

**NOTICE OF PREPARATION**

TO:	Office of Planning and Research 1400 Tenth Street Sacramento, CA 95814	FROM:	Riverside County Transportation Commission 4080 Lemon Street, 3 <sup>rd</sup> Floor Riverside, CA 92502
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SUBJECT: Notice of Preparation of a Draft Environmental Impact Report

The Riverside County Transportation Commission (RCTC) will be the Lead Agency and will prepare an environmental impact report (EIR) for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project. The Project description, location, and the probable environmental effects are contained in the attached materials.

*It should be noted, an Initial Study/Mitigated Negative Declaration (IS/MND) was prepared and circulated for public review and comment in January 2009 (SCH No. 2009011046). Based upon input received, RCTC elected to proceed with preparation of an EIR.*

<input checked="" type="checkbox"/>	A copy of the Initial Study IS attached.
<input type="checkbox"/>	A copy of the Initial Study IS NOT attached.
<input checked="" type="checkbox"/>	The proposed project IS considered a project of statewide, regional or areawide significance.
<input type="checkbox"/>	The proposed project IS NOT considered a project of statewide, regional or areawide significance.
<input checked="" type="checkbox"/>	The proposed project WILL affect highways or other facilities under the jurisdiction of the State Department of Transportation.
<input type="checkbox"/>	The proposed project WILL NOT affect highways or other facilities under the jurisdiction of the State Department of Transportation.
<input checked="" type="checkbox"/>	A scoping meeting WILL be held by the lead agency.
<input type="checkbox"/>	A scoping meeting WILL NOT be held by the lead agency.


If the project meets the criteria requiring the scoping meeting, or if the agency voluntarily elects to hold such a meeting, the date, time and location of the scoping meeting are as follows:

Date: July 28, 2009	Time: 5:00 p.m.	Location: Moreno Valley TownGate Community Center 13100 Arbor Park Lane Moreno Valley, CA 92570
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Your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice.

Please send your response to Ms. Edda Esther Rosso at the address shown above. We will need the name of a contact person in your agency.

Project Title:	Perris Valley Line
Project Location – Specific: Identify street address and cross street or attach a map showing project site (preferably a U.S.G.S. 15' or 7 ½' topographical map identified by quadrangle name):	See Figure 1-1 in attached IS.
Project Description:	Extend commuter rail service into the Interstate 215 (I-215) corridor in Western Riverside County
Project Applicant (if any):	Riverside County Transportation Commission

Date: 7/14/09	Signature:	
	Name:	Edda Esther Rosso
	Title:	RCTC Program Manager
	Telephone:	(951) 787-7141

Consulting firm retained to prepare draft EIR (if applicable):

Name:	STV Incorporated	Kleinfelder
Address:	9130 Anaheim Place, Suite 210	5015 Shoreham Place
City/State/Zip:	Rancho Cucamonga, CA 91730	San Diego, CA 92122
Contact Person:	Anthony P. Venturato, P.E.	Robert Motschall, Ph.D.



# INITIAL STUDY PERRIS VALLEY LINE RIVERSIDE COUNTY, CALIFORNIA

STATE CLEARINGHOUSE NUMBER: 2009011046

Prepared for:

Riverside County Transportation Commission  
Contact: Edda Rosso, P.E., Program Manager

Prepared by:



Kleinfelder  
5015 Shoreham Place  
San Diego, California 92122  
(858) 320-2000



and  
STV Incorporated  
9130 Anaheim Place, Suite 210  
Rancho Cucamonga, California 91730  
(909) 484-0660

July 7, 2009



**RIVERSIDE COUNTY TRANSPORTATION COMMISSION  
INITIAL STUDY PROJECT DETAILS**

1. Project Title: Perris Valley Line
2. Lead Agency Name and Address: Riverside County Transportation Commission  
County Regional Complex  
4080 Lemon Street, 3<sup>rd</sup> Floor  
Post Office Box 12008  
Riverside, California 92502-2208
3. Contact Person and Phone Number: Riverside County Transportation Commission  
Attention: Edda Rosso, P.E., Program Manager  
County Regional Complex  
4080 Lemon Street, 3<sup>rd</sup> Floor  
Post Office Box 12008  
Riverside, California 92502-2208  
(951) 787-7141
4. Project Location: The proposed project is located in western Riverside County, extending about 24 miles between the Cities of Riverside and Perris. The proposed project would extend commuter rail service into the Interstate 215 corridor.
5. Project Sponsor's Name and Address: Riverside County Transportation Commission  
County Regional Complex  
4080 Lemon Street, 3<sup>rd</sup> Floor  
Post Office Box 12008  
Riverside, California 92502-2208
6. General Plan Designation: Variable
7. Zoning: Variable
8. Description of Project: The proposed project includes extending commuter rail service into the Interstate 215 corridor between the Cities of Riverside and Perris. Project features include:
  - Construction of a fourth track along the Burlington Northern Santa Fe Line
  - Construction of a connection between the Burlington Northern Santa Fe Line to the San Jacinto Branch Line in Riverside
  - Initial construction of four commuter rail stations and appurtenances
  - Construction of a maintenance-of-way facility
  - Replacement of two existing bridges over the San Jacinto River



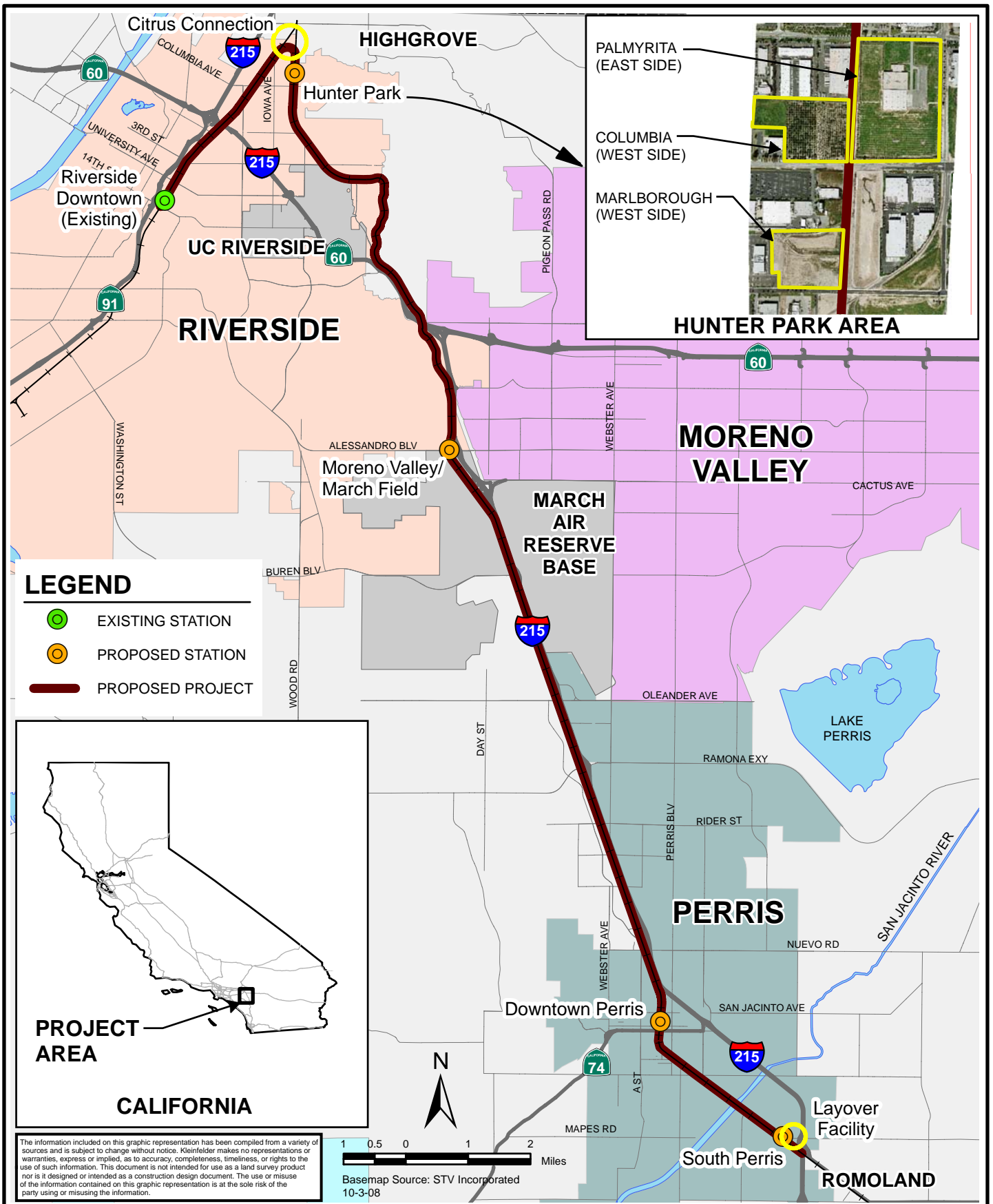
- Construction of a train layover facility
- Rehabilitation of existing track, as necessary
- Closure of two grade crossings and improvements to twenty grade crossings

9. Surrounding Land Uses and Setting:

The proposed project is located within the existing Burlington Northern Santa Fe and San Jacinto Branch Line rail corridors and adjacent parcels. Adjacent land uses include: commercial, light industrial, open space, residential, professional office, public facilities, general industrial, aviation, historic districts, and agricultural lands.

10. Other agencies that may be required to review or approve aspects of the project:

- United States Army Corps of Engineers
- United States Fish and Wildlife Services
- California Department of Fish and Game
- Santa Ana Regional Water Quality Control Board
- State Historic Preservation Office
- Riverside County
- City of Perris
- City of Riverside
- March Air Reserve Base and March Joint Powers Authority
- Southern California Regional Rail Authority
- South Coast Air Quality Management District
- Riverside County Airport Land Use Commission
- Western Riverside County Regional Conservation Authority



**KLEINFELDER**  
Bright People. Right Solutions.  
www.kleinfielder.com

PROJECT NO.	92666
DRAWN:	7/13/09
DRAWN BY:	JP
CHECKED BY:	RM
FILE NAME:	92666vicEIR.MXD

REGIONAL AND VICINITY MAP
ENVIRONMENTAL IMPACT REPORT RCTC PERRIS VALLEY LINE RIVERSIDE, CALIFORNIA

FIGURE
1-1



## PROJECT BACKGROUND

As the lead agency under the California Environmental Quality Act (CEQA), the Riverside County Transportation Commission (RCTC) prepared an Initial Study / Mitigated Negative Declaration (IS/MND) and circulated the document for public and agency review in early 2009. As part of the public involvement for the IS/MND document, RCTC held two public outreach workshops in June 2008, a public information meeting in February 2009, and two public hearings in February 2009. Input received on the PVL project through the public involvement process has been focused on three concerns: safety, noise, and increased rail traffic. In addition, there has been public controversy related to the station proposed in the vicinity of the University of California, Riverside (UCR). As a result, RCTC has decided to proceed with Environmental Impact Report (EIR). This EIR follows a previously prepared Environmental Assessment (EA) that has been publicly distributed and commented on, with Federal Transit Agency (FTA) as the federal Lead Agency.



**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |  |  |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics                    | <input checked="" type="checkbox"/> Agriculture Resources              | <input type="checkbox"/> Air Quality                         |
| <input checked="" type="checkbox"/> Biological Resources          | <input checked="" type="checkbox"/> Cultural Resources                 | <input checked="" type="checkbox"/> Geology / Soils          |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology / Water Quality          | <input checked="" type="checkbox"/> Land Use / Planning      |
| <input type="checkbox"/> Mineral Resources                        | <input checked="" type="checkbox"/> Noise                              | <input type="checkbox"/> Population / Housing                |
| <input type="checkbox"/> Public Services                          | <input checked="" type="checkbox"/> Recreation                         | <input checked="" type="checkbox"/> Transportation / Traffic |
| <input checked="" type="checkbox"/> Utilities / Service Systems   | <input checked="" type="checkbox"/> Mandatory Findings of Significance |  |

**DETERMINATION (To be completed by Lead Agency)**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an environmental impact report is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT (EIR) is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION  
Edda Esther Rosso, Program Manager

7/14/09  
DATE





	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
	<u>Potentially Significant Impact</u>		

**I. Aesthetics**

Would the project:

- |  |                                     |                          |                                     |                          |
|--|-------------------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Have a substantial adverse effect on a scenic vista?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway? | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?                                   | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**Discussion**

- a) Have a substantial adverse effect on a scenic vista? **[Potentially Significant Impact]**

It is anticipated that construction of noise barriers along portions of the PVL corridor will be required to address potential noise impacts associated with commuter rail service. Implementation of the project could affect scenic vistas, and therefore this issue will be analyzed in more detail in the EIR.

- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? **[Less Than Significant Impact]**

There are no designated state scenic highways located within or adjacent to the project area, but there is one scenic highway considered eligible for future designation and one National Scenic Byway which intersect the PVL corridor. State Route 74 (SR 74), from west of the San Bernardino National Forest to Route 111 in Palm Desert, is considered an eligible state scenic highway (California Scenic Highway Mapping System 2008). The Ramona Expressway, from I-215 east through Lakeview to SR 74, is a National Scenic Byway (National Scenic Byway Program 2008). This issue will be explored further in the EIR.

- c) Substantially degrade the existing visual character or quality of the site and its surroundings? **[Potentially Significant Impact]**

As described above, the construction of noise barriers is anticipated along portions of the PVL corridor to address potential noise impacts associated with commuter rail operations.



The project could potentially affect the existing visual character or quality of the area, and therefore will be analyzed in the EIR.

- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? **[Less Than Significant Impact]**

The proposed project would involve the construction of new stations with adequate lighting for station operations, parking lots, and the safety of station patrons. Implementation of the PVL would result in six round-trip commuter trains, which would introduce additional sources of light. Metrolink commuter rail trains are outfitted with light sources at the lower half of the train which are used to illuminate the track for safety of the train and the surrounding areas. The light source from the trains is not expected to affect day or nighttime views. This issue will be explored in the EIR.



<u>Potentially Significant Impact</u>	<u>Less Than Significant With Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
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## II. Agriculture Resources

Would the project:

- |  |                                     |                          |                          |                                     |
|--|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?   | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |

### Discussion

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? **[Potentially Significant Impact]**

According to the Farmland Mapping and Monitoring Program (2006) and the Riverside County Land Information System (RCLIS) (2008), portions of the proposed PVL project contain areas designated as Prime Farmland and Farmland of Local Importance, which will be converted to non-agricultural uses.

To evaluate the conversion of Farmland resulting from the project, the California Agricultural Land Evaluation and Site Assessment (LESA) Model will be employed to analyze the significance of the impacts. The LESA Model is intended to provide an additional quantitative method for evaluating the environmental significance of agricultural land conversions. The results of the LESA Model will be presented in the EIR.

- b) Conflict with existing zoning for agricultural use, or the Williamson Act contract? **[No Impact]**

None of the components of the PVL project, including the proposed stations and the Citrus Connection, are located within areas zoned for agricultural use or on lands enrolled in Williamson Act contracts.

- c) Involve other changes in the existing environment, which due to their location or nature, could result in the conversion of Farmland, to non-agricultural use? **[Potentially Significant Impact]**



As described above, implementation of the PVL project would convert mapped Farmland to non-agricultural uses. The impacts to agricultural resources associated with the proposed project will be assessed using the LESA model, and the results will be presented in the EIR.



	<i>Less Than</i>			
	<i>Potentially Significant Impact</i>	<i>Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>

**III. Air Quality**

Would the project:

- |  |                                     |                          |                                     |                                     |
|--|-------------------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan?  | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?   | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Expose sensitive receptors to substantial pollutant concentrations?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| e) Create objectionable odors affecting a substantial number of people?  | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

**Discussion**

- a) Conflict with or obstruct implementation of the applicable air quality plan? **[No Impact]**

Because one of the primary objectives of the PVL is to reduce congestion in the I-215 corridor by providing an alternative means of transportation, implementation of the proposed project is not expected to conflict with or obstruct any of the applicable air quality plans.

- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? **[Less Than Significant Impact]**

Impacts to air quality standards will be analyzed in an air quality study being prepared for the project. Because one of the primary objectives of the PVL is to reduce congestion in the I-215 corridor by providing an alternative means of transportation, implementation of the proposed project is not expected to violate any air quality standard. This issue will be addressed in the EIR.

- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality



standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)? **[Less Than Significant Impact]**

The project is located in the South Coast Air Basin (SCAB), which is listed as non-attainment for 1-hr O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> by the California Air Resources Board (CARB). The United States Environmental Protection Agency (USEPA) has the SCAB listed as Severe-17 non-attainment for O<sub>3</sub>, Serious non-attainment for PM<sub>10</sub>, and non-attainment for PM<sub>2.5</sub> under the National Ambient Air Quality Standards (NAAQS). Because one of the primary objectives of the PVL is to reduce congestion in the I-215 corridor by providing an alternative means of transportation, implementation of the proposed project is not expected to result in a cumulatively considerable net increase of any criteria pollutant. This issue will be analyzed in the EIR.

- d) Expose sensitive receptors to substantial pollutant concentrations? **[Potentially Significant Impact]**

The air quality study will analyze carbon monoxide (CO) “hotspots” at station parking lots for the PM “cold start” condition, as well as Mobile Source Air Toxics (MSATs) to determine whether sensitive receptors will be exposed to substantial pollutant concentrations. This issue will be analyzed in the EIR.

- e) Create an objectionable odor affecting a substantial number of people? **[Less Than Significant Impact]**

The proposed project would result in limited diesel fuel exhaust that could cause odors near operating train engines. While the trains are traveling, the impacts are expected to be insignificant as the duration of time for odors to be emitted would be short and the movement of the train would cause the emissions to quickly dissipate. While the trains are stationary, the running exhaust emission may cause odors to accumulate near the train engine. Idling times for the entire route, however, are not anticipated to exceed a total of 30 minutes, thereby minimizing the localized impacts of diesel fuel exhaust. This issue will be explored further in the EIR.



	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

#### IV. Biological Resources

Would the project:

- |  |                                     |                          |                                     |                                     |
|--|-------------------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFG or USFWS?                          | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by CDFG or USFWS?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| c) Have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (CWA) (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?   | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?  | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or State habitat conservation plan?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |

#### Discussion

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS? **[Potentially Significant Impact]**





Although the proposed project is located in a primarily urban area, there are areas along the PVL corridor which may contain habitat for candidate, sensitive, or special-status species. A detailed evaluation of potential impacts to these species will be analyzed in the EIR.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? **[Potentially Significant Impact]**

Some areas of the PVL corridor may contain riparian habitat or other sensitive natural communities which may be adversely affected by the proposed project. This issue will be analyzed in the EIR.

- c) Have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? **[Potentially Significant Impact]**

The proposed project involves the construction or rehabilitation of facilities which could affect Federally protected wetlands. This issue will be analyzed in the EIR.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? **[Less Than Significant Impact]**

The SJBL and the BNSF corridors are established rail facilities that are primarily at-grade and unfenced, except for the more urban and industrial areas (that is, I-215 and the City of Riverside). It is anticipated that construction of noise barriers along portions of the corridor will be required to address potential noise impacts associated with commuter rail service. Because the corridor already has extensive residential fencing, it is anticipated that the proposed project would not introduce any elements that would degrade or substantially interfere with wildlife movement. This issue will be explored further in the EIR.

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? **[No Impact]**

The historical maintenance of the rail facilities has removed trees and other vegetation. No trees protected by policies or ordinances are expected to be impacted by the project.

- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or State habitat conservation plan? **[Potentially Significant Impact]**

The project corridor is located within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and the Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP), and therefore could contain species or habitat protected by the MSHCP and SKR HCP. The requirements for complying with the MSHCP and SKR HCP will be discussed in greater detail in the EIR.



<u>Potentially Significant Impact</u>	<u>Less Than Significant With Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
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**V. Cultural Resources**

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

- a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5? **[Potentially Significant Impact]**

There are historical resources within the PVL corridor which could be subject to substantial adverse change as a result of the proposed project. This issue will be analyzed in greater detail in the EIR.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5? **[Potentially Significant Impact]**

Prehistoric and historic archaeological resources are known to be located within the PVL corridor, and therefore could be impacted by ground-disturbing activities associated with project construction. Impacts are considered potentially significant and will be addressed in the EIR.

- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? **[Potentially Significant Impact]**

Portions of the PVL corridor are located in areas mapped as old and very old alluvial fans, and are therefore highly sensitive for paleontological resources. Ground-disturbing activities could impact paleontological resources. This issue will be analyzed in the EIR.

- d) Disturb any human remains, including those interred outside of formal cemeteries? **[No Impact]**



The PVL project is not expected to disturb any human remains, including those interred outside of formal cemeteries. In the event of the accidental discovery of human remains during project construction, the procedures outlined in Section 15064.5(e) of the CEQA Guidelines shall be strictly followed. A detailed discussion of these procedures will be provided in the EIR.



<u>Potentially Significant Impact</u>	<u>Less Than Significant With Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
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## VI. Geology and Soils

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (UBC) (1997), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to the Division of Mines and Geology Special Publication 42. **[No Impact]**



According to the 2007 Interim Revision to the Alquist-Priolo Earthquake Fault Zoning Map (California Geological Survey 2007), western Riverside County is a seismically active region. The northern portion of the PVL corridor is located approximately 6 miles southwest of the San Jacinto fault zone, while the southern portion of the corridor is located approximately 15 miles northeast of the Elsinore fault zone. This issue will be considered in the EIR and will include a discussion of the design and engineering requirements of the PVL corridor.

ii) Strong seismic ground shaking? **[Less Than Significant Impact]**

The PVL corridor is located within the seismically active Southern California region. Project elements including track, bridges, and stations would be designed in accordance with appropriate industry standards. This issue will be considered in the EIR and will include a discussion of the design and engineering requirements of the PVL corridor.

iii) Seismic-related ground failure, including liquefaction? **[Less Than Significant Impact]**

According to the Safety Elements of the Moreno Valley General Plan and the Riverside County General Plan, portions of the rail corridor are in areas subject to high potential for liquefaction. Those areas particularly susceptible include the vicinity of the March Air Reserve Base. Project elements including track, bridges, and stations would be designed in accordance with appropriate industry standards. This issue will be considered in the EIR and will include a discussion of the design and engineering requirements of the PVL corridor.

iv) Landslides? **[Less Than Significant Impact]**

The Safety Element of the Riverside County General Plan indicates that the northern portion of the PVL corridor adjacent to the Box Springs Mountain Reserve is highly susceptible to seismically induced landslides. This issue will be considered in the EIR and will include a discussion of the design and engineering requirements of the PVL corridor.

b) Result in substantial soil erosion or the loss of topsoil? **[Less Than Significant Impact]**

Major earth moving activities associated with the PVL project would include the construction of the proposed stations, the Citrus Connection, the maintenance-of-way facility, and the layover facility. Site preparation and excavation activities associated with construction of the new facilities may result in soil erosion or the loss of topsoil. The proposed project will be required to comply with the requirements of the Regional Water Quality Control Board (RWQCB), which includes the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) to reduce or eliminate soil loss. The SWPPP would identify Best Management Practices (BMPs) to minimize erosion and sediment loss. This issue will be addressed in the EIR.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslides, lateral spreading, subsidence, liquefaction or collapse? **[Less Than Significant Impact]**



The Safety Element of the Riverside County General Plan provides geologic conditions in Riverside County and identifies areas susceptible to subsidence. A portion of the PVL corridor south of the I-215 / SR-60 interchange to the proposed South Perris Station is located in an area documented by the County as susceptible to subsidence. This issue will be considered in the EIR and will include a discussion of the design and engineering requirements of the PVL corridor.

- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? **[Less Than Significant Impact]**

In general, expansive soils contain a substantial number of clay particles, which are subject to swelling and shrinking in wet and dry conditions (Riverside County General Plan Safety Element). According to the USDA's NRCS Web Soil Survey (2008), soils within the project corridor and the proposed station locations are well-drained sandy loams, which do not tend to be expansive. Project elements including track, bridges, and stations would be designed in accordance with appropriate industry standards. This issue will be considered in the EIR and will include a discussion of the design and engineering requirements of the PVL corridor.

- e) Have soil incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? **[No Impact]**

Implementation of the PVL commuter rail project would not require the use of septic tanks or other onsite wastewater disposal systems.



<u>Potentially Significant Impact</u>	<u>Less Than Significant With Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
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**VII. Hazards and Hazardous Materials**

Would the project:

- |  |                                     |                          |                                     |                                     |
|--|-------------------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?  | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?  | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?                                   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?  | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |





<u>Potentially Significant Impact</u>	<u>Less Than Significant With Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
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h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Discussion**

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? **[No Impact]**

Operation of the PVL commuter rail service would not involve the routine transport or disposal of hazardous materials. Construction and daily operational activities associated with the proposed project would involve the use of small volumes of commercially available hazardous materials, such as petroleum products, brake fluids, coolants, and paints. The use of these substances is governed by existing hazardous materials regulations and would not pose a significant impact to either on-site construction workers or the public. Freight train operations on the PVL are not part of this project; therefore, RCTC has no control over the type of freight being transported along the corridor.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? **[No Impact]**

As discussed above, construction and operational activities associated with the proposed project would involve the use of small quantities of hazardous materials. Hazardous materials will be required to be stored, used, and disposed of in accordance with existing hazardous materials regulations.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? **[Potentially Significant Impact]**

The air quality study will analyze the potential for the proposed project to emit hazardous emissions, particularly MSATs, which could affect schools within one-quarter mile of the PVL corridor. This issue will be analyzed in the EIR.

d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? **[Potentially Significant Impact]**

The PVL corridor has a history of agricultural and industrial use, which could indicate the presence of materials that pose a significant hazard to the public or the environment. The potential for hazardous materials will be analyzed in the Hazardous Materials Corridor Study



being prepared for the project. Impacts related to hazardous materials are considered potentially significant. This issue will be addressed in the EIR.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? **[Less Than Significant Impact]**

The PVL corridor and the proposed Moreno Valley/March Field Station are located west of I-215 and within the boundaries of the airport land use plan of March Air Reserve Base. In addition, the Perris Valley Airport is located immediately south of Ellis Avenue and southwest of Case Road, approximately 500 feet from the existing rail corridor. The land use plans will be reviewed to identify any potential hazards pertaining to the PVL project. This issue will be explored further in the EIR.

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? **[No Impact]**

The proposed project is not within the vicinity of any private airstrips.

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? **[Potentially Significant Impact]**

Construction of the proposed project may temporarily interfere with emergency response or evacuation plans if streets or railroad crossings are closed or re-routed. This is a potentially significant impact and will be addressed in the EIR.

- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? **[No Impact]**

For the most part, the PVL corridor and adjacent properties are located in developed areas. Implementation of the project would not expose people or structures to significant risk of loss, injury, or death due to wildland fires.



<u>Potentially Significant Impact</u>	<u>Less Than Significant With Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
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**VIII. Hydrology and Water Quality**

Would the project:

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on or off-site?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) Otherwise substantially degrade water quality?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |



	<u>Potentially Significant Impact</u>	<u>Less Than Significant With Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) Inundation of seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

- a) Violate any water quality standards or waste discharge requirement? **[Less Than Significant Impact]**

Construction of the proposed stations and other new facilities associated with the PVL would involve ground-disturbing activities which could degrade water quality if loose sediments reach water sources. A SWPPP would be developed prior to construction, which outlines specific BMPs to be implemented during construction to prevent water quality degradation. Operation of PVL will include oil and water separators at the South Perris station and layover facility to prevent water quality degradation prior to discharge into the nearby sewer system. This issue will be addressed in the EIR.

- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? **[Less Than Significant Impact]**

The project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. While the proposed project would increase the extent of paved surfaces through the construction of parking lots, the increase is not expected to interfere with net groundwater recharge. This issue will be considered in the EIR.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? **[Less Than Significant Impact]**

Features of the proposed project required to address drainage issues include the construction of drainage ditches, modification or replacement of culverts, as well as replacement of the two San Jacinto River bridges. In some cases these changes may result in alteration of drainage patterns. Some of these actions will require permits from the USACE, CDFG, and approval by Riverside County Flood Control and Water Conservation District (RCFCWCD). This issue will be analyzed in the EIR and will include a discussion of design and engineering requirements.



- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? **[Less Than Significant Impact]**

The proposed project involves the construction of new commuter rail stations, which would include the construction of new or replacement paved area and parking lots. Paved areas increase the rate and amount of surface runoff because it is conveyed more quickly across an impervious surface. This issue will be analyzed in the EIR and will include a discussion of design and storm water management requirements.

- e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? **[Less Than Significant Impact]**

Although components of the proposed project, such as the paved parking lots, would contribute runoff, the amount of runoff water would be designed not to exceed the capacity of existing storm water drainage systems. This issue will be explored in the EIR and will include a discussion of design and storm water management requirements.

- f) Otherwise substantially degrade water quality? **[Less Than Significant Impact]**

As previously described, water quality in the vicinity of the PVL corridor would not substantially be degraded due to storm water runoff from construction activities. A SWPPP would be implemented during construction, which would include appropriate BMPs to reduce the transport of sediment and other pollutants into water sources. This issue will be addressed in the EIR.

- g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? **[No Impact]**

The proposed project is limited to rail service and would not include the construction of housing.

- h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? **[Potentially Significant Impact]**

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) for Riverside County, portions of the PVL project would be located within the 100-year flood hazard area, specifically the South Perris Station and layover facility. Impacts related to the 100-year flood hazard area are potentially significant and will be analyzed in the EIR.

- i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? **[Potentially Significant Impact]**

As described above, portions of the PVL project would be located within the 100-year flood hazard area, specifically the South Perris Station and layover facility. Although the project is located within the flood hazard area, no housing related to the project is anticipated, only



train passengers and SCRAA workers may be present. Impacts related to 100-year flood hazard area are potentially significant and will be analyzed in the EIR.

j) Inundation by seiche, tsunami, or mudflow? **[No Impact]**

Because the PVL corridor is not located in close proximity to a coast, ocean, or confined lake, implementation of the proposed project would not create or be subject to inundation by seiche, tsunami, or mudflow.



	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<u>Potentially Significant Impact</u>			

**IX. Land Use and Planning**

Would the project:

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Physically divide an established community?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

**Discussion**

- a) Physically divide an established community? **[No Impact]**

The BNSF and SJBL railroads were constructed in the 1880s (Myra Frank and Associates 2003), and many of the communities now located within the vicinity of the railroads were established as a result of the railway facilities. The Citrus Connection and stations would be constructed in areas that are largely bordered by industrial, commercial, and transportation facilities. Implementation of the PVL is not expected to restrict the movement of people or physically divide an established community. This issue will be considered in the EIR.

- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? **[Less Than Significant Impact]**

The proposed PVL corridor extends through or adjacent to several municipalities and/or land managing agencies with jurisdiction over the project, including the City of Riverside, City of Moreno Valley, March Air Reserve Base, City of Perris, and Riverside County. Implementation of the project could include some variances which conflict with the adopted planning documents of these entities. This issue will be addressed in the EIR.

- c) Conflict with any applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP)? **[Less Than Significant Impact]**

The project corridor is located within the boundaries of the Western Riverside County MSHCP and near the SKR HCP, and therefore could contain species or habitat protected by the MSHCP and SKR HCP. The MSHCP however, does take into account the proposed





project and therefore is considered a covered activity. The requirements for complying with the MSHCP and SKR HCP will be discussed in greater detail in the EIR.



<u>Potentially Significant Impact</u>	<u>Less Than Significant With Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
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**X. Mineral Resources**

Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?                                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**Discussion**

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State? **[No Impact]**

According to the City of Perris General Plan (2005), the City of Riverside General Plan (2007), the General Plan of the March Joint Powers Authority (2004), and the Riverside County General Plan (2003), there are no known mineral resources within or adjacent to the PVL corridor. Implementation of the proposed project would not result in the loss of availability of a known mineral resource of regional value. Further analysis of this issue is not required.

- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? **[No Impact]**

According to the Riverside County General Plan (2003), the project corridor extends through an area classified by the California State Mining and Geology Board (2007) (SMGB) as Mineral Resource Zone (MRZ) 3. The MRZ-3 classification indicates that there is available geologic information indicating that mineral deposits are likely to exist; however, the significance of the deposit is undetermined. The PVL corridor is not delineated in any land use plan as a locally-important mineral resource recovery site. Further analysis of this issue is not required.



<u>Potentially Significant Impact</u>	<u>Less Than Significant With Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
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**XI. Noise**

Would the project result in:

- |   |                                     |                          |                          |                                     |
|---|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?  | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**Discussion**

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?  
**[Potentially Significant Impact]**

Noise generated during construction is temporary and short-term. Operation of the PVL could expose the surrounding communities to noise levels in excess of established standards. This issue will be addressed in the EIR.

- b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels? **[Potentially Significant Impact]**



Construction of the PVL could expose the surrounding communities to ground borne vibration or ground borne noise levels through the use of pile drivers. This issue will be addressed in the EIR.

- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? **[Potentially Significant Impact]**

Implementation of the PVL commuter rail service could result in a permanent increase in ambient noise levels in the project vicinity. This is a potentially significant impact and will be analyzed in the EIR.

- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? **[Potentially Significant Impact]**

Construction associated with the proposed project would result in temporary, short-term increases in noise levels. Impacts related to temporary or periodic increases in ambient noise levels are potentially significant. This issue will be addressed in the EIR.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? **[No Impact]**

The proposed project is located adjacent to Perris Valley Airport and within the land use plan of March Air Reserve Base. The proposed PVL commuter rail project does not include residential or commercial components which would subject persons residing or working in the project area to airport related noise.

- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? **[No Impact]**

The proposed project is not located within the vicinity of a private airstrip.



<u>Potentially Significant Impact</u>	<u>Less Than Significant With Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
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## XII. Population and Housing

Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

### Discussion

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)? **[No Impact]**

The proposed project would extend commuter rail service on an existing line. The proposed project is responding to an existing condition and is not expected to induce substantial population growth, but this issue will be analyzed in greater detail in the EIR.

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? **[No Impact]**

The proposed project is not expected to displace any housing. This issue will not be considered in the EIR.

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? **[No Impact]**

The proposed project is not expected to displace any people. This issue will not be considered in the EIR.



	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

**XIII. Public Services**

Would the project:

- a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks, other public facilities? **[No Impact]**

The proposed project involves the implementation of commuter rail service along existing rail lines, and does not include residential or commercial components that would permanently increase human presence in the area. Accordingly, additional public facilities, such as schools and parks, would not be required to accommodate the PVL. As part of the proposed project, several grade crossings would be closed or enhanced to facilitate train movements and safe traffic flow. Impacts associated with temporary or permanent closures could affect police, fire, or other emergency response times. This issue will be addressed in the EIR.



	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

**XIV. Recreation**

Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?                        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**Discussion**

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? **[No Impact]**

The existing rail facilities extend through Islander Park near the Box Springs Mountain Reserve. Drainage improvements anticipated for the PVL project could affect this park. This issue will be analyzed in the EIR.

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? **[No Impact]**

The PVL project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.





	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

**XV. Transportation / Traffic**

Would the project:

- |   |                                     |                          |                          |                                     |
|---|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?   | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?  | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| f) Result in inadequate parking capacity?   | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?  | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**Discussion**

Would the project:

- a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e. result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at the intersections)?  
**[Potentially Significant Impact]**

The proposed project would increase traffic in the vicinity of the proposed stations. This increase in traffic could increase volume to capacity ratios and congestion at intersections. This issue will be analyzed in the EIR.



- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency or designated roads or highways? **[Potentially Significant Impact]**

The proposed project would increase traffic in the vicinity of the proposed stations. This increase in traffic could exceed established level of service standards. This issue will be analyzed in the EIR.

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? **[No Impact]**

Implementation of commuter rail service along the PVL would not result in a change in air traffic patterns or an increase in traffic levels that would result in substantial safety risks.

- d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)? **[No Impact]**

The proposed project would involve track upgrades to an existing rail line to allow for commuter rail service, but would not introduce design features that would increase hazards. The track improvements are required to bring the existing freight facility up to commuter rail standards, thereby resulting in safer operations. The potential for train derailments has been a topic of public concern, and therefore this issue will be addressed in the EIR.

- e) Result in inadequate emergency access? **[Potentially Significant Impact]**

The proposed project would include the closure and enhancement of several grade crossings, which could result in inadequate emergency access. This issue will be addressed in the EIR.

- f) Result in inadequate parking capacity? **[No Impact]**

The proposed project is expected to establish adequate parking spaces in accordance with projected demands. This issue will be explored in the EIR.

- g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)? **[No Impact]**

The proposed project would serve as an alternative transportation option, and would help alleviate existing and future congestion in the I-215 corridor. As such, implementation of the PVL is not expected to conflict with adopted policies, plans, or programs supporting alternative transportation. Additionally, many of the proposed stations would be located in areas which would provide convenient connections to several RTA bus routes.



<u>Potentially Significant Impact</u>	<u>Less Than Significant With Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
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**XVI. Utilities and Service Systems**

Would the project:

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable RWQCB?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                           | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                                    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| g) Comply with Federal, State, and local statutes and regulations related to solid waste?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**Discussion**

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? **[No Impact]**

The layover facility includes restroom facilities that can accommodate seventy employees. Toilets on the train sets would be evacuated into the wastewater sewer system to be treated at the wastewater treatment plant located across the street from the layover facility. The volume of waste generated by the layover facility would not exceed wastewater treatment requirements of the SARWQCB. This issue will be considered in the EIR.



- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? **[No Impact]**

The proposed project is not expected to require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. This issue will be considered in the EIR.

- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? **[No Impact]**

New or rehabilitated drainage ditches or other storm water facilities would be constructed within the existing railroad right-of-way to prevent erosion of the rail embankment and deposition of silt on the track bed. This issue will be analyzed in the EIR and will include a discussion of design and storm water management requirements.

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? **[Less Than Significant Impact]**

The use of water trucks would be required during construction to comply with Fugitive Dust Rule 403. When fully operational, the proposed stations would require limited water supplies for landscape irrigation and maintenance requirements. Construction and operation of the PVL components is not expected to require new or expanded water entitlements. This issue will be considered in the EIR.

- e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? **[Less Than Significant Impact]**

The layover facility includes restroom facilities that can accommodate seventy employees. Toilets on the train sets would be evacuated into the wastewater sewer system to be treated at the wastewater treatment plant located adjacent to the layover facility. The volume of waste generated by the layover facility is not expected to exceed the capacity of the wastewater treatment provider. This issue will be considered in the EIR.

- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? **[Less Than Significant Impact]**

The upgrades to the existing rail corridor to allow for passenger service would generate limited amounts of solid waste during construction and normal operations. These materials, however, would not be of sufficient quantity to require landfill capacity beyond routine waste disposal needs. This issue will be considered in the EIR.

- g) Comply with Federal, State and local statutes and regulations related to solid waste? **[No Impact]**

The proposed project would comply with all Federal, State and local statutes and regulations related to solid waste. This issue will be considered in the EIR.



<u>Potentially Significant Impact</u>	<u>Less Than Significant With Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
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**XVII. Mandatory Findings of Significance**

- |   |                                     |                          |                          |                          |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| <p>a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</p>   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>c) Does the project have environmental effects what will cause substantial adverse effects on human beings, either directly or indirectly?</p>   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

**Discussion**

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? **[Potentially Significant Impact]**

The proposed PVL project may result in potentially significant impacts to biological, cultural resources, air, noise, transportation, and hazards and hazardous materials; these topics will be analyzed in the EIR.

- b) Does the project have impacts that are individually limited, but cumulatively considerable (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)? **[Potentially Significant Impact]**

The proposed project could contribute to cumulatively considerable impacts when considered in combination with other past, present, and reasonably foreseeable future actions. As identified throughout this Initial Study, potentially significant impacts related to



aesthetics, agricultural resources, air quality, biological resources, cultural resources, hazardous materials, hydrology and water quality, land use, noise, recreation, and transportation and traffic will be further analyzed in the EIR.

- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? **[Potentially Significant Impact]**

The proposed project may result in potentially significant impacts related to aesthetics, agricultural resources, air quality, biological resources, cultural resources, hazardous materials, hydrology and water quality, land use, noise, recreation, and transportation and traffic, and therefore could have an adverse effect on human beings. This issue will be analyzed in the EIR.



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