### **Comment 14: BMPs**

Several classes of BMPs are identified in the DEIR/EIS to address runoff issues associated with this project. The ability of the project improvements and BMPs to protect Lake Mathews as a source drinking water reservoir must be explicitly detailed in the DEIR/EIS. For example, the DEIR/EIS indicates a projected increased loading of total phosphorus due to the increased volume of runoff generated from the impervious areas proposed. Lake Mathews is the terminal reservoir of the Colorado River Aqueduct. The Colorado River system is phosphorus-limited and an increase in phosphorus levels can stimulate algal related problems for Metropolitan, such as taste and odors, biomass production and filter clogging, algal toxins, etc. The DEIR/EIS should fully address any potential runoff water quality impacts, during or post-construction (stormwater, groundwater dewatering, etc.), that may result from the project and its effects on Lake Mathews and associated drinking water uses.

## **FACILITY ISSUES**

### **Comment 15: Potential Impacts**

Metropolitan has raised a number of issues related to potential impacts to our facilities in our correspondences with RCTC and these letters have been included in Appendix J of the DEIR/EIS. Table 3.5.A of the DEIR/EIS summarizes some of these potential impacts to our facilities and implies that these issues can all be resolved. We disagree. Until such time as extensive investigations and engineering studies have been done, RCTC cannot state with any certainty that the proposed project will have no adverse impacts on Metropolitan facilities. Accordingly, Metropolitan reserves judgment on each of the issues previously identified until such investigations and engineering studies have been done and presented to Metropolitan for review.

### **Comment 16: Colorado River Aqueduct**

Section 2.2.2.3 discusses the proposed preferred alignment (Alternative 9) as being adjacent to Metropolitan's Colorado River Aqueduct (CRA) based on land use issues and improved interchange configuration and flood plain issues. However, as discussed in various Metropolitan correspondence, this alignment could have significant impacts on the adjacent CRA, which is an unreinforced cut and cover conduit. Metropolitan's concerns about this alignment are due to the size and extent of the adjacent embankments, the poor soil conditions generally encountered in this area, which together could have the potential to cause significant lateral and horizontal deformation of the CRA, which is unacceptable. The RCTC engineers are currently conducting geotechnical investigations to

determine the actual impacts and potential mitigations that will need to be reviewed and accepted by Metropolitan if this is determined to be the actual alignment.

**Comment 17: Existing Land Uses**

Figure 3.1.1 of the DEIR/EIS shows existing land uses in the vicinity of Lake Mathews, but does not include a designation for public facilities including the Lake Mathews dam, spillway and operations area, and the Cajalco dam, the main detention basin north of Cajalco Road, and the smaller detention basins on the south side of Cajalco Road. The boundaries of these areas are shown in the Lake Mathews MSHCP/NCCP and in the conservation easement.

**Comment 18: Metropolitan Facilities**

Figure 3.51a and Table 3.5a do not present any major Metropolitan facilities except for the Colorado River Aqueduct (CRA). These graphics should also present Metropolitan's major pipelines that the alternatives may affect and indicate continuing coordination with Metropolitan in attempting to minimize impacts to these facilities.

**Comment 19: Widening of Cajalco Road**

The DEIR/EIS discusses Riverside County's plans to widen Cajalco Road in addition to construction of preferred Alternative 9. The document also states that the existing roadway geometry does not meet Caltrans standards for 120 kph (75 mph) in several areas; therefore, widening the existing facility in these areas without redesign is not feasible. Other concerns related to widening Cajalco Road stated in the document include grade and direct access points. Metropolitan has expressed its concerns related to widening Cajalco Road in the past, most recently in its April 18, 2007, letter to RCTC, which are incorporated by reference. Any widening and redesign of Cajalco Road to increase capacity and reduce travel time along that facility will significantly impact several critical Metropolitan facilities including but not limited to the Lake Mathews Multiple Species Reserve lands and Cajalco Dam/Detention Basin. Metropolitan is not aware of any public scoping that may be taking place related to widening Cajalco Road and requests that Metropolitan be notified of such meetings in the future.

Changes to the existing Cajalco Road elevation or width can impact the operational requirements of the Cajalco Dam/Detention Basin (including water impound capacity and access for sludge removal and general maintenance) which would be unacceptable. Portions of the existing Cajalco Dam/Detention Basin are DSOD jurisdictional. Modifications required by the DSOD might impact the operational requirements of the facility and could be unacceptable. Changes to the drainage through Cajalco Road could result in flooding on MWD and adjacent properties. These comments do not apply to alternative 9 but do apply to proposed plans to modify the existing Cajalco Road.

The drainage provisions of the four sedimentation basins along Cajalco Road must be maintained even if modifications to the roadway are implemented.

Ms. Susan Meyer  
Page 7  
January 8, 2009

The DEIR/EIS indicates that there may be closures along Cajalco Road from Gavilan Road to La Sierra. Any road closures must take into account Metropolitan's need to access the southern portions of Lake Mathews via its gates along Cajalco Road.

## **OTHER ISSUES**

### **Comment 3: Contacts**

"Persons contacted" incorrectly identifies Tim Skrove as a representative of the Western Municipal Water District. Mr. Skrove is a Principal Public and Regional Affairs representative of Metropolitan.

### **Comment 12: Agency Coordination**

References to coordination with other agencies generally do not include Metropolitan; however, later in the document, specific discussion of coordination with Metropolitan clearly describes the extensive coordination that has taken place between our agencies to address concerns and common interests.

We appreciate the opportunity to provide input to your review process and we look forward to coordinating with you on issues regarding this important project. If we can be of further assistance, please contact Ms. Raeanne Murphy at (213) 217-6319.

Very truly yours,

Delaine W. Shane  
Manager, Environmental Planning Team

RM/rm



**SIERRA  
CLUB**

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## SAN GORGONIO CHAPTER

4079 Mission Inn Avenue  
Riverside, CA 92501  
(951) 684-6203 Fax (951) 684-6172  
Membership/Outings (951) 686-6112

*Regional Groups Serving Riverside and San Bernardino Counties:  
Big Bear, Los Serranos, Mojave, Moreno Valley, Mountains, Tahquitz.*

Ms. Susan A. Meyer  
Us Army Corps of Engineers  
Regulatory Division Bdg. 230  
Ft Shafter, Hawaii 96858-5440

January 6, 2009

Dear Ms Meyer,  
Re Mid-County Parkway Draft EIR/EIS

The Sierra Club appreciates the opportunity to respond to the Mid-County Parkway (MCP) Draft EIR/EIS.

Our first concern is that the development of this road, rather than alleviating traffic problems, will exacerbate them. Every time a major road is built through what had been open space, development follows and traffic in the area quickly increases so that congestion is worse than it had been. This project would have the same result. Better solutions need to be designed for moving people.

In addition to producing more traffic congestion, this project promises to devastate the habitat areas of many threatened animals and plants. Riverside County residents have worked hard to develop a viable Multiple Species Habitat Conservation plan, which seeks to create/maintain linkages that protect animals. This road threatens to undo that progress.

The MCP will make it much more likely that traffic will be routed through the Cleveland National Forest, causing damage to the environment of that area.

The DEIR/EIS does not adequately address the health risks to those living or working within 1,500 feet of the proposed roadway. The majority of maps needs to show all homes, schools, walking paths to schools, parks, hospitals and outdoor work locations that are or could be within 1,500 feet of the proposed freeway.

Environmental justice issues are not resolved within this document. Plowing through the City of Perris, with a high percentage of non-white and lower-income residents, while averting more expensive homes in the Lake Mathews area raises matters of equity.

Finally, this project would be in conflict with our need to move toward sustainable development and reduction of our area's carbon footprint. Rather than contributing to the effort to reduce global warming, it continues the kind of thinking that has led our planet to the critical situation of the present time. Our County must take a responsible position in all future development by allowing only projects that enhance our environment rather than denigrating it.

In view of all these concerns, we urge that you adopt the no-action alternative to the MCP. Please keep me informed of all future meetings and documents related to this document by using the address below. Thank you.

Sincerely,

George Hague  
Conservation Chair  
Moreno Valley Group of the Sierra Club  
26711 Ironwood Avenue  
Moreno Valley, California 92555-1906  
Phone: 951-924-0816  
Fax: 951-924-4185

**Meyer, Susan A SPL**

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**From:** Phyllis Spivey [spivey2@infostations.net]  
**Sent:** Thursday, June 19, 2008 8:59 AM  
**To:** Meyer, Susan A SPL  
**Subject:** A DERAILED DISCLOSURE PROCESS.2.doc

Dear Susan Meyer:

This email includes a commentary I wrote recently that reflects my views and for which I request consideration. The Mid County Parkway project should be abandoned and the Draft EIR/EIS disapproved. The U.S. Army Corps of Engineers should withdraw all support and treat it as a failed, badly planned, deceptively-presented project.

Phyllis Spivey  
18035 Golden Leaf Lane  
Riverside, CA 92504

**DERAILING THE DISCLOSURE PROCESS**  
*(Fifth in a series of commentaries about the Mid County "Parkway")*

By Phyllis Spivey

In a Southern California transportation network of 9,000 land miles of freeway and 42,000 miles of arterials, the proposed Mid County "Parkway" (MCP) is a mere 32 miles. The Riverside County Transportation Commission (RCTC), lead agency for the project, has worked on the project for over six years, so full disclosure to the public of all facets of the project should have been free-flowing and automatic. It's called transparency.

According to their own brochures, RCTC identified the MCP as a transportation corridor in 2002, started project level studies in 2003 and commenced public "outreach" meetings in 2004. "We want to know what you think," claimed RCTC brochures. "Give us your input about the options." But meaningful input depends on having complete and reliable information. What was missing from RCTC's smooth presentations and glossy brochures was a glimpse of the big picture.

The MCP has never been a stand-alone project. Rather, it's part of a regional transportation plan integrated with regional land use plans. Together, as they concern the MCP, those plans spell logistics -- the management and movement of goods.

Logistics means more trucks, trains, and planes, which also means more roads, rail facilities and regional airports. Even as the RCTC was presenting various "parkway" routes to the public, the frequently-quoted Inland economist John Husing was hawking the cause of logistics while officials and investors at March Air Reserve Base were working to make March a major distribution hub. Expansion plans for warehousing, rail, and transit facilities were well underway.

The RCTC's own environmental documents (Draft EIR/EIS), released October 2008, links the purpose and design of the MCP to goods movement, stating for example that the road will be "compatible with a future multimodal transportation system," that it will "accommodate truck traffic, which will be integral to future economic growth in the area" and will "accommodate STAA National Network trucks (75 feet or longer) allowed on the federal Interstate system ...."

Not only did the RCTC fail to make these aspects of the MCP clear to the public during its five-year "outreach" period, its statements on this issue have been misleading and raise numerous questions.

*Why does RCTC's October 2008, eight-page newsletter state that the MCP is not a truck route? Why does it and previous newsletters omit any references to logistics, multi-modal capabilities, or STAA trucks?*

*Why did Cathy Bechtel, RCTC Project Director on December 2 state at a public meeting: "We don't expect it (the MCP) to be a major conduit of truck traffic ... not a major truck corridor"?*

RCTC's DRAFT EIR/EIS states: "The use of the term 'parkway' in this document is intended solely as an abbreviated reference to the Mid County Parkway project and should not be construed so as to define the type of roadway anticipated should the project be constructed. It is used because the public has become accustomed to the term during the history of the project".

*The public is "accustomed" to the term because RCTC has used it "during the history of the project." If "parkway" was not meant to define the type of anticipated roadway, why did RCTC use it? To mask the fact that much of the MCP will dwarf SR-91 and is designed for expansion?*

*Why is it that, despite the proposed MCP route having the greatest impact on territory in the First Supervisorial District, RCTC scheduled none of its five October-November public meetings or hearings in that area until requested publicly by Supervisor Bob Buster?*

*Public input called for use of Highway 74 for the MCP route, but its elimination has not been comprehensively explained. Why? The RCTC's Draft EIR/EIS says Cajalco Road cannot accommodate necessary MCP features, but why has the RCTC not considered a split route, e.g., cars on Cajalco, trucks on Highway 74?*

*Why did public "outreach" not include information that travel times for residents in the Lake Matthews area may actually be increased due to distance between MCP interchanges and its construction requiring closure of sections of Cajalco Road?*

*Why have residents within 1500 feet of the proposed MCP (those most vulnerable to diesel emissions) not received notices from RCTC?*

Hardly novices in transportation issues, the 30-member RCTC was created by the state legislature in 1976 to provide more local control and input. According to the Draft EIR/EIS, it has lots of help, including representatives from no less than seven county, state, and federal agencies. They call it the Small Working Group. (No kidding.)

State and federal funding for projects is contingent on RCTC fulfilling its mandated role.



Yet, in ways that matter to thousands of affected residents, RCTC looks less like a vehicle for informed public consensus than an agency of disinformation.

###

December 14, 2008

**Meyer, Susan A SPL**

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**From:** jgrell @dslextreme.com [jgrell@dslextreme.com]  
**Sent:** Wednesday, January 07, 2009 6:53 PM  
**To:** cbechtel@rctc.org; tay.dam@fhwa.dot.gov; Meyer, Susan A SPL; CindyRAGLM@aol.com; JStandiford@rctc.org; agrell@dslextreme.com  
**Subject:** Letter for Public Record-MCP/EIR/EIS Proposed for Riverside County, CA.

From: Jerry and Ann Grell

19828 Smith Rd

Lake Mathews, CA 92570

Resident since 1973

Over the past eight years or so we have opposed the construction of the totally unnecessary MCP (Mid County Freeway). The stress and amount of work to understand this misplaced idea has left us all totally exhausted.

You have I am sure, received a number of correspondence full of facts and the dreadful negative consequences of this project, so I shall not repeat them here. However here are a few additional thoughts.

1. Cajalco Rd. cannot sustain heavy loads of traffic
  - a. Water table at intersection of Cajalco/Smith is at 8 feet - 2007
  - b. High water table in Cajalco "valley" fed from too much housing construction runoff.
  - c. Many artesian in this area.
  - d. Liquefaction in event of earthquake, etc.
2. Pollution vehicle emissions "settle in" valley (Wood Rd to Gavilan Hills Rd.
3. Noise pollution.
4. Soil vibration.
5. MWDP water storage facility, dam and detention basins.
  - a. Check on problems that arose during construction **URANIUM** (see records State of California), high water levels necessitating de-watering the mountain and design changes in 1998.
6. Riverside County Flood Control storm channel and distribution basin built in 2005(!).
7. Increased construction of Gavilan plateau and surrounding hills more runoff affecting water table, therefore road stability and longevity would be compromised.
8. Wildlife and plant species.

9. Loss of homes.
10. Loss of property values.
11. Health issues.
12. Excessive speeding and accidents.

PLEASE BEWARE BEFORE YOU ADD MORE STRESSES TO CAJALCO ROAD.

The only answer as I have said for all these years is:

"Use Hwy 74 add one Northbound and Southbound lanes for trucks on Hwy 215 give the trucks dedicated lanes - Specialized Access Tags (Charge a fee just like a toll road if you wish).

The MCP is unnecessary it only goes to the 15 freeway then what! Oop's! What a dreadful waste of tax payers money!

Construction

Planning /Meetings

Salaries (Bechtal and staff)

Fancy Graphics

Helicopter Flights, etc, etc     \$ \$ \$ \$

**FOR 8 YEARS!** (No wonder California is broke ! (Broken!)).

If you wish to discuss any of these issues with us, please feel free to call at 951 780-2919.

Sincerely,

Jerry and Ann Grell

1/8/2009

PS A brief tour of the Riverside County Flood Control Smith/Gavilan Project Channel today 7 Jan. 09 revealed massive amounts of water draining into the upper canyon from the Gavilan Plateau it has not rained since 20 December! (This facility is adjacent to Cajalco Rd and Cajalco Creek.)

**74 the only logical alternative !**

**"If you mess with this mountain she will mess with you" (Ann Grell)**

**Meyer, Susan A SPL**

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**From:** TERRI MEINE [mytmynee@msn.com]

**Sent:** Wednesday, January 07, 2009 8:23 PM

**Subject:** Letter for Public Record-MCP/EIR/EIS Proposed for Riverside County, CA.

From:  
Terri Meine  
17828 Gustin Ln.  
Lake Mathews, Ca 92570  
951-780-4123

January 07, 2009

To whom it may Concern,

I am a resident of the Lake Mathews area. I am extremely concerned about the prospect of a freeway going through my beloved home and community.

1. Cajalco Rd. cannot sustain heavy loads of traffic
  - a. Water table at intersection of Cajalco/Smith is at 8 feet - 2007
  - b. High water table in Cajalco "valley" - fed from too much housing construction runoff.
  - c. Many artesian in this area.
  - d. Liquefaction in event of earthquake, etc.
2. Pollution - vehicle emissions "settle in" valley (Wood Rd to Gavilan Hills Rd.
3. Noise pollution.
4. Soil vibration.
5. MWDP - water storage facility, dam and detention basins.
  - a. Check on problems that arose during construction - **URANIUM** (see records State of California), high water levels necessitating de-watering the mountain and design changes in 1998.
6. Riverside County Flood Control storm channel and distribution basin - built in 2005(!).
7. Increased construction of Gavilan plateau and surrounding hills - more runoff affecting water table, therefore road stability and longevity would be compromised.
8. Wildlife and plant species.
9. Loss of homes.
10. Loss of property values.
11. Health issues.
12. Excessive speeding and accidents.

PLEASE BEWARE BEFORE YOU ADD MORE STRESSES TO CAJALCO ROAD. (thank You Anne & Jerry Grill For so adequately spelling out some of the foreseeable faults to this project)

1/8/2009

With all of the reasons that have been addressed as to why this is a bad idea, it does make one ask the question as to WHY are you still pursuing this plan of action? It makes sense to me and the many people that I have spoken to in this area that there is more to this than you are telling us.

With the environmental risks, the water table issue, the fact that this area is one of the last of it's kind in this county, and one of the most beautiful rural areas, why pursue it? When there are much easier and less expensive ways around the transportation issue.

Please answer me this, why is it that the 60 FWY is only 10-12 miles north of the proposed Mid county parkway and yet you saw fit to have the majority of this freeway only 2 lanes? Could it be that the money would be much better spent widening the 60 Freeway?

Well then, there is always highway 74. it could definitely use some improvement and at the same time without risk of tearing open new land for yet another freeway.

I urge you to stop the mid county parkway and look at other options for spending our tax dollars.

Tax payer & voter

*Terri Meine*

**Meyer, Susan A SPL**

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**From:** David Kepke [kepke@yaho.com]  
**Sent:** Wednesday, January 07, 2009 4:13 PM  
**To:** tay.dam@fhwa.dot.gov; Meyer, Susan A SPL; cbechtel@rctc.org; BBuster@rcbos.org; LakeMathewsTalks@Yahoogroups.com; AllenBFerry@aol.com  
**Subject:** Against the Mid-County Parkway, for the Record.  
**Attachments:** MCP against argument.doc

Note: I have attached a copy of this letter in MS Word 2000 format in case it is reformatted in transit.

David Kepke  
 20585 Villa Knoll Drive  
 Lake Mathews, CA 92570

Dear RCTC, Tay Dam, Susan Meyer, Cathy Bechtel, Bob Buster, RAGLM members,

As you may know, the comment period for the Mid-County Parkway project will end on January 9, 2009. This submission meets that deadline, and I would like it to be part of the public record.

I am opposed the MCP being placed on the current preferred route, or on Cajalco. If this project is to be build at all, it should be done along Route 74 where ample right of way exists without disturbing pristine habitat, and the rural communities of Lake Mathews and the Gavilan Plateau.

Many times I have taken my children and others on hikes up the side of the creek along Gavilan Road, which has natural water year-round, and which many wild animals depend for their survival. I take them there to showcase the beauty of the wonderful area I chose to live in. We climb up the western bank to a beautiful open chaparral with many dry creeks containing natural trees, shrubbery, large boulders and rock cropings. We can see the tops of the trees along the Gavilan creek, and their gorgeous fall colors take your breath away. I cannot believe RTCT is planning to bring a freeway right through one of the most beautiful and ecological areas around here, right over the top of that very creek and surrounding area I love to take walks through.

I moved out here to escape the noise and the density of the city. At nighttime, it is so quiet I can hear people talking a mile away, I can see the beautiful stars of the southern sky, and on nights when there is ground-fog blocking out the lights of Riverside, the Northern sky's vibrantly, variegated stars stand out as well. I like the fact that I can hear coyotes howling from a far, and sometimes right at my back door. I like the fact that I get to see bobcats traversing through my yard just outside my kitchen window, eagles, hawks, and Turkey Vultures riding updrafts while searching for a meal, coveys of quail crossing roads, snakes and rabbits doing what they do. This wonderful atmosphere will be wasted if you build this freeway. I know because I use to live a mile away from the 60 freeway, and I could hear its loud roar of traffic, even from inside the house.

The beauty and tranquility I describe will be replaced by noise pollution, light pollution, and air pollution, and the animals will be scared away. Nobody will want to take walks next to an ugly, noisy freeway. I chose this place for the way it is, not because I want higher density lots and have it turn into the place I left.

Government is supposed to represent the people, all of the people, and to me the people that should have

1/7/2009

the loudest voice in this decision are the ones who already own the land they live on, those whose lives will be negatively affected by this project. It should not be the voice of rich landowners with political connections looking to maximize their investment by cramming as much development onto their land as they can get away with by getting the county to approve zoning designations. Those landowners knew the zoning when they purchased their parcels. It is not right to slowly erode the zoning into smaller lots by pushing the envelope on various fronts, slowly encroaching on the rural community, then using those very changes to justify more development until they eventually get what they want. What about those like me who want it to stay like it is? Is government going to listen to our voices? We will be watching, and voting.

I know many others have listed technical reasons against why this freeway should be built so I will not repeat all of that information, which in itself makes a strong argument against this project. Suffice it to say that in the face of all of these concerns and facts, I cannot see how the RCTC can bring this project through Lake Mathews or the Gavilan plateau, and I have seen no hard facts as to why this route must be built. There are many other transportation issues in Riverside County, and many right in the city of Riverside itself, that would benefit more, and should be addressed before considering a project like this. Bring the current roads up to standard before ripping a new one through pristine land against the will of the people who live there. Technical facts aside, I hope I have articulated from a human, quality-of-life standpoint the wonderful area you will all be personally responsible for destroying if you build this freeway.

Sincerely,

David L. Kepke



**Meyer, Susan A SPL**

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**From:** Samantha Dempster [sdempster@jps.net]  
**Sent:** Wednesday, January 07, 2009 3:50 PM  
**To:** LakeMathewsTalks@yahoogroups.com; cbechtel@rctc.org; BBuster@rcbos.org; tay.dam@fhwa.dot.gov; Meyer, Susan A SPL; CindyRAGLM@aol.com; JStandiford@rctc.org  
**Subject:** [LakeMathewsTalks] Letter for Public Record-MCP/EIR/EIS Proposed for Riverside County, CA.



I am writing in opposition to the Mid County Parkway (MCP) Project proposed for Riverside County, CA. I urge you to adopt the no-action alternative because of the numerous and significant environmental impacts that will result from the MCP. Being the cut-off date for public input on the EIR/EIS is Thurs. Jan. 8, 2009, I wish to have this e-mail entered as part of the public record on that proposal for a parkway/freeway. I believe that this project is specifically designed to create more out of control urban sprawl. It will lead to bad development that will endanger the well being and quality of life for all Riverside residents. We are faced with serious problems and more of the same that brought us to this point will NOT fix anything.

Take the Temescal Valley for instance once upon a time it was a quiet rural area now the valley has been taken over by urban sprawl.

Freeways or Parkways are not built to ease congestion they are built to ease building.

The areas that this parkway is proposed to go has many different Preserves and reserves as well as going along the southern end of the San Jacinto Wildlife Area. In an area that has so much land set aside there might be reason to avoid the area all together, that there might just be a valid and important reason to leave it open-space. People talk about nature & open space is out there somewhere. Well folks we have developed to out there and even into it! There is no more out there.

How where these reports were generated and how will future ones will be done. Were they done by looking at topographical maps and looking at the CNDDDB? Or have surveys been conducted by qualified biologists that are familiar with the unique flora of Western Riverside? Have surveys been conducted according to protocol and if so what protocol was used? Will the raw data be available for residents to look at or only the report? How can you conclude that the building of this road will not seriously degrade these preserves, reserves and wildlife area? Especially when the leading cause of death for the Bobcat is being hit by cars? What studies have been done that document and support the conclusions that where come to?

Riverside Residents need REAL solutions to the problems we face, we NEED innovative ideas, we need sustainable development, and we NEED functioning public transportation, NOT more parkways or freeways.

You may think my position is unreasonable however it is said that the unreasonable people are the ones that demand needed change.

Don't let Riverside follow in the sad path of Orange County the 'OC' what they don't tell you is the OC Really means Only Concrete now.

Samantha Dempster  
19442 Ray  
Riverside, CA 92508

1/7/2009

**Meyer, Susan A SPL**

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**From:** Ralph Hileman [rhileman2@earthlink.net]  
**Sent:** Wednesday, January 07, 2009 4:05 PM  
**To:** tay.dam@fhwa.dot.gov; Meyer, Susan A SPL; cbechtel@rctc.org; BBuster@rcbos.org  
**Cc:** Judi Hileman; Cynthia Ferry  
**Subject:** Letter for Public Record-MCP/EIR/EIS Proposed for Riverside County, CA.

**From: Ralph Hileman, Resident of Lake Mathews Estates, Chair  
RAGLM  
14176 Grande Vista Ave.  
Perris, CA 92570**

This note is to oppose the Mid County Parkway (MCP) Project proposed for Riverside County, CA. I urge you to adopt the no-action alternative because of the numerous and significant environmental impacts that will result from the MCP. Being the cut-off date for public input on the EIR/EIS is Thurs. Jan. 8, 2009, I wish to have this e-mail entered as part of the public record on that proposal for a parkway/freeway.

This freeway is not needed, the cost is not even close to reasonable, there are no available funds to build it with, they don't know how other needed funds will be generated, they don't know how the freeway will pay for itself once built, it will be a huge taxpayer burden, it will not do what it was designed to do or what they claim it is designed to do, it has too many impacts on health, pollution, noise, habitat and rural living, it does nothing to aid local job creation, it will not be efficient, there will be far too many impacts on developers and impacts created by developers due to increased development around the freeway as a buffer.

There is far too much mitigation still under way with this project. This will add a horrendous cost to the already 3.5 billion dollar cost to build. Riverside County Transportation Commission's (RCTC) own reports show this project cannot pay for itself. In looking at 53 projects using measure "A" funds on a benefit to cost ratio, this project rated 46. They say this is about moving traffic between San Bernardino and Corona. It's not. It's about goods movement from Long Beach to March Air Base and for that you need the tunnel punched through on the other side of the 15, at the Cleveland National Forest. The tunnel project rated 52 and 53 on RCTC's Measure "A" benefit to cost ration study of Oct. 23, 2006, done by Bechtel Corporation. Building this over some 20 years, as money is generated and will inflation costs over that time period make this project unreasonable and a waste of taxpayer dollars, and at a very critical financial time in this country.

The route was moved to this location in spite of the fact that RCTC's own staff told them that the location should be on the 74. RAGLM had proposed this years ago. DHL has left March Air Force Base, throwing all the big plans for the second largest transit hub right out the window. We would be far better off expanding the 74, putting the trucks on it and widening Cajalco to four lanes, as has been the counties plan for many years now. Put the residential traffic on Cajalco Rd. and truck traffic on the 74. SB375 will pull many of the trucks off the roadways so this freeway/parkway will serve the area as planned. The county of Riverside could put this money to far better use on the roadways they want to expand and the new roadways they have in the works. Please tell RCTC to stop this project and let Riverside County deal with its future traffic needs.

1/7/2009

SB375 and the Healthy Communities component of the revised Riverside General Plan will call for a need for agricultural lands to be preserved in order to grow and supply Riverside County residents with food. Riverside gets a large amount of its pollution from winds blown into the area. This makes proper planning of roadways that create more greenhouse gas emissions even more vitally important for this area. This parkway/freeway will not do that. The Mid County Parkway doesn't serve the residents in the rural communities it cuts through, because they can't get on and off the thing easily and RCTC's own EIR states that the freeway could likely cause added travel time for the rural communities effected by this freeway, thereby generating adding greenhouse gas emission, not reducing them.

Records show increased fires when major roadways such as these go through open, rural, habitat areas. These fires create their own wind, blowing the fires into the rural communities, taking out homes, animals and human lives and dropping a huge cost bill in the lap of taxpayers. CA has already set it self up to be one of the highest fire area in the country. Lets not add to that with this project, that runs through so much of Riverside's habitat area. As this freeway goes up a 4% grade and brings in bridges to do that, how do we stop smokers from throwing cigarettes out their car/truck windows as they drive over these sensitive habitat areas and starting brush fires that then destroy the habitat area, homes and lives the bridges were said to protect?

The Press Enterprises showed Gavilan Peak and this big undeveloped piece of land next to it, in their Mon. Jan. 5, 2009 edition of the paper, section "A.". They said that the freeway will go in just to the right of the peak. What they didn't tell readers is that on that parcel of land are the plans for some 400 plus homes and the first school (K-6) to come into this rural area.

We have all read and heard about the health impacts to children when they live or attend schools close to these major roadways. This proposed freeway will run between Gavilan Peak and the school. The children could lose years of lung growth and health officials are seeing the kids they have studied now suffering breathing complications in their early thirties. Many of the residents in these rural communities moved out to them for their heath, because they already suffer breathing problems. They have done their due diligence in protecting their health and minimizing the healthcare costs placed on taxpayers. Now RCTC will force them back into hospitals and damage their health by bringing the freeway here and forcing them to suffer further. Many will not be able to afford to move, and where would they go?

This 400 plus project has negotiated Open Space areas within the project with the county and now RCTC plans to cut right through it and block off trails that the communities have been using for years in this very equestrian area of the county. The new revised General Plan to go before the Supervisors sometime this year will allow for rezoning along these major roadways. What is now rural residential will become or permit commercial construction. This then dissects the rural community, the Open Space and habitat areas into smaller and smaller pieces. Then high density development goes in as a buffer to the urban and rural areas from the commercial areas. This leaves very little rural area left and forces those with a rural lifestyle to give that up as animal keeping codes then change due to the added development in the area. Addressing how the trails will cross or go under the freeway is yet another Mitigation issue that is being addressed, but has it's cost been added to that 3.5 BILLION DOLLAR cost or will it be just another "Over-Run" cost added on at the end?

In mitigating the Open Space and Habitat issues that will be effected by this freeway, how do we protect those lands? Area residents took on double density development in trade for Open Space Habitat. The county promised us residents that doing this trade (density transfer) would not open the door to other developers with the same double density type projects and also promised that the Open Space lands would be kept as Open Space Habitat in perpetuity ... meaning forever. Yet some of the mitigation talks

are of trading Open Space lands in effected areas for Open Space lands somewhere else in the county. RCTC can't just come in and undermine promises made by the county to the residents of these areas.

On the other side of the roadway from the Gavilan Peak is another project, called Belle Meadows. The project has an equestrian staging area set up in the project plans to meet the needs of the community as a whole and to make the project more comparable with the equestrian community and habitat sensitive areas within and around the project site. RCTC will run this proposed freeway right through where the staging area is set to go in. Running this freeway through both of these two projects, that have about double the density allowed for this rural area, will basically require higher density development along the rest of the freeway and around it.

The Mid County Parkway (from the I-215 to the 15 freeway) came in 46th, out of 53 in an RCTC study of Measure "A" projects. What did the analysis look at? Value of time saved @ \$10 per hr., which came to \$4,810,000.00. Value of distance Saved @ 40 cents per mile, which came to \$7,990,000.00. Value of energy consumption saved @ \$3.19 gal, which came to \$150,000.00. What will that cost really be in 20 years, when this project may still not be finished? Value of air pollutants saved @ Cal Trans current rates, which came to a negative \$417,788.00. Value of accident reduction savings @ Cal Trans current rates, which came to \$5,486,232.00. In this report it was estimated that this portion would cost 1.931 billion dollars. The benefit to cost ratio for the MCP from the I-215 to the 15 rated 0.0. What does the rating look like once we add in all the cost over-runs that are sure to come?

The EIR says that this freeway is to: "Provide a parkway that is compatible with a future multi-modal transportation system." When this freeway isn't set up to conveniently allow area residents access to and from the freeway, how can it be "good" for area residents and what will a "Multi-modal Transportation System" do to the communities as a whole? Multi-modal is another term for more than one means of transportation. This open the door to things like future train routes along the Mid County Parkway/Freeway and very large, 70' plus long trucks and trucks that could be 6' and wider? This will add far more greenhouse gas emissions to this habitat rich area.

Taking into account the state of our economy, the amount of time before this freeway will actually be completed and the rising costs, it is clear that this project has been under estimated and would cost far more than the EIR states.

The MCP is unnecessary and ill conceived. Existing infrastructure like Cajalco Road and the Ramona Expressway are already undergoing widening and will serve the traffic needs of the area. These Improvements will provide a financially and environmentally responsible alternative to the MCP. Its current cost of 3 to 3.5 billion dollars will likely balloon as the project encounters delays and problems due to protracted environmental permitting and litigation; it will also lead to residential sprawl in undeveloped areas that will require costly public services which cities and the county must provide and area residents do not want. Rural lifestyles call for very little county services and the residents want it that way. This freeway will force these residents to take on added services and the costs for those unwanted services.

I urge you to adopt the no-action alternative to the MCP and choose environmentally and financially sound alternatives for growth and development in western Riverside County and southern California.

# Ralph Hileman

Chair, Residents Association for Greater Lake Mathews

Reply to [r.hileman@ieee.org](mailto:r.hileman@ieee.org)  
909-229-3546 cell or 951-780-3947 msgs

**Meyer, Susan A SPL**

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**From:** Laurie [trmcenterprises@earthlink.net]  
**Sent:** Wednesday, January 07, 2009 2:33 PM  
**To:** cbechtel@rctc.org  
**Cc:** BBuster@rcbos.org; tay.dam@fhwa.dot.gov; Meyer, Susan A SPL; CindyRAGLM@aol.com; JStandiford@rctc.org; Isom, Sandy J.  
**Subject:** Written comments/questions/issues read into the Mid County Parkway meeting record of December 2, 2009  
**Attachments:** Mid County Parkway questions Dec 2, 2008.doc



Mid County  
arkway questions D.

Hello:

I apologize to those of you who have already seen this document, submitted previously for inclusion in the official, permanent record for the public input record for the proposed Mid County Parkway in Riverside County, California.

I am repeating it since not everyone referenced here has necessarily seen it, or read the comments as read into the record at the December 2, 2008 meeting of the Mid County Parkway held at Citrus High School. I simply wish to make sure that everyone addressed here, has had the same information.

Sincerely,

Laurie Taylor  
Lake Mathews, California.

- 1) How will you address the safety of the wildlife in the adjacent preserves (both Harford Springs Park and the Estelle Mountain Multi-Species Reserve)? Will corridors be created under/over/through to allow the wildlife safe access from one side of the freeway to the other, and to/from Lake Mathews, where many very likely need to go in order to obtain water (especially now, with the recent draining of the pond(s) in the area of Belle Meadows)?
- 2) Although the proposed route 9 runs *immediately adjacent* to these preserve/reserve areas mentioned above, effectively how much of the preserve lands are taken from the wildlife? The wildlife does not have "knowledge" of boundary lines drawn on paper, but much of it will be forced further into the preserve areas, into a much smaller, true "preserve" area in an attempt to stay further away from the added noise, vibrations and so on. How will the additional pollution (noise, light, trash thrown from vehicles and trucks; heavy metals, general air pollution, etc) affect the survival of the animals that the preserves are intended to protect? How many additional animals are projected to be killed as a result of the construction of the parkway/freeway?
- 3) The construction of this "facility" along such preserves will make them very desirable to developers. What safeguards will be put in place to protect them against the immense amount of pressure that will then be placed upon the county to declare these lands as "excess" land, and to sell them for development?
- 4) Does the EIR address the issues related to the granite plate just under the surface, on the Gavilan Plateau area? The high water table? What about what the locals have long referred to as "quick mud"; where seemingly solid ground has found tractors, horses etc suddenly chest deep on horses, wheel deep on tractors, in liquid mud – necessitating a tractor to extract them?
- 5) What measures will be put into place to ensure safe access across the freeway, for those using the trails system, including both the Regional Trail as well as the more local community trails, and to ensure that the accesses remain in place over time?
- 6) What guarantees will be put *in writing* to ensure that additional onramps/offramps will not later be added within the Greater Lake Mathews community?
- 7) What safeguards will be put in place (and guaranteed in writing) to protect the Lake Mathews Estates and the Lake Mathews Vistas areas from the additional traffic created when the freeway traffic exits at the Lake Mathews Drive, attempting to bypass traffic collisions and disabled vehicles and trucks on the grades? Much of this traffic will attempt to use the roads within the Estates area to bypass such problems. A number of these roads are not in the county maintained system, but are the responsibility of those residents to both maintain the roads, as well as leaving ALL of the liability with those residents. These roads are also, for the most part, less than county standard widths due to the existing topography, and are less than county standard materials despite the intent/attempts of those residents to use county

standard materials. One example: 2 ½ inches of asphalt was paid for by these residents, on county standard base, on one specific road (Multiview, between Broadview and Gavilan Road. Independent core samples have proven that the asphalt layer to be less than ¾" of an inch in thickness.

- 8) Has the issue of the increased frequency of brush fires been addressed? The increased level of traffic will result in a huge increase in the number of people who throw lighted cigarettes out the window as they drive through this community. What are the projections as to the number of additional fires to be expected, due to the construction and use of this parkway/freeway? What mechanism will be put into place to compensate residents for damages suffered as a result?
- 9) Also due to number 45, above, what is the projected impact of all of these additional fires on the plants and animals intended to be protected in the existing preserves/reserves?
- 10) What guarantees will be put in place (and in writing) to prevent additional/increased illegal offroad uses, both motorized and otherwise, of the preserve/reserve area(s), since the construction of this parkway/freeway will make access more convenient/desireable? These illegal uses have been responsible for destruction of plant life, soil stability, and ignition of brush fires in the past, and will only increase with the construction of this freeway.
- 11) Prior studies (at least three within 20 years) of this corridor over the years have always concluded that this corridor is not feasible for a freeway. Why is it feasible now?
- 12) There has been mention of soliciting funds from China and/or investors from other countries, for funds to build this freeway? Is this true? Also mentioned has been the possibility of repayment of those funds in the form of tolls, to be paid to those foreign investors. Is this true?
- 13) Why has Cathy Bechtel already applied for the permit from the Army Corp of Engineers to build this "facility", when the comment period from the public is not yet closed? Is this indication that the construction will go forward, despite input from the public?
- 14) How will the general Lake Mathews community be protected from the additional traffic, additional building pressure, and additional density above what is already approved, as a result of this freeway being built?
- 15) In tonight's presentation, I did not hear Cathy Bechtel, as part of her presentation outlining the background of this project, inform the audience that CETAP, who conducted the original study to find the BEST location for an east-west route based on the goals and parameters of the county of



Riverside, actually recommended that the existing highway 74 was indeed the best east-west route. Why?

- 16) What is the maximum population that can be supported by today's existing resources, such as water, in Riverside County? Since this facility reportedly is proposed to accommodate expected growth within the county, what is the maximum number that can be supported? This county is very dependent on outside areas to be able to support the population. What is the population that can be supported by available resources actually within the County, should the outside sources be interrupted –for any reason?

**Meyer, Susan A SPL**

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**From:** Laurie [tmcenterprises@earthlink.net]  
**Sent:** Wednesday, January 07, 2009 2:04 PM  
**To:** cbechtel@rctc.org  
**Cc:** BBuster@rcbos.org; tay.dam@fhwa.dot.gov; Meyer, Susan A SPL; CindyRAGLM@aol.com; JStandiford@rctc.org; Isom, Sandy J.  
**Subject:** Re: Letter for Public Record-MCP/EIR/EIS Proposed for Riverside County, CA.

Hello:

Please place the following comments and questions into the permanent, official public record for the "Mid County Parkway," proposed in Riverside County, California.

Those who choose to move to rural areas have very often done so to escape the air pollution, high density development, light pollution, traffic, noise pollution, etc. - either for personal preference of lifestyle, and/or for health reasons; those residents are also those preferring to, or at least willing to accept and adapt to, living with nature and wildlife. These residents often wish to also have and care for horses and/or other livestock, grow some of their own foods, and more.

With the current state of the economy, lack of lending options, an overall down market for real estate and many other factors, most of these residents, like their counterparts in higher density home areas, are unable to sell their homes and property at all. In the case that they are actually able to sell, their options for purchasing and moving to a like home on a larger property in another rural area without the impacts that will be brought by the building of the proposed, so-called Mid County "Parkway" ("MCP"), are extremely limited.

The proposed MCP also brings with it, *independent of other factors in place today*, negative impacts on property values, especially for those who currently have larger parcels. Can the county and/or state provide guarantees that the residents forced to, or choosing to move due to the impacts on their choice of lifestyles (directly or indirectly), will be able to relocate to another area and maintain that choice of lifestyle without incurring additional costs? What compensation will the county/state provide for those unable to do so?

For those residents remaining, the proposed MCP/freeway will attract different lifestyles than those of the current rural residents. These are unlikely to be compatible with the current land uses and residents. This has been seen time and time again, and will further erode and eventually destroy the rural nature of the rural areas around the MCP/freeway.

How will the county of Riverside and RCTC mitigate these factors for these residents who choose to - or must - live in a more rural area and a more rural lifestyle? What assistance will be provided to these residents to assist them in purchasing like properties elsewhere, if they choose - or must - move? What about those not directly in the path of the MCP/freeway, but also those affected in the general areas around the MCP/freeway? How will the county of Riverside, and RCTC address, mitigate, and compensate residents for the additional health issues forced upon rural residents by construction of the MCP/freeway?

The existing roads in the areas surrounding the proposed parkway/freeway route are primarily of a standard much less than what is needed (in materials, widths, and safety) to withstand all of the

additional traffic that will be brought into the area by the construction of the MCP/freeway. Does the draft EIR address all of the additional costs to Riverside County, that will be involved in bringing ALL of these roads, both thoroughfares and residential roads, to a standard that can handle this traffic? Bear in mind also that each and every time there is a vehicle or truck breakdown or accident on the MCP/freeway, traffic will attempt to bypass the delays by leaving the MCP/freeway and traveling instead on the surface roads in the area.

Mines and wells - There are a number of existing mines and wells in the area along and around the proposed route. If the vibration from traffic on the proposed MCP/freeway could be expected to cause damage to the dams of Lake Perris and Lake Mathews if built within a certain distance of these structures, what is to prevent the damage to these mines, and wells in the area? What protections will be afforded the affected residents? What compensation will be provided to those affected? Is the county and/or state prepared to immediately remedy the destruction or contamination of wells, especially those that are often the only source for water for some area residents? What about potential damage and/or injury to people and animals as a result of damage to these wells and mines, caused by the construction of, and later by the use of, the MCP/freeway? Are these issues addressed in the draft EIR for the MCP/freeway?

Snow: What provisions are being planned for, for the clearance of snow from the MCP/freeway? Will one or more snowplows be housed nearby? Where? What about supplies to mitigate icy conditions on the MCP/freeway? Are these also addressed in the draft EIR?

If the moneys used to construct and maintain the MCP/freeway were used instead to promote and attract a living wage job base to Riverside County, would the MCP/freeway even be necessary in the next 20-30 years? It is our belief that it would not.

See the cost-to-benefits ratio study done by RCTC/Bechtel Corporation in the past, and referenced by other respondents to the MCP/freeway draft EIR.

The "need" for the proposed MCP/freeway is based on the projected population growth within Riverside County to year 2030. The county currently, is extremely dependent on resources outside of the county, to support the existing population. Just how many inhabitants can be supported with the water, food, and other basic necessities of life that are naturally available from within the county itself? Has the draft Environmental Impact Report for the MCP/freeway addressed this issue? If so, what are the results? Related issue: what happens if any of those "outside" supplies are interrupted for any reason?

I, and all of the people who submitted the above questions and issues to me to be forwarded on to you, thank you for your consideration and time to research and answer all of these questions and concerns.

Sincerely,

Laurie Taylor  
Lake Mathews, California

**Meyer, Susan A SPL**

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**From:** AllenBFerry@aol.com  
**Sent:** Wednesday, January 07, 2009 12:30 PM  
**To:** tay.dam@fhwa.dot.gov; Meyer, Susan A SPL; cbechtel@rctc.org; BBuster@rcbos.org; LakeMathewsTalks@Yahooogroups.com; AllenBFerry@aol.com  
**Subject:** My Public Input on the RCTC-MCP-EIR/EIS

From: Allen Ferry  
 16115 Rocky Bluff Rd.  
 Gavilan Hills/Perris, CA. 92570-7471

For the record - Public Input on Riverside County Transportation Commission's EIR/EIS on the Mid County Parkway, a freeway proposed for Greater Lake Mathews. Cut-off date for input is Thurs. Jan. 8, 2009, this post meets that deadline date and needs to be part of the public record.

I am opposed to the Mid County Parkway (MCP) Project proposed for Riverside County, CA. I urge you to adopt the no-build alternative. There are numerous and significant environmental impacts that will result from the MCP that cannot be mitigated away. This parkway/freeway is not about local traffic needs between San Bernardino and Corona. It is the first part of a two part project. The second half being the tunnel through the Cleveland National Forest, the other side of the I-15 freeway. This project will not serve the needs of Riverside county or Orange County and needs to be put to rest now, before further money is wasted. You are talking money this State and County can no longer afford to waste. There will be tons of over-run costs that haven't even been equated into this 3.5 billion dollar project. This monster will be a burden to Riverside and State taxpayers forever. We just can't afford this project, now or 10 to 20 years from now. Stop this project now and use the Measure "A" funds on the other more reasonable projects before RCTC and the County of Riverside. Just look at RCTC's own benefit to cost ratio report of Oct. 23, 2006 and you can see that this project and the tunnel should be dropped from the Measure "A" projects list, NOW.

Bechtel Companies projections show clearly that this project has too many impacts and it does nothing to help create local jobs when it runs so much of it through the rural, habitat protected areas of Riverside County. The EIR states that it will not be efficient and could (I say will) create longer commute times for residents living near the parkway/freeway.

Residents in Riverside County pay attention to what our County Supervisors are doing, where Riverside is headed and how our local officials plan to get us there. This freeway is about goods movement from Long Beach to March Air Base. All you have to do is look at what all is going on, what is planned and how it all comes together. This is a financially critical time and we are watching what the State and County are doing with our money. Don't waste it on this project.

We all know about this issue of having to go around the low income, low revenue generating housing in Mead Valley. However, this does not therefore justify bringing a freeway through such sensitive habitat areas and rural communities that bring a much higher revenue level to the County of Riverside. The residents of these areas have paid a high price for protecting and preserving the open space and habitat they want to live in and around. Agreements have been made between the community residents, the County Planning Department and the developers. RCTC can't now push all that aside, all to protect lower income communities. It just doesn't make any sense.

Lets allow Riverside County Transportation (the county itself) plan out the future roadways that will create jobs and allow us to live and work within our county. Let them widen and expand roadways and maybe even set aside lanes only for trucks, or roadways only for truck traffic. Separate commuter traffic from commercial truck traffic and make it work within the SB375 rules we all know are coming. The county of Riverside could put this money to far better use on the roadways they want to expand. This would be far more productive when looked at from a benefit to cost ratio.

With SB375 and the Healthy Communities component Riverside County will have to do much more to preserve agricultural lands in order to grow and supply Riverside County residents with food and jobs and to reduce the

greenhouse gases in Riverside. This freeway will limit our local officials from being able to do that efficiently. The Healthy Communities component says that we will have to allow for more cluster development or what the General Plan calls Community Centers. How can this freeway properly serve these centers if it is run through the rural communities? An added issue with this proposed freeway is the fact that it won't even properly serve the rural communities. Access to and from the freeway for rural residents is very limited. Therefore it must be to better serve commercial traffic that is just looking for a faster way through the county.

How will you or can you ensure the protection of these habitat areas that this thing will cut through and over? How do you propose to protect the communities from brush fires started by commuters, as the winds blow these fires through the habitat areas and into communities? Over and over at the County level we hear about the costs placed on all of Riverside County due to the high fire risk areas and yet somehow building a freeway through that very area is said to make sense. How can it? Haven't we learned from our mistakes in planning already? Wasn't Nov. 2008 enough of a lesson to everyone? The 91 was shut down due to the fire and smoke. What do you think will happen through the area you plan to build this freeway?

My wife has come down with Asthma since our moving to Riverside County. We are thankful we moved to the rural area, where she can better minimize her exposure to the things that trigger an attack. How does she avoid this freeway and the impacts it will bring? Who is going to pay the added medical costs we as a family will suffer due to her complications in breathing? Who will be compensating us for that?

This project will bring far too much development to Riverside counties rural areas. We are already suffering water shortages and higher pricing for the water now coming into the County. We need a building moratorium until the county can properly meet the utility needs of the residents currently here. This project will generate far more density and further deplete resources and will end up costing everyone much more.

The Mid County Parkway (from the I-215 to the I-15 freeway) showed a value of air pollutants in the Oct. 23, 2006 Bechtel report at Cal Trans rates came to a negative 417,788.00 dollars and the projected rated 0.0. How can this then be seen as a "reasonable expenditure" in the EIR? This State and County are suffering financially and RCTC wants to waste 3.5 billion dollars plus mitigation and over-run costs on this clearly Unreasonable project. How does a 1.931 billion dollar project cost and a 1.738 million dollar benefit per year equate to "reasonable?"

The MCP is unnecessary and ill conceived. I urge you to adopt the no-build alternative to the MCP and choose environmentally and financially sound alternatives for growth and development in western Riverside County and southern California.

Allen Ferry

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**Meyer, Susan A SPL**

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**From:** jgrell @dslextre.me.com [jgrell@dslextre.me.com]  
**Sent:** Wednesday, January 07, 2009 12:33 PM  
**To:** Meyer, Susan A SPL  
**Subject:** Opposition to the Mid County Parkway (MCP) Project

Dear Ms. Meyer

I am writing in opposition to the Mid County Parkway (MCP) Project proposed for Riverside County, CA. I urge you to adopt the no-action alternative because of the numerous and significant environmental impacts that will result from the MCP. Being the cut-off date for public input on the EIR/EIS is Thurs. Jan. 8, 2009, I wish to have this e-mail entered as part of the public record on that proposal for a parkway/freeway.

This is a 3.5 BILLION DOLLAR project that goes nowhere and does nothing to address the future transportation needs of Riverside County or the Inland Empire.

This freeway is not needed, the cost is not even close to reasonable, there are no available funds to build it with, they don't know how other needed funds will be generated, they don't know how the freeway will pay for itself once built, it will be a huge taxpayer burden, it will not do what it was designed to do or what they claim it is designed to do, it has too many impacts on health, pollution, noise, habitat and rural living, it does nothing to aid local job creation, it will not be efficient, there will be far too many impacts on developers and impacts created by developers due to increased development around the freeway as a buffer.

There is far too much mitigation still under way with this project. This will add a horrendous cost to the already 3.5 billion dollar tab to build this thing. Riverside County Transportation Commission's (RCTC) own reports show this project cannot pay for itself. In looking at 53 projects using measure "A" funds on a benefit to cost ratio, this project rated 46. They say this is about moving traffic between San Bernardino and Corona. It's not. It's about goods movement from Long Beach to March Air Base and for that you need the tunnel punched through on the other side of the 15, at the Cleveland National Forest. The tunnel project rated 52 and 53 on RCTC's Measure "A" benefit to cost ration study of Oct. 23, 2006, done by Bechtel Corporation. Building this over some 20 years, as money is generated and will inflation costs over that time period make this project unreasonable and a waste of taxpayer dollars, and at a very critical financial time in this country.

The route was moved to this location only to get round the fact that RCTC was told they couldn't displace the low income housing in Mead Valley. RCTC's own staff told them that the location should be on the 74. DHL has left March Air Force Base, throwing all the big plans for the second largest transit hub right out the window. We would be far better off expanding the 74,

1/7/2009

putting the trucks on it and widening Cajalco Rd to four lanes, as has been the counties plan for many years now. Put the residential traffic on Cajalco Rd. and truck traffic on the 74. SB375 will pull many of the trucks off the roadways so this freeway/parkway will serve the area as planned. The county of Riverside could put this money to far better use on the roadways they want to expand and the new roadways they have in the works. Please tell RCTC to stop this project and let Riverside County deal with its future traffic needs.

SB375 and the Healthy Communities component of the revised Riverside General Plan will call for a need for agricultural lands to be preserved in order to grow and supply Riverside County residents with food. Riverside gets a large amount of its pollution from winds blown into the area. This makes proper planning of roadways that create more greenhouse gas emissions even more vitally important for this area. This parkway/freeway will not do that. The Healthy Communities component says that we will have to allow for more cluster development, called Community Centers. This is to meet the needs of Riverside's work, live and shop in the county idea for a better Riverside more effective. Bringing freeways through rural communities will not properly serve these community centers/cluster development projects as it may bypass some of them. The Mid County Parkway doesn't serve the residents in the rural communities it cuts through, because they can't get on and off the thing easily and RCTC's own EIR states that the freeway could likely cause added travel time for the rural communities effected by this freeway, thereby generating adding greenhouse gas emission, not reducing them.

Records show increased fires when major roadways such as these go through open, rural, habitat areas. These fires create their own wind, blowing the fires into the rural communities, taking out homes, animals and human lives and dropping a huge cost bill in the lap of taxpayers. CA has already set it self up to be one of the highest fire area in the country. Lets not add to that with this project, that runs through so much of Riverside's habitat area. As this freeway goes up a 4% grade and brings in bridges to do that, how do we stop smokers from throwing cigarettes out their car/truck windows as they drive over these sensitive habitat areas and starting brush fires that then destroy the habitat area, homes and lives the bridges were said to protect?

The Press Enterprises showed Gavilan Peak and this big undeveloped piece of land next to it, in their Mon. Jan. 5, 2009 edition of the paper, section "A: They said that the freeway will go in just to the right of the peak. What they didn't tell readers is that on that parcel of land are the plans for some 400 plus homes and the first school (K-6) to come into this rural area.

We have all read and heard about the health impacts to children when they live or attend schools close to these major roadways. This proposed freeway will run between Gavilan Peak and the school. The children could lose years of lung growth and health officials are seeing the kids they have studied now suffering breathing complications in their early thirties. Many of the residents in these rural communities moved out to them for their health, because they already suffer breathing problems. They have done their due diligence in protecting their health and minimizing the healthcare costs placed on taxpayers. Now RCTC will force them back into hospitals and damage their health by

bringing the freeway here and forcing them to suffer further. Many will not be able to afford to move, and where would they go?

This 400 plus project has negotiated Open Space areas within the project with the county and now RCTC plans to cut right through it and block off trails that the communities have been using for years in this very equestrian area of the county. The new revised General Plan to go before the Supervisors sometime this year will allow for rezoning along these major roadways. What is now rural residential will become or permit commercial construction. This then dissects the rural community, the Open Space and habitat areas into smaller and smaller pieces. Then high density development goes in as a buffer to the urban and rural areas from the commercial areas. This leaves very little rural area left and forces those with a rural lifestyle to give that up as animal keeping codes then change due to the added development in the area. Addressing how the trails will cross or go under the freeway is yet another Mitigation issue that is being addressed, but has it's cost been added to that 3.5 BILLION DOLLAR cost or will it be just another "Over-Run" cost added on at the end?

In mitigating the Open Space and Habitat issues that will be effected by this freeway, how do we protect those lands? Area residents took on double density development in trade for Open Space Habitat. The county promised the residents that doing this trade (density transfer) would not open the door to other developers with the same double density type projects and also promised that the Open Space lands would be kept as Open Space Habitat in perpetuity ... meaning forever. Yet some of the mitigation talks are of trading Open Space lands in effected areas for Open Space lands somewhere else in the county. RCTC can't just come in and undermine promises made by the county to the residents of these areas.

On the other side of the roadway from the Gavilan Peak is another project, called Belle Meadows. The project has an equestrian staging area set up in the project plans to meet the needs of the community as a whole and to make the project more comparable with the equestrian community and habitat sensitive areas within and around the project site. RCTC will run this proposed freeway right through where the staging area is set to go in. Running this freeway through both of these two projects, that have about double the density allowed for this rural area, will basically require higher density development along the rest of the freeway and around it.

Another mitigation issue is sound walls. Unwanted in this area of the county and yet what choice will there be to block the noise from the homes that will be closest to the freeway? The EIR didn't address sound walls here. This will add more cost over-runs to this project.

The Mid County Parkway (from the I-215 to the 15 freeway) came in 46th, out of 53 in an RCTC study of Measure "A" projects. What did the analysis look at? Value of time saved @ \$10 per hr., which came to \$4,810,000.00. Value of distance Saved @ 40 cents per mile, which came to \$7,990,000.00. Value of energy consumption saved @ \$3.19 gal, which came to \$150,000.00. What will that cost really be in 20 years, when this project may still not be finished?



Value of air pollutants saved @ Cal Trans current rates, which came to a negative \$417,788.00. Value of accident reduction savings @ Cal Trans current rates, which came to \$5,486,232.00. In this report it was estimated that this portion would cost 1.931 billion dollars. The benefit to cost ratio for the MCP from the I-215 to the 15 rated 0.0. What does the rating look like once we add in all the cost over-runs that are sure to come?

In the EIR, on page S-3, paragraph 1 it says, "The MCP has independent utility since the project is a usable and reasonable expenditure even if no additional transportation improvements in the area are made, and does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements." I contend that it is for the very reason that Riverside County Transportation does have a number of plans to improve transportation that eliminates the need for this freeway. Looking at the above costs and ratings, can we REALLY say this is a "USABLE and REASONABLE EXPENDITURE?" The measure "A" report shows a 1.931 billion dollar project cost (for this portion) and only a 1.738 million dollar benefit per year.

The EIR says that this freeway is to: "Provide a parkway that is compatible with a future multi-modal transportation system." When this freeway isn't set up to conveniently allow area residents access to and from the freeway, how can it be "good" for area residents and what will a "Multi-modal Transportation System" do to the communities as a whole? Multi-modal is another term for more than one means of transportation. This opens the door to things like future train routes along the Mid County Parkway/Freeway and very large, 70' plus long trucks and trucks that could be 6' and wider? This will add far more greenhouse gas emissions to this habitat rich area.

Taking into account the state of our economy, the amount of time before this freeway will actually be completed and the rising costs, it is clear that this project has been underestimated and would cost far more than the EIR states.

The MCP poses significant and unmitigable impacts to open space and wildlife habitat areas of western Riverside County that can never be replaced if this freeway is allowed to devastate the area. The MCP further threatens habitat reserves that were previously set aside as mitigation for other projects in the Lake Matthews and Estelle Mountain area, thereby breaking promises made by the county to its residents.

Simply relying on other mechanisms to compensate for cumulative impacts to precious riparian and riverine resources, which provide important ecosystem services including increased water quality and water availability, is a fatal flaw in all the action alternatives. I will this month be touring the Colorado River with the Western Municipal Water District to further address the water needs of this area, which are very low and being cut each year.

The MCP is unnecessary and ill conceived. Existing infrastructure like Cajalco Road and the Ramona Expressway are already undergoing widening and will serve the traffic needs of the area. These improvements will provide a financially and environmentally responsible alternative to the MCP. Its current

cost of 3 to 3.5 billion dollars will likely balloon as the project encounters delays and problems due to protracted environmental permitting and litigation; it will also lead to residential sprawl in undeveloped areas that will require costly public services which cities and the county must provide and area residents do not want. Rural lifestyles call for very little county services and the residents want it that way. This freeway will force these residents to take on added services and the costs for those unwanted services.

The Mid County Parkway will increase dirty-diesel truck traffic and cause cars and development to spew dust and emissions into already heavily polluted air basin. The significant and unmitigable risk can be avoided through more intelligent alternatives for transportation planning.

I urge you to adopt the no-action alternative to the MCP and choose environmentally and financially sound alternatives for growth and development in western Riverside County and southern California.

Thank You

Jerry Grell

**Meyer, Susan A SPL**

---

**From:** rawbk@aol.com

**Sent:** Wednesday, January 07, 2009 12:04 PM

**To:** cbechtel@rctc.org; bbuster@rcbos.org; tay.dam@fhwa.dot.gov; Meyer, Susan A SPL

**Subject:** Mid County Parkway comments

Please include the following public comments:

No MCP on Cajalco Road

Support the No Build option

DO NOT CAUSE MORE PREMATURE AIR POLLUTION DEATHS TO RIVERSIDE COUNTY RESIDENTS!!!

Support Southern preferred route if no-build does not prevail

Richard Woodbeck

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**Meyer, Susan A SPL**

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**From:** depousa@aol.com  
**Sent:** Wednesday, January 07, 2009 11:52 AM  
**To:** Meyer, Susan A SPL  
**Subject:** Mid County Parkway comments

Dear Ms. Meyer:

Please make the following part of the public record/comments regarding the Mid County Parkway.

1. I vehemently object to including any section of Cajalco Road as part of the Mid County Parkway. The public was not given notice of any such consideration by John Roth and/or Supervisor Bob Buster and therefore not fairly given an opportunity to communicate their comments.
2. I support the no-build option.
3. If the MCP is unstoppable, I support the preferred route (most southern) as it will have the least impacts on all concerned.

Thank you for your consideration.

Lori Woodbeck

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**Meyer, Susan A SPL**

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**From:** rawbk@aol.com

**Sent:** Wednesday, January 07, 2009 12:06 PM

**To:** cbechtel@rctc.org; bbuster@rcbos.org; tay.dam@fhwa.dot.gov; Meyer, Susan A SPL

**Subject:** MCP Public Comments

Please include the following as part of the public record:

No MCP on Cajalco

No build

Andrew and Clair Walker

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**Meyer, Susan A SPL**

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**From:** rknrrnch@aol.com  
**Sent:** Wednesday, January 07, 2009 11:04 AM  
**To:** Meyer, Susan A SPL  
**Subject:** MCSps EIR/EIS Comments

My husband and I are **opposed** to the Mid-County Parkway! We moved to Gavilan Hills from Orange County to live the "rural" lifestyle we had always dreamed of. We wanted a smog-free environment with beautiful views, quiet nights and a place where we could have horses. We found all of that here in Gavilan Hills! But, as you drive west on Cajalco towards Corona, you can see all the smog covering the city below! With the MCP we will be breathing smog up here too. We never knew how many stars there were in the sky until we moved here where there are no street lights. Those stars will all disappear because of the freeway lights! Our beautiful view of the mountains will now be an ugly view of the freeway! Our once quiet, peaceful evenings will be replaced with noise from all the traffic! We will no longer be able to ride our horses out of our backyard and connect to the many riding trails! Everyone has already lost thousand's of dollars of value in their homes due to the housing crisis. If a freeway is built up here, the homeowners here will suffer another huge loss in home values!! Who would want to buy a "nice little, rural ranch" next to a freeway???????????

Please consider using Cajalco as the main route!

Thank you.

Clayton and Sandra Rytych  
16240 Pansy Street  
Perris, CA 92570  
951-657-4898

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**A Good Credit Score is 700 or Above. See yours in just 2 easy steps!**

**Meyer, Susan A SPL**

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**From:** CindyRAGLM@aol.com**Sent:** Wednesday, January 07, 2009 1:41 AM**To:** cbechtel@rctc.org; BBuster@rcbos.org; tay.dam@fhwa.dot.gov; Meyer, Susan A SPL; CindyRAGLM@aol.com; JStandiford@rctc.org; LakeMathewsTalks@Yahooogroups.com; Lake\_Mathews\_Transit@Yahooogroups.com; RAGLMNotice@Yahooogroups.com; Rolling\_Meadows\_Road@yahooogroups.com; Watt\_LMCOI@Yahooogroups.com; WoodcrestTalks@Yahooogroups.com**Subject:** Letter for Public Record-MCP/EIR/EIS Proposed for Riverside County, CA.

I am writing in opposition to the Mid County Parkway (MCP) Project proposed for Riverside County, CA. I urge you to adopt the no-action alternative because of the numerous and significant environmental impacts that will result from the MCP. Being the cut-off date for public input on the EIR/EIS is Thurs. Jan. 8, 2009, I wish to have this e-mail entered as part of the public record on that proposal for a parkway/freeway.

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development goes in as a buffer to the urban and rural areas from the commercial areas. This leaves very little rural area left and forces those with a rural lifestyle to give that up as animal keeping codes then change due to the added development in the area. Addressing how the trails will cross or go under the freeway is yet another Mitigation issue that is being addressed, but has it's cost been added to that 3.5 BILLION DOLLAR cost or will it be just another "Over-Run" cost added on at the end?

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On the other side of the roadway from the Gavilan Peak is another project, called Belle Meadows. The project has an equestrian staging area set up in the project plans to meet the needs of the community as a whole and to make the project more comparable with the equestrian community and habitat sensitive areas within and around the project site. RCTC will run this proposed freeway right through where the staging area is set to go in. Running this freeway through both of these two projects, that have about double the density allowed for this rural area, will basically require higher density development along the rest of the freeway and around it.

Another mitigation issue is sound walls. Unwanted in this area of the county and yet what choice will there be to block the noise from the homes that will be closest to the freeway? The EIR didn't address sound walls here. This will add more cost over-runs to this project.

The Mid County Parkway (from the I-215 to the 15 freeway) came in 46th, out of 53 in an RCTC study of Measure "A" projects. What did the analysis look at? Value of time saved @ \$10 per hr., which came to \$4,810,000.00. Value of distance Saved @ 40 cents per mile, which came to \$7,990,000.00. Value of energy consumption saved @ \$3.19 gal, which came to \$150,000.00. What will that cost really be in 20 years, when this project may still not be finished? Value of air pollutants saved @ Cal Trans current rates, which came to a negative \$417,788.00. Value of accident reduction savings @ Cal Trans current rates, which came to \$5,486,232.00. In this report it was estimated that this portion would cost 1.931 billion dollars. The benefit to cost ratio for the MCP from the I-215 to the 15 rated 0.0. What does the rating look like once we add in all the cost over-runs that are sure to come?

In the EIR, on page S-3, paragraph 1 it says, "The MCP has independent utility since the project is a usable and reasonable expenditure even if no additional transportation improvements in the area are made, and does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements." I contend that it is for the very reason that Riverside County Transportation does have a number of plans to improve transportation that eliminates the need for this freeway. Looking at the above costs and ratings, can we REALLY say this is a "USABLE and REASONABLE EXPENDITURE?" The measure "A" report shows a 1.931 billion dollar project cost (for this portion) and only a 1.738 million dollar benefit per year.

The EIR says that this freeway is to: "Provide a parkway that is compatible with a future multi-modal transportation system." When this freeway isn't set up to conveniently allow area residents access to and from the freeway, how can it be "good" for area residents and what will a "Multi-modal Transportation System" do to the communities as a whole? Multi-modal is another term for more than one means of transportation. This opens the door to things like future train routes along the Mid County Parkway/Freeway and very large, 70' plus long trucks and trucks that could be 6' and wider? This will add far more greenhouse gas emissions to this habitat rich area.

Taking into account the state of our economy, the amount of time before this freeway will actually be completed and the rising costs, it is clear that this project has been underestimated and would cost far more than the EIR states.

The MCP poses significant and unmitigable impacts to open space and wildlife habitat areas of western Riverside County that can never be replaced if this freeway is allowed to devastate the area. The MCP further threatens habitat reserves that were previously set aside as mitigation for other projects in the Lake Matthews and Estelle Mountain area, thereby breaking promises made by the county to its residents.

Simply relying on other mechanisms to compensate for cumulative impacts to precious riparian and riverine resources, which provide important ecosystem services including increased water quality and water availability, is a fatal flaw in all the action alternatives. I will this month be touring the Colorado River with the Western Municipal Water District to further address the water needs of this area, which are very low and being cut each year.

The MCP is unnecessary and ill conceived. Existing infrastructure like Cajalco Road and the Ramona Expressway are already undergoing widening and will serve the traffic needs of the area. These Improvements will provide a financially and environmentally responsible alternative to the MCP. Its current cost of 3 to 3.5 billion dollars will likely balloon as the project encounters delays and problems due to protracted environmental permitting and litigation; it will also lead to residential sprawl in undeveloped areas that will require costly public services which cities and the county must provide and area residents do not want. Rural lifestyles call for very little county services and the residents want it that way. This freeway will force these residents to take on added services and the costs for those unwanted services.

The Mid County Parkway will increase dirty-diesel truck traffic and cause cars and development to spew dust and emissions into already heavily polluted air basin. The significant and unmitigable risk can be avoided through more intelligent alternatives for transportation planning.

I urge you to adopt the no-action alternative to the MCP and choose environmentally and financially sound alternatives for growth and development in western Riverside County and southern California.

Cindy Ferry



Community Spokesperson for the Greater Lake Mathews area.

Owner/Operator of: [LakeMathewsTalks@Yahoogroups.com](mailto:LakeMathewsTalks@Yahoogroups.com),

[GHSchoolRedistrictingCommittee@Yahoogroups.com](mailto:GHSchoolRedistrictingCommittee@Yahoogroups.com), [Lake Mathews Transit@Yahoogroups.com](mailto:Lake_Mathews_Transit@Yahoogroups.com) and  
[Watt\\_LMCOI@Yahoogroups.com](mailto:Watt_LMCOI@Yahoogroups.com)

Member/Monitor of: [RAGLMNotice@Yahoogroups.com](mailto:RAGLMNotice@Yahoogroups.com) and [WoodcrestTalks@Yahoogroups.com](mailto:WoodcrestTalks@Yahoogroups.com)

[CindyRAGLM@aol.com](mailto:CindyRAGLM@aol.com) (best way to reach me)

[\(951\) 657-6610](tel:(951)657-6610)

[16115 Rocky Bluff Road](#)

[Gavilan Hills, CA. 92570-7471](#)

---

New year...new news. Be the first to know what is making headlines.

## Meyer, Susan A SPL

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**From:** Lynne Glazer [lynne.glazer@gmail.com]  
**Sent:** Wednesday, January 07, 2009 8:22 AM  
**To:** cbechtel@rctc.org; BBuster@rcbos.org; tay.dam@fhwa.dot.gov; Meyer, Susan A SPL  
**Subject:** Opposition to the Mid County Parkway

I request that these comments be made part of the public record. The MCP is a waste of taxpayers' money--and it's a duplication of effort. Let the county widen Cajalco as previously planned. Move the trucks down to SR 74.

I can't believe that this project's best alternative goes through sensitive habitat area like the Estelle Mountain Preserve and some of the last open space in urban Riverside County. The County has approved two major developments up in Gavilan Hills, the first school is planned as part of that, and another arm wants to ram a road through both of these sites? Crazy. Does the county want to lose the tax revenue when these developers choose to throw in the towel? The grade and the amount of rock that will have to be moved suggests even more inefficiency.

There are no provisions in this plan to retain the quality of life for residents, it's only about moving goods. No exits or onramps for the residents, restricted trail and neighbor access. DHL pulled out of here, so what's the need, again? Job security, that's what it looks like to me. Today we need to tighten our belts, not freely spend for unproven results. Stop the bleeding, end this thing.

Lynne Glazer  
15650 Alto Lago  
Lake Mathews

U.S. Army Corps of Engineers  
Regulatory Division  
ATTN: Susan A. Meyer  
Bldg. 230  
Ft. Shafter, Hawaii 96858-5440  
CONCERNING THE MIDCOUNTY PARKWAY

THE MIDCOUNTY PARKWAY / ARGUMENT AGAINST

---

*As a local citizen and homeowner in the immediate area of this project, I must voice my concerns. First off let me say I believe there have not been sufficient studies of the area to determine any historical or archeological significance of many sites contained within the proposed alternative 9 construction zones. Many ancient Indian petro glyph and sacred areas will be destroyed by the building of this parkway. Many wildlife habitats and natural brush and grassland areas would also be permanently destroyed by the parkway and the traffic it would bring. Many of these issues seem to have been overlooked or outright ignored.*

*This leads us to another point...traffic. The only reason this road is needed is to channel traffic from the corona area THROUGH this area to Moreno Valley, Hemet, San Jacinto, and other points east of here. We don't want the cars, we don't want the pollution, and we don't want the people!*

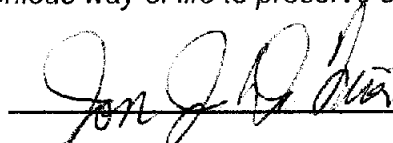
**LOCAL RESIDENTS DON'T WANT AND DON'T NEED THIS PARKWAY!!**

*There is NO WAY that this parkway will benefit the actual residents of this area, but can only succeed in destroying our "off the beaten path" country type lifestyle that the residents of this area have enjoyed for many generations.*

*As a longtime resident of this area myself, (30 years) I know the reputation that mead valley has, we have been stigmatized as an economically depressed population with little voice or tax dollars to be seriously considered as a political or socially active sector with a lifestyle worth saving. This is completely unfair and reeks of racial and economic discrimination. I, as many local residents do, believe that this parkway should not be built. If it is built, it should be constructed along the main thoroughfares that are already in use, i.e. Ramona Expressway/Cajalco Road.*

*At the present time we are forming a coalition of residents and homeowners to take up the task of protecting the local Eco-system, our immediate environment and adjacent historical sites. These are things that cannot be taken lightly considering the serious impact all of these issues have on the planet. We must as responsible human beings take a grassroots approach and fight locally on all these fronts to appreciate and protect a natural and harmonious way of life to preserve such a precious gift for all generations to come.*

Signed this day 12-30, 2008



Residents of the ALTERNATIVE 9 Route of the MIDCOUNTY PARKWAY

P.O. Box 701  
PERRIS, CA  
92570

Ms. Cathy Bechtel  
RCTC  
P.O. Box 12008  
Riverside, CA 92502-2208  
CONCERNING THE MIDCOUNTY PARKWAY

THE MIDCOUNTY PARKWAY / ARGUMENT AGAINST

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Signed this day Dec 31, 2008 Theresa Valenzuela

Residents of the ALTERNATIVE 9 Route of the MIDCOUNTY PARKWAY  
21050 FOX Rd. (626) 589-5944  
Perris CA 92570

Laura Samples  
21314 Salter Road  
Perris, CA 92570  
951-500-7560  
LaurasDocnNotary@aol.com

U.S. Army Corps of Engineers  
Regulatory Division  
ATTN: Susan A. Meyer  
Bldg. 230  
Ft. Shafter, Hawaii 96858-5440  
CONCERNING THE MIDCOUNTY PARKWAY

THE MIDCOUNTY PARKWAY / ARGUMENT AGAINST

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Signed this day 12-30-08, 2008 Laura Samples, R. Reduaga Jr.

Residents of the ALTERNATIVE 9 Route of the MIDCOUNTY PARKWAY

Dear Ms. Meyers:

This is a bad idea

You need to see with your own eyes. This is a waste # 9 isn't a option # 7 is done already

Thank You

U.S. Army Corps of Engineers  
Regulatory Division  
ATTN: Susan A. Meyer  
Bldg. 230  
Ft. Shafter, Hawaii 96858-5440  
CONCERNING THE MIDCOUNTY PARKWAY

THE MIDCOUNTY PARKWAY / ARGUMENT AGAINST

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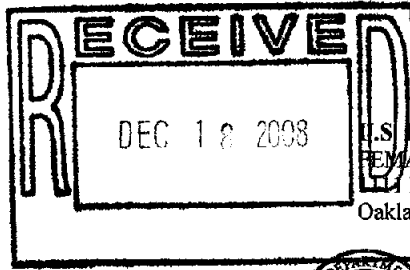
At the present time we are forming a coalition of residents and homeowners to take up the task of protecting the local Eco-system, our immediate environment and adjacent historical sites. These are things that cannot be taken lightly considering the serious impact all of these issues have on the planet. We must as responsible human beings take a grassroots approach and fight locally on all these fronts to appreciate and protect a natural and harmonious way of life to preserve such a precious gift for all generations to come.

Signed this day 12-27- 2008 [Signature]

Residents of the ALTERNATIVE 9 Route of the MIDCOUNTY PARKWAY

20991 Orange Ave  
Mead Valley CA  
92570





U.S. Department of Homeland Security  
FEMA Region IX  
Broadway, Suite 1200  
Oakland, CA. 94607-4052



# FEMA

December 12, 2008

Susan A. Meyers  
U. S. Army Corps of Engineers  
Regulatory Division  
Bldg 230  
Ft. Shafter, Hawaii 96858-5440

Dear Ms. Meyers:

This is in response to your request for comments on the Public Notice for the Mid-County Parkway Project.

Please review the current effective Flood Insurance Rate Maps (FIRMs) for the Cities of Corona (Community Number 060250), Perris (Community Number 060258), San Jacinto (Community Number 065056), and Riverside County (Community Number 060245), Maps revised August 28, 2008. Please note that the Cities and County of Riverside, California are participants in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.
- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any *development* must not increase base flood elevation levels. **The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

Susan A. Meyer  
Page 2  
December 12, 2008

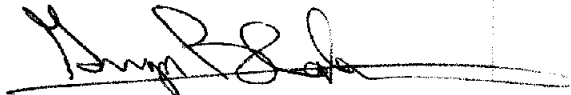
- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at <http://www.fema.gov/business/nfip/forms.shtm>.

**Please Note:**

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The Corona floodplain manager can be reached by calling Ati Eskandari, Assistant Public Works Director, at (951) 736-2266. The Perris floodplain manager can be reached by calling Habib Motlagh, City Engineer, at (951) 654-3592. The San Jacinto floodplain manager can be reached by calling David Clayton, Information Planner, at (951) 487-7326. The Riverside County floodplain manager can be reached by calling Mike Lara, Director, Building and Safety, at (951) 955--2514.

If you have any questions or concerns, please do not hesitate to call Michael Hornick of the Mitigation staff at (510) 627-7260.

Sincerely,



Gregor Blackburn, CFM, Branch Chief  
Floodplain Management and Insurance Branch

cc:

Ati Eskandari, Assistant Public Works Director, City of Corona  
Habib Motlagh, City Engineer, City of Perris  
David Clayton, Information Planner, City of San Jacinto  
Mike Lara, Director, Building and Safety, Riverside County  
Garret Tam Sing/Salomon Miranda, State of California, Department of Water Resources,  
Southern District  
Michael Hornick, Floodplanner, CFM, DHS/FEMA Region IX  
Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX

**CALIFORNIA STATE LANDS COMMISSION**  
100 Howe Avenue, Suite 100-South  
Sacramento, CA 95825-8202



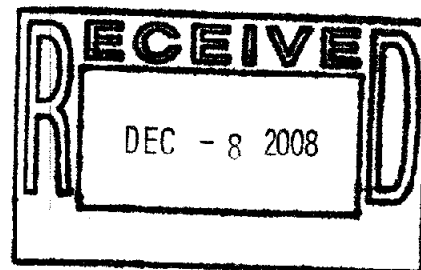
**PAUL D. THAYER**, Executive Officer  
(916) 574-1800 FAX (916) 574-1810  
Relay Service From TDD Phone 1-800-735-2929  
from Voice Phone 1-800-735-2922

Contact Phone: (916) 574-1900  
Contact FAX: (916) 574-1885

November 26, 2008

File Ref: 2001-00537

U.S. Army Corps of Engineers  
Regulatory Division  
ATTN: Susan A. Meyer  
Bldg. 230  
Ft. Shafter, Hawaii 96858-5440



**Subject: Application for Project No. 2001-00537**

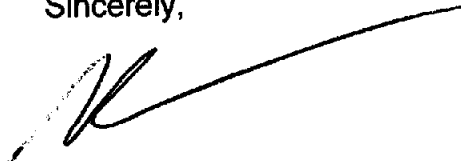
Dear Ms. Meyer:

This letter is sent in response to your request for comments pertaining to the Application for Permit of the 30-mile roadway connections in Riverside County. As general background, the State of California acquired sovereign ownership of all tidelands, submerged lands, and the beds of navigable waters upon its admission to the United States in 1850. The State holds these lands for the benefit of all the people of California for statewide Public Trust purposes (waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space). The State's sovereign land interests are under the jurisdiction of the California State Lands Commission (Commission).

School lands were granted to the State of California under the School Land Grant of 1853. The Commission, through its State School Lands Management Program, manages approximately 469,000 acres of school lands held in fee ownership by the State and the reserved mineral interests on an additional 790,000± acre, where the surfaces estates previously have been sold. In 1984, the State Legislature approved the School Land Bank Act (Act) that created the School Land Bank Fund and appointed the Commission as trustee. Through the establishment of the Act, the Legislature directed the Commission to manage the remaining school lands to provide an economic base for support of the public school system. The Commission is responsible for developing school lands into a permanent and productive resource base for revenue generating purposes.

The use of any sovereign or school lands for any part of the Project requires that the applicant first obtain a lease from the Commission. Based on the information and maps you provided in the NOP, it is impossible to determine at this time if any school lands lay within the Project area. If the Project does involve school lands, the Commission should be consulted as both a trustee and responsible agency. Therefore, staff of the Commission is requesting that more detailed project maps be provided for our review. Please contact Jim Porter, School Land Division, at (916) 574-1865 or by e-mail at [porterj@slc.ca.gov](mailto:porterj@slc.ca.gov), for information concerning our jurisdiction and leasing requirements.

Sincerely,

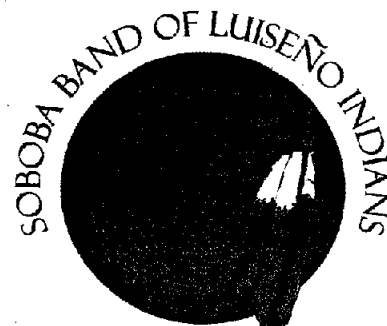
A handwritten signature in black ink, appearing to be 'Gail Newton', written over a horizontal line.

Gail Newton, Chief  
Division of Environmental Planning  
and Management

cc: Office of Planning and Research  
J. Porter, CSLC

November 19, 2008

U.S. Army Corps of Engineers  
Regulatory Division  
ATTN: Susan A. Meyer  
Bldg. 230  
Ft. Shafter, Hawaii 96858-5440



EST. JUNE 19, 1883

**Re: Public Notice/Application No.: 2001-00537**


The Soboba Band of Luiseno Indians appreciates your observance of Tribal Cultural Resources and their preservation in your project. The information provided to us on said project(s) has been assessed through our Cultural Resource Department, where it was concluded that although it is outside the existing reservation, the project area does fall within the bounds of our Tribal Traditional Use Areas. The Soboba Band of Luiseno Indians also has a long history that is associated with the areas in question and is the closest Luiseno tribe in the vicinity.

Therefore the Soboba Band of Luiseno Indians is requesting the following:

1. Further **government to government** consultation with the Soboba Band of Luiseno Indians.
2. Copies of any archeological and/or cultural resource documentation.
3. Working in and around traditional use areas intensifies the possibility of encountering cultural resources during the construction/excavation phase. For this reason the Soboba Band of Luiseno Indians requests that a Native American Monitor from the Soboba Cultural Resource Department to be present during any surveys and ground disturbing proceedings.

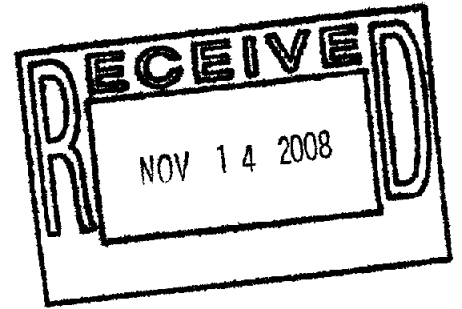
[SPECIAL NOTE (for projects other than cell towers): *If* this project is associated with a city or county specific plan or general plan action it is subject to the provisions of SB18-Traditional Tribal Cultural Places (law became effective January 1, 2005) and will require the city or county to participate in **formal, government-to-government** consultation with the Tribe. If the city or county are your client, you may wish to make them aware of this requirement. By law, they are required to contact the Tribe.]

Sincerely,



Joseph Ontiveros  
Soboba Cultural Resource Department  
P.O. Box 487  
San Jacinto, CA 92581  
Phone (951) 654-5544 ext. 4137  
Cell (951) 663-5279  
jontiveros@soboba-nsn.gov

17951 Boxwood Dr.  
Riverside, CA 92503  
November 9, 2008



U.S. Army Corps of Engineers  
Regulatory Division  
ATTN: Susan A. Meyer  
Bldg. 230  
Ft. Shafter, Hawaii 96858-5440

Dr. Ms. Meyer:

I am writing you today to inform you that my wife and I strongly oppose Mid County Parkway alternatives 6 and 7. We appose alternatives 6 and 7 based on the fact that the aforementioned alternatives have the greatest impact on existing habitats, agriculture lands, cultural and historic resources, properties, residences and business. We also oppose alternatives 6 and 7 based on the fact that these alternatives are the most costly. Please make our collective view part of the official record.

Thank you,

Steven M. Rudd

A handwritten signature in cursive script that reads "Steven M. Rudd".

Jaimi M. Rudd

A handwritten signature in cursive script that reads "Jaimi M. Rudd".

**Meyer, Susan A SPL**

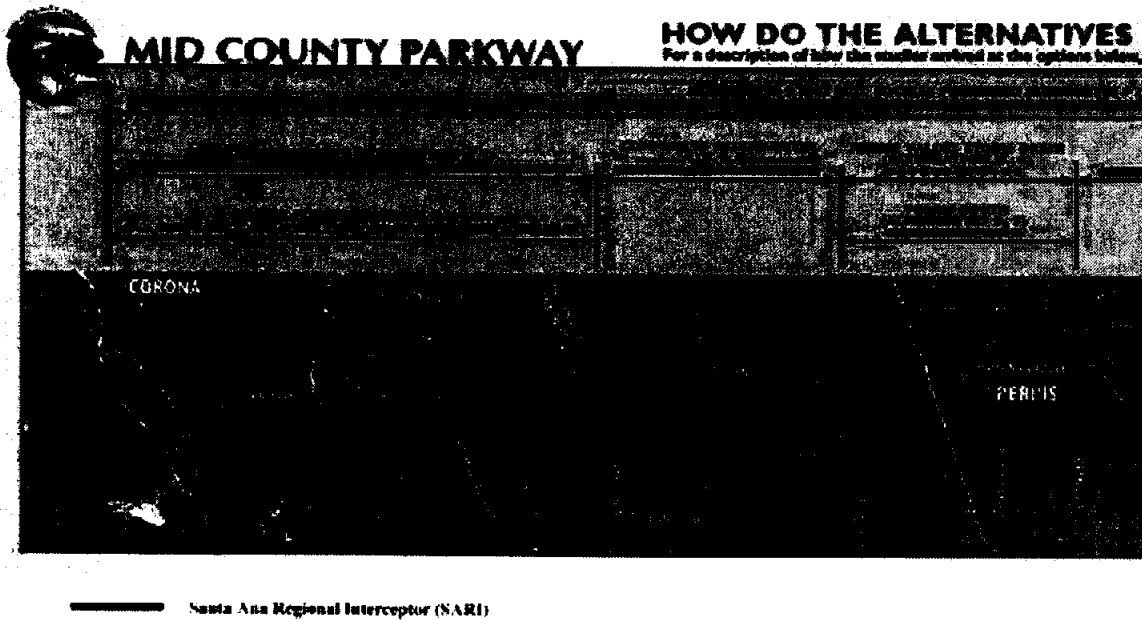
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**From:** Alex Pohlman [apohlman@sawpa.org]  
**Sent:** Monday, November 17, 2008 1:41 PM  
**To:** Meyer, Susan A SPL  
**Subject:** Comments for Mid County Parkway Project

Susan A. Meyer,

Thank you for notifying Santa Ana Watershed Project Authority (SAWPA) about the upcoming Mid County Parkway Project. Please be aware that SAWPA operates a brine line, the Santa Ana Regional Interceptor (SARI) pipeline which is located within your proposed project area (see attached map). This important infrastructure needs to be protected. Its maintenance and operational needs should be addressed in the design and construction of the Mid County Parkway.

The SARI pipeline conveys highly saline, non-domestic wastewater from industrial dischargers and municipal desalter facilities within Riverside and San Bernardino Counties.



For more information, please contact Jeff Beehler at 951/354-4239

Thank You,  
Alex Pohlman



Dr. Philip O. Pendley  
Superintendent

Mary Wulfsberg  
Deputy Superintendent  
Richard M. Beck  
Assistant Superintendent  
LaFaye Platter  
Assistant Superintendent  
Dr. Caryl Miller  
Assistant Superintendent

Professional Development  
Service Center  
1791 W. Acacia Avenue  
Hemet, CA 92545  
(951) 765-5100  
Fax: (951) 765-5115

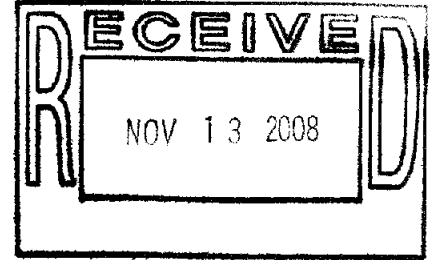
Professional Development  
Academy  
2085 W. Acacia Avenue  
Hemet, CA 92545  
(951) 765-5100  
Fax: (951) 765-6421

[www.hemetusd.k12.ca.us](http://www.hemetusd.k12.ca.us)

Governing Board  
Mike Cook  
Dr. Gregg Figgins  
Charlotte Jones  
David Peters  
Phyllis Petri  
Bill Sanborn  
Joe Wojcik

November 6, 2008

Susan A. Meyer  
U.S. Army Corps of Engineers  
Regulatory Division  
Bldg. 230  
Ft. Shafter, Hawaii 96858-5440



RE: Public Notice for the Application for Permit: Mid County Parkway Project  
(Public Notice/Application No.: 2001-00537)

Ms. Meyer,

The Hemet Unified School District (HUSD) is in receipt of the Public Notice for the Application for Permit on the Mid County Parkway Project (MCP). The proposed project will come within, at its closest point, approximately 2.75 miles from the boundary of HUSD. In addition, the project includes two proposed interchanges on roads which lead into the HUSD: one system interchange on the MCP's easterly terminus (Sanderson Avenue) and one service interchange at Warren Road.

The proposed project will not directly impact HUSD. Indirect impacts may include higher instances of vehicles traveling on roads within HUSD. The MCP also has the possibility to spur new commercial and residential growth throughout the San Jacinto Valley. HUSD does not have any concerns regarding this project.

Thank you for the opportunity to provide comments on this project. If you have any questions, please contact me at (951) 765-5100 x5465.

Sincerely,

Jesse Bridwell,  
Facilities Planner

Cc: Richard Beck, Assistant Superintendent, Business Services  
Cathy Bechtel, Project Development Director, RCTC



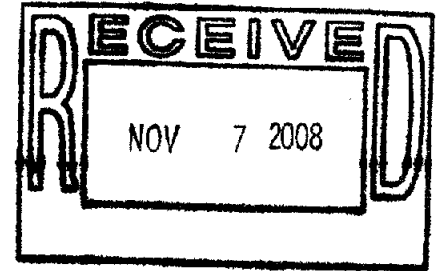
U.S. Department of Homeland Security  
FEMA Region IX  
1111 Broadway, Suite 1200  
Oakland, CA. 94607-4052



FEMA

November 3, 2008

Susan A. Meyer  
U. S. Army Corps of Engineers Regulatory Division  
Bldg 230  
Ft. Shafter, Hawaii 96858-5440



Dear Ms. Meyer:

This is in response to your request for comments on the Public Notice/Application for Permit for the Mid-County Parkway Project.

Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the County of Riverside (Community Number 060245), Maps revised August 28, 2008. Please note that the County of Riverside, California and referenced communities (Corona, Perris, Moreno Valley, City of Riverside, and San Jacinto) within the county of Riverside, California are participants in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.
- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any *development* must not increase base flood elevation levels. **The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

Susan A. Meyer  
Page 2  
November 3, 2008

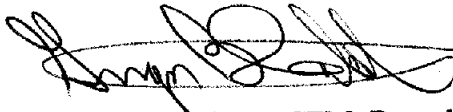
- All buildings constructed within a coastal high hazard area, (any of the "V" Flood Zones as delineated on the FIRM), must be elevated on pilings and columns, so that the lowest horizontal structural member, (excluding the pilings and columns), is elevated to or above the base flood elevation level. In addition, the posts and pilings foundation and the structure attached thereto, is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components.
- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at <http://www.fema.gov/business/nfip/forms.shtm>.

**Please Note:**

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The Riverside County floodplain manager can be reached by calling Mike Lara at (951) 955-1265.

If you have any questions or concerns, please do not hesitate to call Cynthia McKenzie, Senior Planner, of the Mitigation staff at (510) 627-7190.

Sincerely,



Gregor Blackburn, CFM, Branch Chief  
Floodplain Management and Insurance Branch

cc:

Ati Eskandari, Assistant Director, Department of Public Works, City of Corona  
Habib Motlagh, City Engineer, City of Perris  
David Clayton, Information Planner, City of San Jacinto  
Thomas Boyd, City Engineer, City of Riverside  
Chris A. Vogt, Director of Public Works, Moreno Valley  
Mike Lara, Interim Floodplain Administrator, Riverside County  
Garret Tam Sing/Salomon Miranda, State of California, Department of Water Resources,  
Southern District  
Cynthia McKenzie, Senior Floodplanner, CFM, DHS/FEMA Region IX  
Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX



**US Army Corps  
of Engineers®**

*LOS ANGELES DISTRICT*

# PUBLIC NOTICE

Under the provisions of the Coast Guard Authorization Act of 1982, the Coast Guard has determined this project does not require Coast Guard involvement for bridge permit purposes.

Signature:

*David H. Sulouff*  
DAVID H. SULOUFF  
Chief, Bridge Section  
11th Coast Guard District

11/5/2008

**Public Notice/Application No.:** 2001-00537  
**Comment Period:** October 31, 2008 through December 8, 2008  
**Project Manager:** Susan A. Meyer [susan.a.meyer@usace.army.mil](mailto:susan.a.meyer@usace.army.mil)

**Applicant**

Cathy Bechtel  
Project Development Director  
Riverside County Transportation  
Commission (RCTC)  
4080 Lemon Street, 3rd Floor  
Riverside, California 92502-2208

**Contact**

Cathy Bechtel  
Project Development Director  
RCTC  
(951) 787-7141  
[cbechtel@rctc.org](mailto:cbechtel@rctc.org)

**Location:** The proposed activity is located in western Riverside County, California. The biological study area encompasses approximately 17,000 acres (ac) within the Santa Ana River and San Jacinto River watersheds and is roughly bounded by Interstate 15 (I-15) to the west, the Cities of Riverside and Moreno Valley to the north, State Route 79 (SR-79) to the east, and State Route 74 (SR-74) to the south (Figure 1).

**Activity:** To construct roadway improvements. These improvements may consist of a transportation parkway approximately 30 miles (mi) in length, connecting the existing I-15 in Corona to SR-79 in San Jacinto, with an intermediate point at Interstate 215 (I-215) in Perris. Five alternative alignments are under consideration and are depicted in Figure 2. While a federally preferred alternative has not been identified at this time, the applicant has identified a locally preferred alternative, namely Alternative 9. Additional information concerning the description of the proposed project alternatives, including Alternative 9 and the environmental impacts, is found on the following pages of this PN and contained in the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The Draft EIR/EIS and its appendices and technical reports are available on the Internet at [midcountyparkway.org](http://midcountyparkway.org). The Draft EIR/EIS and technical reports are also available for

11-3-08

APPLICATION NO. 2001-00537

COMMENTS;

U.S. ARMY CORPS OF ENGINEERS

PREFERENCE: ALTERNATIVE 7, FEWER CURVES,  
SWEEPS.

CROSS SECTION 6 LANE, CHANGE  
TO 20 LANES (MY GOD THE TRAFFIC.)

RALPH GUIDERO

R.E. Guidero

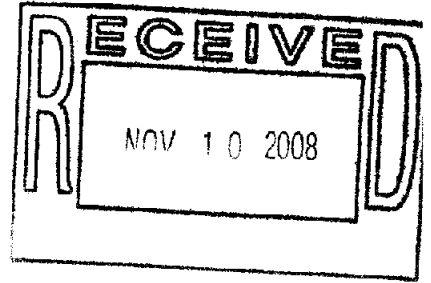
1-951-7882882

QUESTION: WHY COMMENTS TO HAWAII ?

11-6-2008

U.S ARMY  
REGULATOR

Mrs Myrtle Fister  
33831 Wagon Train Dr  
Wildomar, CA 92595-7670



79-215-15 CALIFORNIA

Dear Sir - I Prefer - ALTERNATIVE 6 -

① L-1- <sup>COMPACT</sup> DIAMOND -

I think this will be the Best + Reasonable PRICE.

Good Luck. to all - we need this New Route  
to help TRAFFIC.

② Note STILL NEED Route 79 Completed going South  
through HEMET. CA.

③ ALSO-NEED - BUNDY CANYON-SCOTT Road -  
(From 79-1215) onto 15 - WIDEN - Lot of TRAFFIC.  
Every DAY.

Thank you.  
Myrtle FISTER.

P.S  
Thanks For your Good work.

Mrs Myrtle Fister  
33831 Wagon Train Dr  
Wildomar, CA 92595-7670

Please note: I would like this letter to be a part of formal public record.

January 5, 2009

Ms. Susan Meyer  
Army Corp of Engineer, Bldg. 214  
Fort Shafter, Hawaii 92858-5440

Re: SPL-2001-537, CTAP Mid County Parkway

Dear Ms. Meyer:

I am writing to you regarding my concerns about the aforementioned project.

This area floods when there is rain. I have lived here for nearly seven years. And in the years of much rain the "ponds" and run-off areas are flooded. There are "ponds" across the street and behind the homes across the street and next door to my home. The ponds continue on behind and next door to me meandering beyond the home behind me to travel to the Estelle Mountain Reserve and areas beyond to the south and to the west.

What will happen to this water if it rains a lot (which it did four years ago)? Will these ponds be flooded with run-off pollution from the freeway? Will that pollution eventually work its way to the Estelle Mountain Reserve. Will the water that bubbles out of the ground on my property be polluted and hurt my land and animals that live on it?

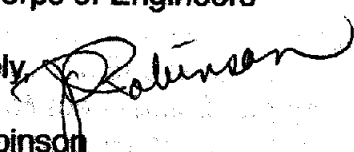
What will happen if the state of California decides to go ahead and blast the granite mountain they plan to build on? If the water table held in by the granite is disturbed by cracks and or holes caused by the blasting and the underground water then flows downhill or toward my direction, what then? You can guess. It will destroy our way of life and our water source. Are you willing to take a chance on an educated guess?

The homes on Burwood Road, not far from my home, have water supplied to them from wells that they paid thousands of dollars to have dug. Their water wells have already been affected by overbuilding. If one tiny little mistake is made their only source of water and living ability will be gone forever. These would not be the only families affected by and change in the water table. There are many, many homes with water wells on them that cost thousands of dollars. The dramatic difference is that this would wipe out an entire neighborhood would be ruined forever. Who will be responsible?


The water table in this area is VERY high. When it rains the water levels are at ground level. When it doesn't rain water levels are around eight feet. I would not think that an agency that is concerned about WATER would even consider allowing blasting for a freeway in this area.

I am inviting you to come to my home and I will be glad to show you what I am talking about. The water pollution and possible diversion of the water table should be totally unacceptable to the Army Corps of Engineers

Sincerely,

  
Joy Robinson  
16105 Pansy St.  
Gavilan Hills., CA 92570  
951-657-79301

cc Jay Sam

*Thank you for listening being honest and fun to talk with*  


11-3-08

Hi, SUSAN.

I OWN PROPERTY ALONG RAMONA EXP.  
IN PERRIS CALIF. MY APN# 302-130-002  
AND APN# 302-130-008. ALTERNATIVE #5  
LOOKS THE BEST, ITS MORE STRAIGHT.

THANK YOU

*E. Allen*



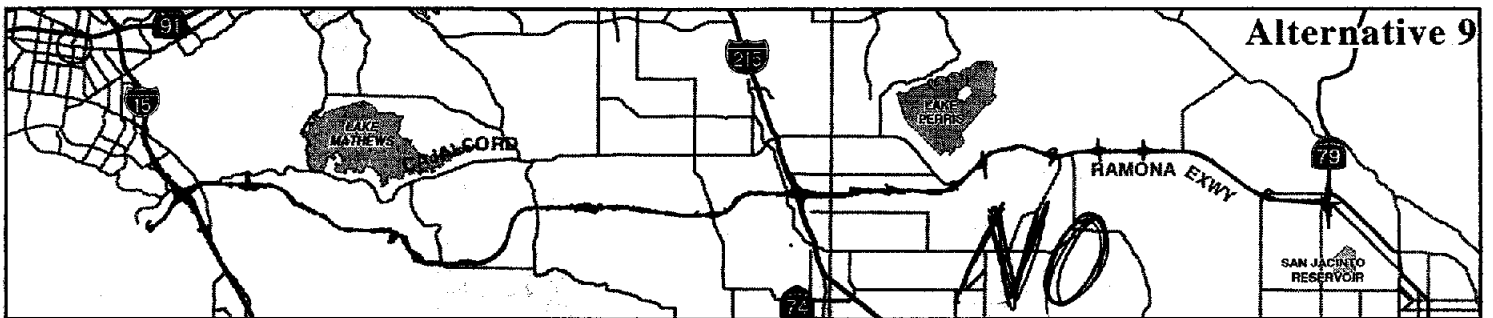
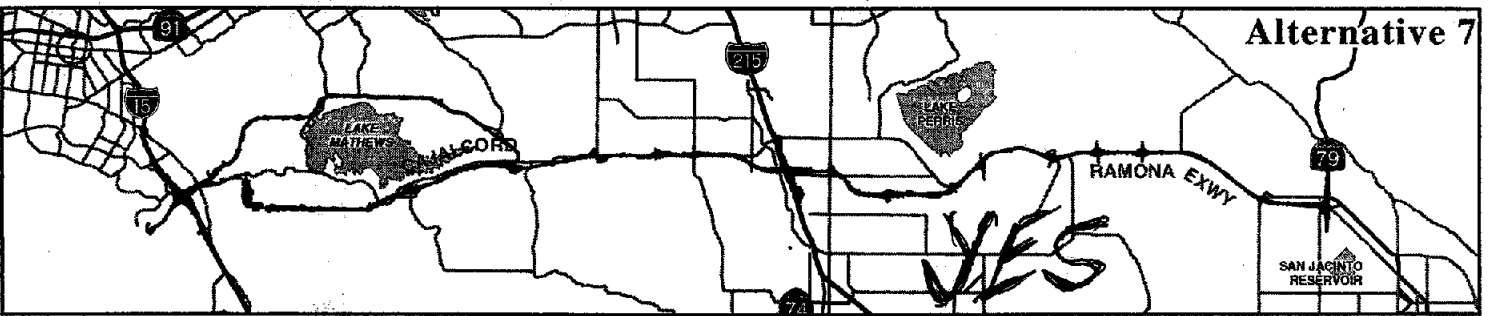
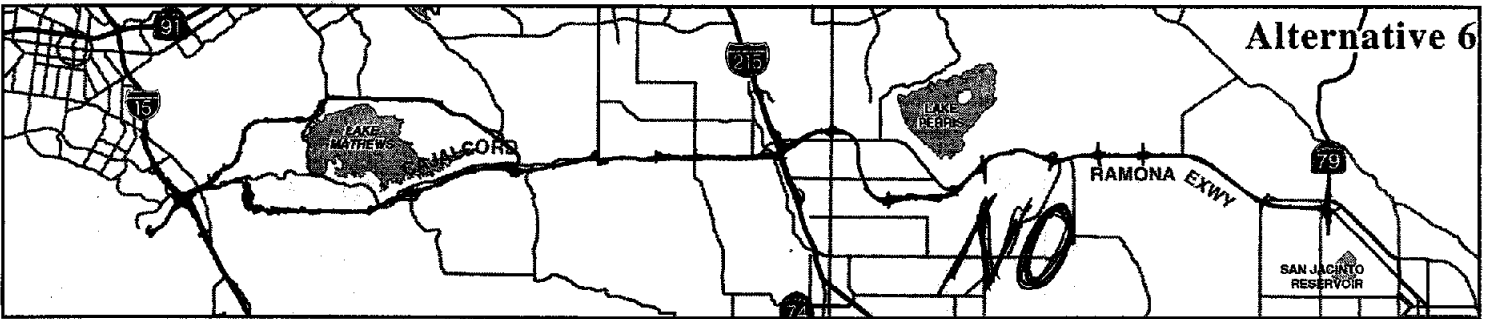
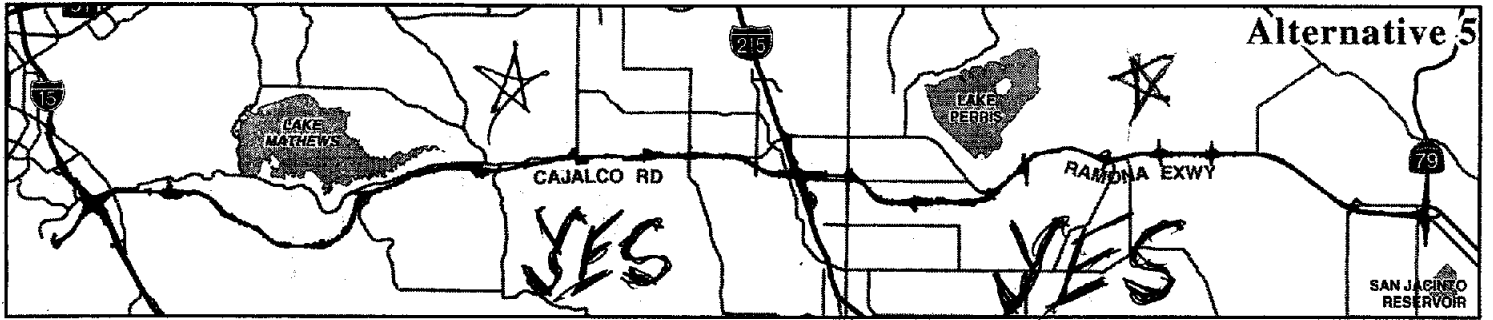
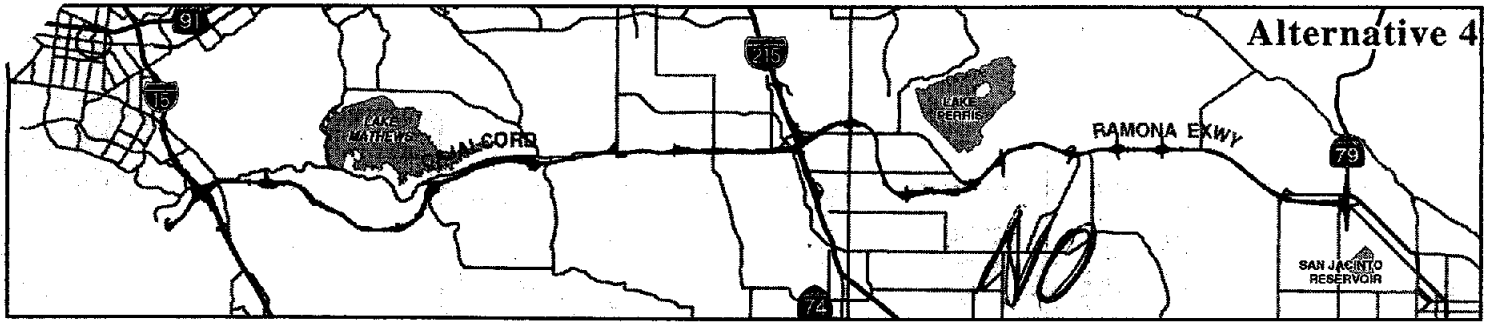
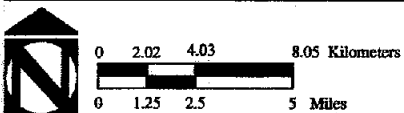


FIGURE 2

*My first chose 5, second chose 7.*

SOURCE: TBM (2006), Jacobs Engineering (02/2007).



Alternatives 4,5,6,7 and 9

KP 0.0/51.0 (PM 0.0/31.7) EA 08-0F3200





**Meyer, Susan A SPL**

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**From:** Jolly Shah [sshah200@sbcglobal.net]  
**Sent:** Sunday, November 02, 2008 11:28 AM  
**To:** Meyer, Susan A SPL  
**Cc:** cbechtel@rctc.org  
**Subject:** Supporting Mid county parkway

11/2/08

Hello my name is Mr.Shah.

I would like to take this opportunity to support the proposed project and alternative selected.I strongly believe that this project is badly needed for the region.I have traveled along 215, 60 and 91 freeways and found them to be extremely busy. I also have read several forecasts from economist for the region and looking at the present need as well as future growth it is absolutely essential to have this parkway built as soon as possible.

I have read in the newspaper that there is some resistant from local homeowners and i believe It is natural for people living in the area who will be affected will take objections, that does not reduce the need for the project. There is always going to be some resistance regardless of what alternative is selected and that is not the reason to delay or put the project aside. I believe that the alternative selected is the best choice as it has been suggested by the draft released. I also believe that in the current economic situation and the way the state budget is, it is important to select the least expensive route( as a taxpayer I believe in conservative approach). I understand that this parkway is not going to be built in one stretch, so if the objection is legitimate then only modify the segment that is in question. In any event the project must go on.

Also the area needs some kind of stimulus and this project will provide growth to the region. It will also stimulate jobs in the area and support the local economy. I furthermore suggest that the project should either begin from far east or from the middle. It is going to make life much easier for the daily commuter.

In conclusion, I strongly support this project and choice made for the route.

Sincerely,  
Mr.Shah.

11/3/2008