



SN DENVER, CO 80202

15 APR 2015 PM 7 L

Gabriel Corley
CTP Project Mgr.
Division of Planning MS32
California Dept. of Transportation
P.O. Box 942874
Sacramento, CA.

94274-0001
942740001

POSTNET barcode



R. A. Barnett
474 Prospect Ave.
Riverside, CA 92507-1419



Sent via email: highgrovenews@roadrunner.com

MAYOR

Richard A. DeLaRosa

April 15, 2015

COUNCIL MEMBERS

David J. Toro
District 1

Mr. R.A. Barnett, Chairman
Highgrove Municipal Advisory Council
474 Prospect Avenue
Highgrove, CA 92507

*Please add to
package that
supports a
Metrolink
station in
Highgrove*

Summer Zamora Jorin
District 2

Dear Chairman Barnett,

RE: Proposed Metrolink Station @ Highgrove

Frank J. Navarro
District 3
Mayor Pro Tem

The City of Colton supports a Metrolink Station in the community of Highgrove, California. Specifically located next to the Burlington Northern Santa Fe (BNSF) mainline.

Dr. Luis S. González
District 4

Should you have any questions or need additional information, I encourage you to call and speak with me personally at 909-370-5059.

Deirdre H. Bennett
District 5

Sincerely,

Richard A. DeLaRosa
Mayor Richard A. DeLaRosa

Isaac T. Suchil
District 6

CITY MANAGER

William R. Smith

CIVIC CENTER
650 N. LA CADENA DRIVE
COLTON, CA 92324
PH: (909) 370-5099
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WEB: www.ci.colton.ca.us

HIGHGROVE HAPPENINGS
LOCAL NEWS FOR THE HIGHGROVE AREA



951-683-4994 (Home) **"Barney" Barnett**
951-683-7258 (Fax) highgrovenews@roadrunner.com
951-255-6648 (Cell) Web: www.highgrovehappenings.net

J. A. Barnett
74 Prospect Ave.
Livermore, CA 92507-1419

RECEIVED
APR 24 1990
By *JA*

@ 4:26 pm

Gabriel Corley, CTP Project Manager
Division of Planning, MS-32
California Department of Transportation
P.O. Box 942874
Sacramento, CA 94274-0001

CTP Project Team
Office of State Planning
Division of Transportation Planning
California Department of Transportation
P. O. Box 942874, MS-32
Sacramento, Ca.
94274-0001

April 16, 2015

All concerned:

For over 13 years residents from both sides of the Riverside/San Bernardino County line have requested that the vacant land at Highgrove be used for a parking lot for commuters to "Park and Ride" on the daily Metrolink trains that pass through Highgrove. All that is needed is a parking lot built on the vacant land that is already owned by the Riverside County Transportation Commission that is right next to the track that connects the two counties via daily Metrolink trains in both directions.

No new train crews or equipment such as Metrolink engines or cars are needed because since July 15, 2006 there has been an established Metrolink train schedule between San Bernardino, (7 miles north of Highgrove) and Riverside (3.5 miles south of Highgrove). No new track or track maintenance is needed because the tracks at the west end of RCTC's property are owned and maintained by the BNSF Railroad. The # 3 main line is the designated track between the two counties that is used by the Metrolink trains and the # 3 track is right next to RCTC's vacant land.

For many years the daily Metrolink trains have continued to pass by RCTC's vacant land at Highgrove without stopping. Prior to the daily service that was started on July 15, 2006 there were 5 day a week Metrolink trains that passed through Highgrove without stopping. A conservative estimate is that over 20,000 commuter trains have gone through Highgrove that could have stopped for passengers at this location. These trains would take a lot of commuters off the freeways!
So why hasn't this happened?

The Riverside County Transportation Commission has jurisdiction in the Highgrove area because Highgrove is in Riverside County near the Riverside/San Bernardino county line. RCTC receives Federal, State, and Local transportation money to use at their discretion for transportation projects. The only goal RCTC has been concerned with for the last several years is establishing new Metrolink train service between Riverside and Perris. But to establish this new service a new curved track is needed to connect Riverside to Perris and the curved track has to go through RCTC's 17.22 acre property at Highgrove.

RCTC's letter to the Federal Transit Administration dated Aug. 24, 2009 states they only need the width of the track through the Highgrove property to connect the two railroads (see item 30 of Index) and they refer to the remaining property they do not need for the Perris Valley Line as an "uneconomic remnant". But RCTC's "uneconomic remnant" is the same exact location that has been, supported for many years by elected officials, city resolutions, and residents from both counties that is needed for a parking lot on RCTC's excess property at Highgrove.

We have no objections to a station at Marlborough Ave. but as you can see by the map on our web site, the Marlborough Ave. station is on a branch line and is a dead-end track that is one mile away

from the BNSF main line where there are daily Metrolink trains. There have been no passenger trains on the Perris Valley Line since the 1800's and even the future commuters will not be able to get to San Bernardino County from Marlborough Ave. because all future Perris Valley Line trains in both directions between Riverside and Perris, will go around the curved track connection at Highgrove and remain in Riverside County.

Item 18 of the Index shows; five pages of comments over the last 8 years that was compiled on Jan. 14,2010, over 5 years ago. The first comment is from the current Executive Director of RCTC, Ann Mayer who stated in the Press Enterprise on Feb. 15, 2009:

"We have to put the stops where they will serve the most people."

But the Perris Valley Line has not had any passenger trains since the steam engine days and the BNSF (former Santa Fe) track through Highgrove has had passenger trains for at least 20 years. This mindset is what the people are up against!

We have had support for the Highgrove Metrolink station for over 13 years and public transportation between counties is our concern. The request for a station at Highgrove goes back to 2001 when there were 35 acres available in the pie shaped area between the two different railroads. But since then, 1,409 new homes are now under construction in the Spring Mountain Ranch development that is only 1 mile east of the Highgrove station location. Highgrove has 1,550 acres of vacant land and 33,000 residents within a 2 mile radius before these new homes are built.

The financial burden was removed from the Perris Valley Line column in order to keep the Perris Valley Line from going over the Federal limit of \$250 million dollars (Item 30 P. 2), and has been moved to the "Measure A" column which is funds for "Local" uses. But RCTC already has \$5,347,500.00 invested in vacant land at Highgrove they do not need, that they have labeled an "uneconomic remnant". And if they do not need this excess vacant land, the logical use for this property is a Metrolink parking lot (see color photos # 5, 6 & 7). RCTC does not have to buy any additional property because they already own the property at Highgrove. And a parking lot at Highgrove will not interfere with construction of the curve track to connect the Perris Valley Line track to the # 3 BNSF main line.

Federal and State taxpayers from both counties are entitled to know if these accompanying written documents will have any bearing on the decision where stations are placed or is the decision on station location entirely up to RCTC? Please read the written information being submitted on behalf of the people who have tried for so long to get the existing Metrolink trains just to stop for passengers at Highgrove because even after the Perris Valley Line is completed and ready for new Metrolink trains, there is no plan to stop any of the existing or future daily Metrolink trains that continue to go through Highgrove and between the counties on the BNSF main line.

Thank you,

R. A. Barnett

R. A. "Barney" Barnett

Chmn.: Highgrove Municipal Advisory Council

Editor: Highgrove Happenings Newspaper

474 Prospect Ave.

Highgrove, Ca.

92507

(951) 683 4994

highgrovenews@roadrunner.com

Web site: www.highgrovehappenings.net

Index

Submitted to California Transportation Plan 2040 requesting Metrolink Station at Highgrove

April 16, 2015

Sequence:

1. Letter from State Senator Stone from Riverside County Feb. 11, 2015
2. Letter from State Senator Morrell from San Bernardino County Feb. 25, 2015
3. E-mail to Congressman Takano Dec. 20, 2014
4. E-mail to Congressman Takano about visit to Highgrove on Oct. 24, 2014
5. Newspaper article about meeting with State Senator Roth on Sept. 11, 2014
6. Letter from former State Assemblyman/Senator Emmerson on Aug. 14, 2006
7. Letter from Riverside County Supervisor Ashley Oct. 14, 2009
8. Letter of support from City of Loma Linda Jan. 24, 2002
9. Letter of support from City of Grand Terrace Dec. 13, 2001
10. Letter of support from City of Colton April 8, 2015
11. Letter of support from University Neighborhood Association Oct. 21, 2005
12. Letter of support from University Neighborhood Association Mar. 15, 2006
13. Newspaper article about support from Springbrook Heritage Oct. 1, 2014
14. Newspaper article of support from University Neighborhood Assn. Nov. 17, 2009
15. Letter from Riverside Land Conservancy Oct. 18, 2005
16. Letter of support from Riverside Eagles Received Mar. 15, 2015
17. Letter of support from Inland Empire Red Hat Dolls Feb. 25, 2015
18. Five pages of comments over last 8 years compiled on Jan. 14, 2010
19. Letter of support from Hugh J. Grant June 21, 2006
20. Letter of support from JoAnn Johnson Nov. 4, 2006
21. Color photograph of Villa St. looking East
22. Color photograph of Villa St. looking West
23. Color photograph of south entrance showing location of barrier
24. Color photograph of barrier preventing access to requested Metrolink parking lot
25. Color photograph of empty field showing two railroad engines in distance
26. Color photograph of new road needed to connect Villa St. to Citrus Street
27. Color photograph of Metrolink train next to RCTC's vacant 17.22 acres
28. Color photograph of Spring Mountain Ranch taken 2-11-2008 Updated 4-16-15
29. RCTC letter showing cost of vacant land at Highgrove was \$8,625,000.00 4-28-2011
30. RCTC letter to Federal Transit Administration only charging 38% of cost 8-24-2009
31. Color concept map showing how Highgrove Metrolink station would look like
32. Six pages of information submitted to CTP 2040 on April 7, 2015
33. Notice from CTC 2040 stating deadline to submit comments is Friday April 17, 2015
34. 11 X 17 Color Map of Highgrove area showing location of Highgrove Regional Metrolink station in green and RCTC's choice for a Metrolink station at Marlborough Ave in red
35. 11 X 17 Color Concept Map showing how Highgrove Metrolink station would look like at the green location on the web site: www.highgrovehappenings.net

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STATE CAPITOL
ROOM 4062
SACRAMENTO, CA 95814
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25186 HANCOCK AVENUE
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California State Senate

SENATOR
JEFF STONE, PHARM.D.
TWENTY-EIGHTH SENATE DISTRICT



MEMBER
LABOR & INDUSTRIAL
RELATIONS
MEMBER
NATURAL RESOURCES &
WATER

MEMBER
BUDGET & FISCAL REVIEW
PUBLIC SAFETY

February 11, 2015

R. A. Barnett
474 Prospect Avenue
Highgrove, CA 92507

Dear Mr. Barnett:

I want to express my appreciation for contacting me regarding a Metrolink station parking lot in the Highgrove Community. I appreciate hearing from you; I take your views and the views of all of the people in our community with the utmost importance and sensitivity.

When the project began I was part of the Riverside County Board of Supervisors and followed this project closely. The proposed Metrolink station at Highgrove will provide commuter train service between the Riverside and San Bernardino Counties. The trains already pass through Highgrove on a daily basis.

What all this comes down to is you have my full support for the construction of the Highgrove station. Thank you again for writing to me, and if I or my office can be of any assistance, please feel free to contact either of my district offices.

Sincerely,

A handwritten signature in cursive script that reads "Jeff Stone".

Jeff Stone
California State Senator, 28th District

CAPITOL OFFICE
STATE CAPITOL
ROOM 3056
SACRAMENTO, CA 95814
TEL (916) 651-4023
FAX (916) 651-4923

DISTRICT OFFICE
10350 COMMERCE CENTER DRIVE
SUITE A-220
RANCHO CUCAMONGA, CA 91730
TEL (909) 919-7731
FAX (909) 919-7739

California State Senate

MIKE MORRELL
SENATOR, TWENTY-THIRD DISTRICT



COMMITTEES
PUBLIC EMPLOYMENT
AND RETIREMENT
VICE CHAIR
BUDGET
BANKING & FINANCE
ENERGY
SUBCOMMITTEE
BUDGET SUBCOMMITTEE #1

February 25, 2015

Mr. R.A. "Barney" Barnett
474 Prospect Ave.
Highgrove, CA 92507

Dear Mr. Barnett:

Thanks again for sharing with me the work you are doing to bring a Metrolink station to Highgrove.

As our region continues to grow, I am looking at all options for meeting the transportation needs of commuters and families who currently have few other alternatives but to use our congested roads and freeways. I appreciate your raising awareness of this issue and support your efforts to have a Metrolink station constructed in Highgrove.

If I can be of further assistance, please feel free to contact either my Capitol or District office.

Sincerely,

A handwritten signature in blue ink that reads "Mike Morrell".

MIKE MORRELL
Senator, 23rd District

R.A. "Barney" Barnett

From: R.A. "Barney" Barnett <highgrovenews@roadrunner.com>
Sent: Saturday, December 20, 2014 3:04 PM
To: 'highgrovenews@roadrunner.com'
Subject: Metrolink station in Highgrove

Congressman Mark Takano,

I have been busy since you and three members of your staff came to Highgrove on Oct. 24, 2014.

After we visited the Marlborough and Highgrove locations about a new Metrolink station, you wanted to know how much it would cost to build the Highgrove station because you stated: ***"The Highgrove location should be in addition to, not instead of because both locations are needed!"***

On November 13, 2014 a Professional Engineer from Newport Beach met with me at the Highgrove location to estimate the cost to grade RCTC's property at Highgrove and build a parking lot for a Metrolink station and add a paved road between Villa St. and Citrus St. which is at the base of the new Iowa Ave. overpass.

On Dec. 3, 2014 I received information back from the P. E. and here are the cost estimates:

\$ 500,000 for Civil, Survey, Geotech
\$ 65,000 for striping (17 acres)
\$ 175,000 Grading (17 acres)
\$ 30,000 curb (2270 LF roadway only, none assumed for parking area)
\$ 143,010 Road Paving (47,670 SF)
\$ 1,800,000 Parking Lot Paving (600,000 SF)
\$ 511,102 Contingency (20%)

Total \$ 3,066,612

Here is the status at Highgrove: RCTC's current investment in Highgrove that RCTC does not need: \$5,347,500.00

Highgrove: Cost to build a Metrolink station at
\$3,066,612.00

al \$8,066,612.00 Tot

62% or \$5,347,500.00 of RCTC's Highgrove property is not needed for the Perris Valley Line and is an empty field with no structures. RCTC already has \$5,347,500 invested in the Highgrove property that they do not need for the Perris Valley Line. Instead of this \$5,347,500 investment just growing weeds, it should be graded for a parking lot because it is the same exact location where the public has asked RCTC for a Metrolink stop for the last 13 years! (Item 9 of the attachment)

RCTC's Highgrove property should be used for transportation purposes to connect the two counties by using the existing daily Metrolink trains on the Metrolink IEOC (Inland Empire Orange County) Line.

As our Congressman, your efforts were greatly appreciated in securing \$75,000,000 for the Perris Valley Line but the Perris Valley Line is an extension of the 91 Line to Perris that will only take future commuters between Perris and Los Angeles.

The Marlborough Ave station and the Highgrove station are located on 2 different Metrolink lines that have different destinations. The Marlborough Ave. station does not include any commuter rail service between Riverside County and San Bernardino County.

The Highgrove station is located right next to the BNSF main line which is on Metrolink's IEOC (Inland Empire Orange County) Line that has operated between San Bernardino County and Oceanside for the last 19 years (Items 5 and 6 of attachment).

I agree with you that both stations are needed even though these two stations only one mile apart because they have different destinations and RCTC already owns both locations!

Your assistance is needed to turn the vacant land at Highgrove into a Metrolink station instead of a vacant field due to the many previously mentioned reasons and to help relieve congestion on the I 215 freeway. I showed you the new homes being built in the Spring Mountain Ranch and other vacant property in Highgrove and I think you may now realize that Highgrove is the ideal place due to its location, location, location!

R.A. "Barney" Barnett
Chmn.: Highgrove Municipal Advisory Council
Editor: Highgrove Happenings Newspaper

R.A. "Barney" Barnett

To: mtakano
Subject: Highgrove Metrolink Station

Mark,

First of all let me congratulate you on winning the election! I look forward to working with you in the future to address some of the problems we talked about on Oct. 24, 2014 when you and 3 of your staff came to Highgrove.

After waiting for over 5 months I was glad to show you the hundreds of acres of vacant land in Highgrove where 1,409 Spring Mountain Ranch homes have just been started and 89 Highgrove Blossom Apartments have just been completed. According to the Riverside County Economic Development Agency, there are 1,550 acres of vacant land in Highgrove and there are already 33,000 residents who live within a 2 mile radius of the Highgrove Metrolink location even before any of these new homes are built!

Spring Mountain Ranch and the Highgrove Blossom apartments are only 2 residential projects in Highgrove. These 2 projects do not include any of the additional projects such as the former **Springbrook Estates** development that would add another 650 homes to Highgrove that is still vacant land located across from Spring Mountain Ranch project, or the vacant 68 acre **Bixby** property right in the middle of Highgrove that has been approved for homes, or the additional vacant acreage previously owned by **AW Properties West** on the N/E corner of Spring St. and Garfield Ave. by the school, or their additional acreage of vacant land near the base of Blue Mountain.

On our tour, we went to the end of the pavement on Pigeon Pass Road and I showed you that the steep, dirt portion of Pigeon Pass Road has been closed and is now a dead-end that no longer goes through to Moreno Valley. There is no eastward access road to or from this area due to steep foothills on 3 sides. All of the vacant land in Highgrove is located between the foothills and the railroad tracks. The Highgrove station will serve thousands of residents from both sides of the county line by using the existing Metrolink trains. Remember, there is no way to get from the Marlborough Ave. station to the San Bernardino depot where there are other Metrolink trains to Los Angeles.

The Highgrove Metrolink location is ideal because:

- (1) It is bordered on 2 sides by different railroads- BNSF main line on west side and the Perris Valley Line track on east side.
- (2) The 17.22 acres at Highgrove is already owned by the Riverside County Transportation Commission.
- (3) A parking lot could be made on RCTC's property in the middle, between the 2 different railroads.
- (4) All the existing Metrolink trains would need to do is stop momentarily for passengers at Highgrove.
- (5) Over 20,000 Metrolink trains have already passed through Highgrove since July 15, 2006 when Metrolink trains between counties increased to 7 days a week.

(6) The 20,000 train figure does not include any 5 days a week Metrolink trains prior to July 15, 2006.

(7) The Highgrove location has had 13 years of public support from residents and agencies on both sides of the county line including city resolutions from Grand Terrace (12-13-2001) and Loma Linda (1-24-2002).

(8) RCTC paid \$8,146,000.00 for the Highgrove property but RCTC is only charging \$3,277,500.00 to the Perris Valley Line which is only 38% of the actual cost.

(9) RCTC admits they already have \$5,347,500.00 invested in the Highgrove property that they do not need. This \$5,347,500.00 should be used to build a parking lot on RCTC's property at Highgrove because it is the same exact location where the public has ask RCTC for a Metrolink stop for the last 13 years!

(10) All of the above information is documented on our web site:

www.highgrovehappenings.net under **Metrolink, Supporting Docs** (click on each item), and **Station Costs**.

On Oct. 24, 2014 you stated: "*The Highgrove location should be in addition to, not instead of because both locations are needed*"!

It is long overdue to make Highgrove into a parking lot for commuters to park and ride on these existing trains to help relieve freeway congestion and reduce greenhouse gas emissions!

Thank you for coming to Highgrove,

R. A. "Barney" Barnett

474 Prospect Ave.

Highgrove, Ca.

92507

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highgrovenews@roadrunner.com

Chmn.: Highgrove Municipal Advisory Council

Editor: Highgrove Happenings Newspaper



LOCAL NEWS FOR THE HIGHGROVE AREA

951-683-4994 (HOME)

Barney Barnett

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951-255-6648 (CELL) web: www.highgrovehappenings.net

California State Senator Richard Roth hosts meeting in Riverside about Metrolink Station.

I want to thank Senator Richard Roth for meeting with me at his office in Riverside on Sept. 11, 2014 about the Metrolink station location.

I was able to show him the public's long time concerns regarding Metrolink station location, costs, destinations, and availability of existing trains that go through Highgrove every day of the week.

No commitment was made by Senator Roth except that he would familiarize himself with the public's position and try to find out why RCTC has chosen the Marlborough Ave. location instead of the Highgrove location for a future Metrolink site.

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Assembly California Legislature

STANDING COMMITTEES
LOCAL GOVERNMENT, VICE CHAIR
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WATER, PARKS AND WILDLIFE

DISTRICT OFFICE
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HANCHO CUCAMONGA, CA 91730
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FAX (909) 466-9892



BILL EMMERSON
ASSEMBLYMEMBER, SIXTY-THIRD DISTRICT

August 14, 2006

R.A. "Barney" Barnett
474 Prospect Ave.
Highgrove, CA 92507

Dear Mr. Barnett:

I want to thank you for providing me with information on the Highgrove Metrolink Station. I am very supportive of bringing a Metrolink Station to Highgrove because I agree that it is an appropriate location to help solve traffic congestion for this fast growing area.

I appreciate all of your efforts in this matter. Please contact me at my District or Capitol office to advise me on how I may assist you to ensure that this Metrolink Station is built.

Sincerely,

A handwritten signature in cursive script that reads "Bill Emerson".

BILL EMMERSON
Assemblyman, 63rd District

BE/it

*Assemblyman Bill
Emmerson was
elected to the California
State Senate then
later resigned
He is no longer
a senator*

County of Riverside



SUPERVISOR MARION ASHLEY FIFTH DISTRICT

October 14, 2009

The Honorable Bob Magee,
Chairman Riverside County Transportation Commission
4080 Lemon St., 3rd Floor
Riverside, CA 92520

Dear Chairman Magee:

I am enclosing recent correspondence which I have received from a number of residents in the Highgrove community regarding RCTC's future Metrolink plans.

Over the course of more than a decade, the Riverside County Transportation Commission has considered and repeatedly rejected the request of Highgrove residents for Metrolink service... Most recently, the Commission spent considerable amounts of time and money to identify potential hurdles to constructing a station in the area.

My goal is to ensure that the residents of Highgrove's receive a fair hearing and careful consideration of their desire for infrastructure investment in their community and the provision of public transit service.

I am requesting that the Perris Valley Line Ad Hoc Committee schedule a meeting within the next few months to review the history of the Commission's actions regarding Highgrove from the day it was first mentioned. During the past few years we have seen new members join RCTC and some of the decisions predate my tenure as a County Supervisor.

As we embark on the investment of the Perris Valley Line, I want to ensure that we are making prudent investments with Measure A and federal dollars. While I believe that the Commission has made wise decisions up to this point, we need to continue to challenge ourselves to accomplish more and improve.

With that thinking in mind, I hope that we can revisit Highgrove's issues once again. If we can't provide a station and direct rail service to the community, I want our Commissioners to clearly understand the reasons which will only make our project better. On the other hand, if there is way to provide additional transit (either bus or rail) service to Highgrove, this could be an important opportunity to consider it.

Most importantly, I want to come away from this effort with a cooperative relationship with the Highgrove community. I would hope that Mr. Barnett could attend the ad hoc meeting with a few of his neighbors so they can interact with our committee members and staff, express their interests and concerns, and then accurately report on the matter with the rest of the community.

Thank you for your consideration of this request.

Very truly yours,

Marion Ashley
Riverside County Supervisor, 5th District

Cc: Bob Buster, Vice-Chair, Riverside County Transportation Commission:
Barney Barnett, Chairman, Highgrove Community Council



City Of Loma Linda

25541 Barton Road, Loma Linda, California 92354-3160 • (909) 799-2800 • FAX (909) 799-2890
Sister City — Manipal, Karnataka, India

January 24, 2002

R. A. Barnett, Chairman
Highgrove Area Redevelopment
474 Prospect Avenue
Highgrove, CA 92507

Dear Mr. Barnett:

Subject: Metrolink Station Stop In Highgrove

This is to advise that the City Council, at the regular meeting of January 22, unanimously supported your efforts and the Riverside County Service Area 126 Advisory Board's recommendation to the Riverside County Transportation Commission to site a Metrolink station stop in Highgrove.

Councilman Christman serves as president of the SANBAG Board and noted that Board's interest in a station stop in Highgrove.

Please keep us apprised of the status of the project.

Sincerely,

Pamela Byrnes-O'Camb
City Clerk

RESOLUTION NO. 2001- 28

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
GRAND TERRACE, CALIFORNIA, RECOMMENDING
THAT THE RIVERSIDE COUNTY TRANSPORTATION
COMMISSION GRANT A METROLINK STATION STOP AT
HIGHGROVE

WHEREAS, Highgrove needs a Metrolink Station Stop; and

WHEREAS, Highgrove is already a railroad junction point connected to the BNSF Main line; and

WHEREAS, a railroad signal bridge is already functional to allow trains to enter or depart from the San Jacinto Industrial Spur onto the BNSF railroad that already has Metrolink service; and

WHEREAS, the track and right of way are already owned by the Riverside County Transportation Commission between San Jacinto and Highgrove; and

WHEREAS, the distance of the- existing track between Marlborough Ave. and Highgrove is only one and one half miles of straight track; and

WHEREAS, track upgrading would be more, economical to go from Marlborough Ave. to Highgrove rather than from Marlborough onto the SP/UP Railroad and then to Riverside and

WHEREAS, the Riverside County Transportation Commission would have to purchase the SP/UP track instead of using track they already own; and

WHEREAS, the SP/UP track is also in need of upgrading and has many more curves than going straight to Highgrove; and

WHEREAS, Metrolink trains coming into Highgrove could proceed eastward to San Bernardino without going into Riverside and

WHEREAS, the San Bernardino Metrolink Station currently has commuter service into the greater Los Angeles area; and

WHEREAS, westward trains could also proceed from Highgrove into Riverside and points beyond; and

WHEREAS, the San Bernardino and Riverside Metrolink parking lots are near capacity and

WHEREAS, Highgrove is approximately half way between San Bernardino and Riverside; and

WHEREAS, vacant land adjacent to the track is already owned by the Riverside County Transportation Commission and could be used for parking at Highgrove; and

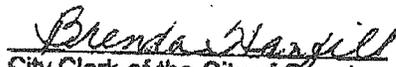
WHEREAS, a Metrolink stop in Highgrove would also be the closest access for commuters from Grand Terrace, Loma Linda and the 1520 new homes to be constructed in Pigeon pass plus other proposed residential development;

NOW. THEREFORE, BE IT RESOLVED that the City Council of the City of Grand Terrace, does hereby recommend that the Riverside County Transportation Commission grant a Metrolink Station stop at Highgrove when planning for future track upgrading for Metrolink service on the San Jacinto Industrial Spur.

PASSED. APPROVED AND ADOPTED this 13th day of December, 2001.


Mayor of the City of Grand Terrace

ATTEST:


City Clerk of the City of Grand Terrace

I BRENDA STANFILL, City Clerk of the City of Grand Terrace, do hereby certify that Resolution No. 2001-28 was introduced and adopted at a regular meeting of the City Council of the City of Grand Terrace held on the 13th day of December, 2001, by the following vote:

AYES: Councilmember's, Hilkey, Larkin and Ferre: Mayor Pro Tem Garcia and Mayer Buchanan

NOES: None

ABSENT: None

ABSTAIN: None

Approved as to form:


City Attorney


Brenda Stanfill, City Clerk

R.A. "Barney" Barnett

From: Richard DeLaRosa <rdelarosa@ci.colton.ca.us>
Sent: Wednesday, April 08, 2015 10:17 PM
To: R.A. Barney Barnett
Subject: Re: Highgrove Metrolink Station

Barney, seems like you have it covered as far as your needs assessments. I would just like you to know that Colton has solid interest from a major master developer for a planned community with 450 single family homes and high density condos being considered approximately 2 miles N/W of your proposed metrolink station. The need will be greater in the near future for this type of transportation connection and availability. Please add Colton to your support list.

Richard DeLaRosa
Mayor
City of Colton.

On Apr 8, 2015, at 4:39 PM, R.A. Barney Barnett <highgrovenews@roadrunner.com> wrote:

From: R.A. "Barney" Barnett [<mailto:highgrovenews@roadrunner.com>]
Sent: Tuesday, April 07, 2015 2:51 PM
To: 'chris.'; Balistreri, Elizabeth (Elizabeth.Balistreri@sen.ca.gov); heidi.wills@mail.house.gov; evan.dorner@mail.house.gov; mgardner@riversideca.gov; sadams@riversideca.gov; senator.stone@senate.ca.gov; prhl@aol.com; christopher.manning@asy.ca.gov; curt.lewis@mail.house.gov; ikharata@scag.ca.gov; jcperez@rctlma.org; jorr@rceo.org; amayer@rctc.org
Subject: Highgrove Metrolink Station

All concerned:

I have submitted the following information to the California Transportation Plan (CTP 2040) for their consideration and for your review. Your comments will be appreciated.

Thank you,

R.A. "Barney" Barnett
Chmn.: Highgrove Municipal Advisory Council
Editor: Highgrove Happenings Newspaper

<image003.jpg>



This email has been checked for viruses by Avast antivirus software.
www.avast.com

UNA
University Neighborhood Association

October 21, 2005

John Standiford.
Riverside County Transportation Commission
4060 Lemon St. 3rd Floor Riverside CA 92502-2208

RE: Perris Valley Line

Dear Mr. Standiford:

I am writing to update you on the results of a discussion about Metrolink at our October 13th meeting. As you know, there is a great deal of interest about the locations of the Metrolink train stops planned for our area.

While there is great community support for high quality public mass transit, there is also a growing resistance to having a stop at UCR on Watkins Dr.

We believe a better location for a second stop would be in Highgrove where there is more room for parking and would provide a significantly smaller impact to existing residential areas.

Our meeting was standing room only and by a unanimous show of hands, we voted to support a train stop in Highgrove. We remain committed to the Perris Valley Line setting the standard for a workable transportation solution and to enhancing our community's assets. I offer this feedback for your consideration.

Sincerely,



Gurumantra Khalsa
Co Chair UNA

4108 Watkins Dr. Riverside, CA 92507-4701 951-784-7500

**University
Neighborhood
Association**

Wendy Eads, Co-Chair
P.O. Box 55543
Riverside, Ca. 92517

March 15th, 2006

**Memo To: Riverside County Transportation Commission,
Riverside County Supervisors, Riverside City Council,
City Manager and Planning Director, all other interested parties**

From: Wendy Eads, UNA Co-Chair *Wendy Eads*

**Re: Location of proposed new Metro Link Station in Ward One
of Riverside, for Perris Valley Line Project**

This is to again inform you that the membership of the University Neighborhood Association, acting upon the greatly researched recommendation of it's standing advisory committee on trains, has by an overwhelming majority vote decided to officially oppose the placement of either of the two proposed new Metro Link stations in our residential University Heights/University Hills neighborhood, at either proposed location, on the corner of Spruce Street and Watkins Drive , or on Watkins Drive at Valentia Hill. In addition, we wish to inform you that we instead support placing the location of a new Metro Link Station in Highgrove (if one should be ever be built anywhere nearby our neighborhood), to serve UCR, and the surrounding area comprising both wards one and two, and the city's sphere of influence in nearby locations. Barney Barnett has identified a prime site on a roughly 35 acre parcel that is already appropriately zoned, and is developable land without the multitude of insurmountable obstacles that exist in our neighborhood. UCR can run it's Highlander Hauler the roughly two miles to and from the site daily, as it currently does to the downtown Metro Link station, and "claim" the station as its own. Call it the UCR-North Riverside Station. Barney Barnett, a member of UNA train Committee, has been appointed our official representative on this issue of potential new station location, as he is an expert on it, and has full awareness and understanding of our overwhelming concerns and opposition to placement of a station anywhere in our neighborhood. He is our spokesman to all official parties on the subject of the proposed new Metro Link Station location in Highgrove, which we support. Please give his plan and his suggestions your full attention and all due consideration. This letter does not in any way imply any support by our membership of the Metro Link Perris Valley Line Extension Project.

Barney Has already spoken to most of you, but you may reach him by phone at (951) 683-4494, by FAX at (951) 683-7258, and by email at highgrovenews@adelphia.net

Springbrook Heritage Alliance

Supports Highgove Metrolink stop

This new citizens group, formed earlier this year to stop the further destruction of the special natural and man-made landmarks associated with the historic Springbrook Arroyo, is also going on record in support of the proposed Highgove Metrolink Stop.

“We think a commuter-train stop at the location as proposed by Barney Barnett not only makes a lot of sense,” said Springbrook Heritage Alliance spokesman and co-founder Karen Renfro of Riverside, “but would also bring people to the very places in and around the Springbrook Arroyo communities that we want to see preserved and restored.”

The alliance actually is finalizing a proposal of their own--the establishment of a unique system of existing parks, open spaces, historical sites, nature preserves, community centers, and bikeways to be connected by a system of formal and informal walking trails--that crosses the Riverside-San Bernardino county line and involves the communities of Highgrove, Riverside’s Northside Neighborhood Association, Colton, and Grand Terrace. They even have a name for it: Springbrook Heritage Parklands and Walking Trails.

The proposed site for the Highgrove Metrolink Stop would be a major component of this system and increase public interest in the beauty of the natural features that can be seen from Springbrook Arroyo communities as well as the area’s fascinating history.

University Neighborhood Association continues to support Highgrove Metrolink station!

November 17, 2009

John Standiford

Riverside County Transportation Commission

4080 Lemon St. 3rd Floor

Riverside CA 92502-2208

RE: Perris Valley Line (PVL)

Dear Mr. Standiford;

Over 4 years ago on October 13, 2005, the University Neighborhood Association submitted a letter to RCTC supporting the concept of routing the PVL through Highgrove and of establishing a Metrolink station in Highgrove.

Our community continues to support this concept because that location seems to offer greater overall flexibility. In addition to servicing Metrolink traffic from the PVL, the Highgrove station establishes services to existing Riverside and San Bernardino traffic, and opens opportunities to increase the number of potential riders through the expanded capacity and the flexibility to serve them.

Further, Highgrove has adequate land for a station and parking. Plus, the people of Highgrove *want* the station and support the PVL.

Most importantly: Expanded passenger rail options maximize taxpayer dollars. The development of rail corridors must be looked at in a context that is bigger than a single project. The PVL provides an opportunity to do that with the Highgrove option.

Please take under advisement that while the UNA supports the Highgrove station concept, our own concerns remain. The PVL impact on our neighborhood continues to attract the attention of a growing number of our neighbors. As you know we have several sensitive receptor uses immediately adjacent to the PVL right of way.

Within 500 feet of this project, we have

1. two elementary schools,
2. two city parks, a county park, and
3. several day care facilities.

We have a number of public safety concerns

1. the impact of noise, vibration, and air pollution on health.
2. the safety of our school children due to the increased rail traffic.
3. public safety due to hazardous materials now being carried by BNSF.
4. public safety in crossing the rail right of way to access the county park.

In point 4, we refer to the PVL project bisecting our community, including the City and County trails network. Access to the park and trails requires a safe, environmentally sound solution to connect with and enjoy the historic trails into the Box Springs Mountain Park.

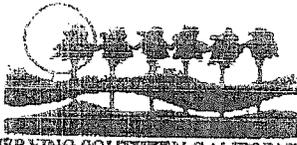
Lastly, we are concerned with the PVL impact upon our quality of life.

To be clear, we wish to reiterate our support for the Highgrove solution. However, do not construe that support as an endorsement for the PVL, especially in light of the fact that the EIR is has not yet been completed.

We remain committed to the healthiest result with the least impact for the biggest taxpayer payoff.

As our last work on the matter of the Highgrove station, if the PVL is really about regional transportation, then it makes sense to locate stations in locations that offer the greatest utility. The Highgrove solution is uniquely located to accomplish just that.

Sincerely, Gurumantra Khalsa, Co Chair University Neighborhood Assn.



SERVING SOUTHERN CALIFORNIA

October 18, 2005

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The Riverside Land Conservancy is dedicated to the preservation of open space by seeking to identify, protect, and manage habitats of rare and endangered species, natural lands, and other sensitive sites throughout the Inland Southern California Region.

Riverside Land Conservancy
4075 Mission Inn Ave.
Riverside, CA 92501
(951) 788-0670
Fax (951) 788-0679
rlc@rlc.org
<http://www.riversidelandconservancy.org>

Non-Profit Organization
Section 501(c)(3)

Eric Haley, General Manager
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502

Dear Mr. Haley,

The Riverside Land Conservancy (RLC) is aware that there is interest and discussions on potential development of a Highgrove/MetroLink station on a 35 acre triangular parcel of open land just north of Citrus Street, within the Riverside City limits, adjacent to the community of Highgrove. This parcel is bisected by the Springbrook Wash Arroyo; any development for this purpose would almost certainly require crossings of the arroyo with a rail spur, pedestrian crossing from a parking area, and/or new street access.

We are writing to make you aware of extensive planning and coordination efforts the RLC has been doing with the City of Riverside, Riverside County, the Department of Fish and Game, and others in preserving the Springbrook Arroyo for long term Open Space Habitat and Regional Trail uses.

At this time, we see no objection to development of this parcel for such a MetroLink Station, but want you to be aware early on, that the development and any crossings of the Springbrook Arroyo should provide reasonable protection of the natural habitat and an under-crossing for the Regional Trail as well as for habitat usage.

Thank you for your consideration.

Sincerely,

Robert A. Nelson
Springbrook Wash Trail
Subcommittee Chairman

Jane Block, President
Riverside Land Conservancy

cc: Ken Gutierrez, City of Riverside Planning Director



FRATERNAL ORDER OF EAGLES

466 East La Cadena

Riverside, Ca. 92507

R. A. Barnett

474 Prospect Avenue

Highgrove, Ca. 92507

Dear Mr. Barnett:

Although our address shows as a Riverside address, we are actually in Highgrove. The Eagles have been a charitable organization for the last 110 years in the Riverside area. Many of our members are residents of Highgrove. We have studied the advantages of having a Metrolink station at Highgrove and would like to lend our support for such a station. We feel that since the train already goes through Highgrove, the cost to add a station is nominal compared to the benefits it would provide our members and the residents of Highgrove.

Thank you for the opportunity to make our views public and to support the Metrolink Highgrove Station. We hope you will continue to push for the needed addition.

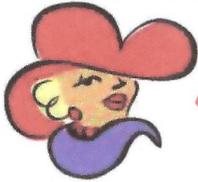
Sincerely,

Edward Mote

Trustee,

Fraternal Order of Eagles

Aerie 997



Inland Empire Red Hat Dolls

Chapter 61058 ★ Chartered August 14, 2005

February 25, 2015

Barney Barnett
Highgrove News

Dear Barney

The Inland Empire Red Hat Dolls support your proposal for a Metrolink Station in Highgrove.

I feel that a station in Highgrove would be more convenient for my members than one in Riverside. I also agree with you that it would make more financial sense.

Live, Love and Laugh,

Arlee

QM Arlee

Arlene Weaver
Queen Mother
22878 Miriam Way
Grand Terrace, CA 92313
Phone: 909/783-1150
donaldbartee@dslextreme.com

Highgrove Metrolink comments over the last eight years!

Please look at the dates of the following statements:

Excerpts prepared Jan. 14, 2010

(Not in sequence)

Ann Mayer, current Executive Director RCTC: (Press Enterprise, Feb. 15, 2009)

"We have to put stops where they will serve the most people".

Marion Ashley, Riverside County Supervisor: (Letter, Oct. 14, 2009)

"Over the course of more than a decade, the Riverside County Transportation Commission has considered and repeatedly rejected the request of Highgrove residents for Metrolink service."

Bob Buster, Riverside County Supervisor: (Statement Oct. 11, 2006)

"Highgrove is at the fulcrum, the pivot point of transportation between the 2 counties. You can not ignore the geographic reality that both the freeway and major rail lines and there is available land that will soon be snapped up for other uses. This is a key sight for the future of the Inland Empire"

Bob Buster, Riverside County Supervisor: (Letter July 17, 2006)

"Highgrove is the right place for a regional, intermodal station, at the junction of the main lines and the 215 freeway. Highgrove still has ample land and the community and Grand Terrace want the station".

Mary Crayton, RCTC Commissioner from Canyon Lake: (RCTC meeting Feb. 11, 2009)

Stated that she *"was not satisfied why Highgrove has not been considered and that they never went to Highgrove to look at the property"*. She stated: *"they should consider the property in Highgrove"*.

Roger Berg, RCTC Commissioner from Beaumont: (RCTC meeting Feb. 11, 2009)

"The Highgrove station may have some merit, more parking is needed and gridlock will only get worse".

James Potts, RCTC Commissioner from San Jacinto: (RCTC meeting Feb. 11, 2009)

"It is the right project for the right time and it would open up other areas where seniors could go instead of just driving locally".

Robin Low, RCTC Commissioner from Hemet: (RCTC meeting Feb. 11, 2009)

"Recognized the amount of work that has been done on this project and said they need to revisit this idea".

Jeff Stone, Riverside County Supervisor: (RCTC meeting Feb. 11, 2009)

Was sympathetic to the concerns of those living near the track and said that the I-215 is reaching capacity and that people need to get out of their cars, onto the tracks and to their destinations.

Bill Emmerson, California State Assembly- Dist. 63: (Letter Aug. 14, 2006)

"I am very supportive of bringing a Metrolink Station to Highgrove because I agree that it is an appropriate location to help solve traffic congestion for this fast growing area".

Mark Hanson, UCR Professor (emeritus): (Letter Feb. 22, 2009)

"For us the "no brainer" aspect of the sitting decision comes down to which station could provide the greatest service to commuters of the region when the Metrolink trains come on line. That has to be Highgrove where one station could serve in three directions: San Bernardino, Riverside and the PVL".

University Neighborhood Association: (Letter Oct. 21, 2005)

"Our meeting was standing room only and by a unanimous show of hands, we voted to support a train stop in Highgrove".

(Four years later)

University Neighborhood Association: (Letter Nov. 17, 2009)

"Our community continues to support this concept because that location seems to offer greater overall flexibility. In addition to servicing Metrolink traffic from the PVL, the Highgrove station establishes services to existing Riverside and San Bernardino traffic, and opens opportunities to increase the number of potential riders through the expanded capacity and the flexibility to serve them".

Riverside Land Conservancy: (Letter Oct. 18, 2005)

"At this time we see no objection to development of this parcel for such a Metrolink Station, but want you to be aware early on, that the development and any crossing of the Springbrook Arroyo should provide reasonable protection for the natural habitat and an undercrossing for the Regional Trail as well as habitat usage".

City of Loma Linda: (Letter Jan. 24, 2002)

"This is to advise that the City Council at the regular meeting of Jan 22, unanimously supported your efforts and the Riverside County Service Area 126 Advisory Board's recommendation to the Riverside County Transportation Commission to site a Metrolink station stop in Highgrove".

San Bernardino Sun Newspaper: (Article Dec. 31, 2006)

"San Bernardino County Supervisor Dennis Hasnsberger believes there is enough demand for a Metrolink station in the Highgrove area. "It's a very worthwhile objective", Hansberger said. "Unfortunately, the people in Riverside County who have jurisdiction have not shown a lot of interest. But we are willing to try to get that discussion going".

City of Grand Terrace Resolution: (Passed unanimously Dec. 13, 2001)

"NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Grand Terrace, does hereby recommend that the Riverside County Transportation Commission grant a Metrolink Station stop at Highgrove when planning for future track upgrading for Metrolink service on the San Jacinto Industrial Spur".

(Eight years later)

City of Grand Terrace: (Letter Dec. 29, 2009)

"The City of Grand Terrace continues to believe that a Metrolink stop in Highgrove would benefit the city and its residents".

Tony Petta, First Mayor of Grand Terrace 1978: (Letter June 23, 2006)

"I encourage you and your staff to seriously consider building a Metrolink Station in Highgrove".

Tony Petta, Retired Grand Terrace Mayor: (Public comments Dec. 11, 2009)

"It's absolutely favorable to our community"

Hugh J. Grant: Former Chairman San Bernardino L. A. F. C. O., Former S. A. N. B. A. G. and Omnitrans Boards: (Letter June 21, 2006)

"I have become aware of the important need to situate a Metrolink stop in our neighboring community of Highgrove, in Riverside County. Due to the fact that the nearest stops at this time are in San Bernardino and Riverside, servicing the transportation needs for the large population in between, with valid predictions of sizable increases in the near future, seem to me to be self-evident".

Southern California Association of Governments (S. C. A. G.): (Aug. 30, 2007)

"In the latest State of the Region Report, Southern California received an "F" for transportation mobility. The region has been the most congested in the country for the past two decades".

JoAnn Johnson Manager Grand Terrace Senior Center: (Letter Feb. 23, 2009)

"I strongly support a Metrolink Station in Highgrove and I know that many others in Grand Terrace do also".

William A. Shopoff, The Shopoff Group: (letter Feb. 23, 2009)

"Since Highgrove is a natural railroad junction point where two railroad lines meet between Riverside and San Bernardino, a commuter train stop in Highgrove would benefit the entire region. This location is only ½ mile east of the congested I-215 Freeway that has exits at Center Street. It is also only about one mile northeast of the new \$381 million dollar 60/91/215 interchange that was just completed, and about 3 miles south of the I-215/I-10 interchange. Both major interchanges are between Riverside and San Bernardino and the Highgrove location is also between Riverside and San Bernardino".

Anthony Mize, Builder: (Letter Feb. 24, 2009)

"It is our opinion that the junction point of the Metrolink train traffic between the City of Riverside and the City of San Bernardino and the Perris Valley Line is a very logical location for a new station. In this day of "NIMBY" on just about everything, it would seem to us that if a community wants to work together to revitalize itself by embracing something like this then RCTC should give it careful, thoughtful consideration".

Kirk Wallace, Builder: (Letter Oct. 21, 2009)

"We feel this station would be very beneficial to the community not only because of the established residents but with the future development that will impact the area of Highgrove".

Bobbie Kay Forbes, Terra Loma Real Estate: (Letter Feb. 25, 2009)

"As a local Realtor I believe the area would benefit having a Metrolink Station in Highgrove. There are many people in our community that use the Metrolink a few times a week to get to LA for work. When I am showing property to people from out of the area they will ask about the location of Metrolink stations. And as more people in the area are financially stressed by the economy and the price of commuting they will be more encouraged to use Metrolink if it is closer to home".

Byron Matteson 14 year Mayor of Grand Terrace: (Letter June 23, 2006)

"I think the commuter trains will gain even more popularity in the near future as our area continues to experience rapid growth and our freeway systems become more and more congested. Proper planning is essential in being able to handle these future transportation needs and I hope the new Highgrove Station will be approved soon, to help alleviate some of these ongoing traffic problems".

Highgrove CSA 126 Resolution: (Nov. 27, 2001)

"Highgrove community adopted a 15 point resolution outlining the benefits of a Metrolink station stop in Highgrove".

Highgrove Project Area Committee: (Petition Jan. 8, 2002)

"The Project Area Committee (P. A. C.), for the redevelopment of the Highgrove area, hereby submits this recommendation that a Metrolink Station stop be implemented at Highgrove when the tracks are upgraded for commuter service on the San Jacinto branch".

Robert and Nancy Rice, Retired Highgrove residents: (Letter Feb. 20, 2009)

"We are in our Seventies, and don't like to drive very far. With a station near home, we could go, go, go, and not have to worry about traffic".

George Saunders, commuter from Grand Terrace to Orange County for 7 years: (Letter Feb. 20, 2009)

"With the ever expanding usage of the train it has become increasingly difficult to get to, and to find parking at Downtown Riverside station. An additional stop on the route between Riverside and San Bernardino would be helpful".

William H. Addington, Civil Engineer since 1975-Retired: (Public comments Dec. 11, 2009)

"It is really important to Grand Terrace, Loma Linda and Highgrove to have a station. The opportunity is there now and if passed by, it won't be available. The site is well located and the problems could be mitigated with good engineering. This is the time to act!"

..

We also have additional letters of support from:

Terry and Lori Carlstrom, G. T.	2-23-2009
James Lasby, Highland	2-20-2009
Ron and Cynthia Cruz, Highgrove	2-26-2009
Melanie Zimmermann, Highgrove	2-23-2009
Barbara McCoy, Highgrove	2-23-1009
Ardie Barnett, Highgrove	2-26-2009
Ron and Geri Barnett, G. T.	

The above information does not include residents who have signed the circulated petition for a Highgrove station nor does it include names of those who signed the on-line petition on the web site: www.highgrovehappenings.net

Our requests consist of 3 items:

1. Build a Metrolink station stop next to the BNSF main line at Highgrove.
2. Build the Highgrove station first.
3. Name the station "Highgrove".

June 21, 2006

Eric Haley
Executive Director
Riverside County Transportation Commission
4080 Lemon Street
Riverside, CA 92502-2208

Dear Eric:

You may or may not remember me from the distant past, so I will re-introduce myself. I am Hugh J. Grant, a resident of Grand Terrace, California. I served on the City Council of our Community, beginning as a Charter member, for fourteen years, from 1978 to 1992, with four years tucked in there as Mayor, from 1980 to 1984. I finally decided to retire from the Council at the completion of my final term, due to the location of my new employment position. I represented Grand Terrace on the SanBag and Omnitrans Boards for many years, as well as San Bernardino County LAFCO as the Chairman.

I have become aware of the important need to situate a Metrolink stop in our neighboring community of Highgrove, in Riverside County. Due to the fact that the nearest stops at this time are in San Bernardino and Riverside, servicing the transportation needs for the large population in between, with valid predictions of sizable increases in the near future, seem to me to be self-evident.

I therefore respectfully request that you and the Riverside County Transportation Commission seriously consider a viable solution to the transportation needs of the people of Highgrove, Grand Terrace, Loma Linda, and the surrounding areas, a Metrolink Station stop in Highgrove, California.

Sincerely,

Hugh J. Grant

22560 Eton Drive
Grand Terrace, CA 92313-5133
909 783-1067
hughjgrant@sbcglobal.net

✓ Cc: R.A. "Barney" Barnett

12723 Mt. Vernon Ave.
Grand Terrace, CA 92313-6109
909-783-0244

November 4, 2006

Riverside County Transportation Dept.
4080 Lemon Street
Riverside, CA 925??

Dear Sirs:

It is my understanding that the issue of a Metro Link Station in Highgrove is on the Agenda for the Board of Supervisors meeting on November 8th at 10 o'clock. I am not able to attend that meeting, but I do want to go on record as supporting this issue.

I am with the Senior Center in Grand Terrace. Speaking for myself and for some others, I want you to know how much a Metro Link Station in Highgrove or Grand Terrace would help greatly. For seniors who are not comfortable driving out of town as well as for commuters, I personally think a Station in our area would be a definite plus.

Please consider very carefully.

Most Sincerely,

JoAnn Johnson

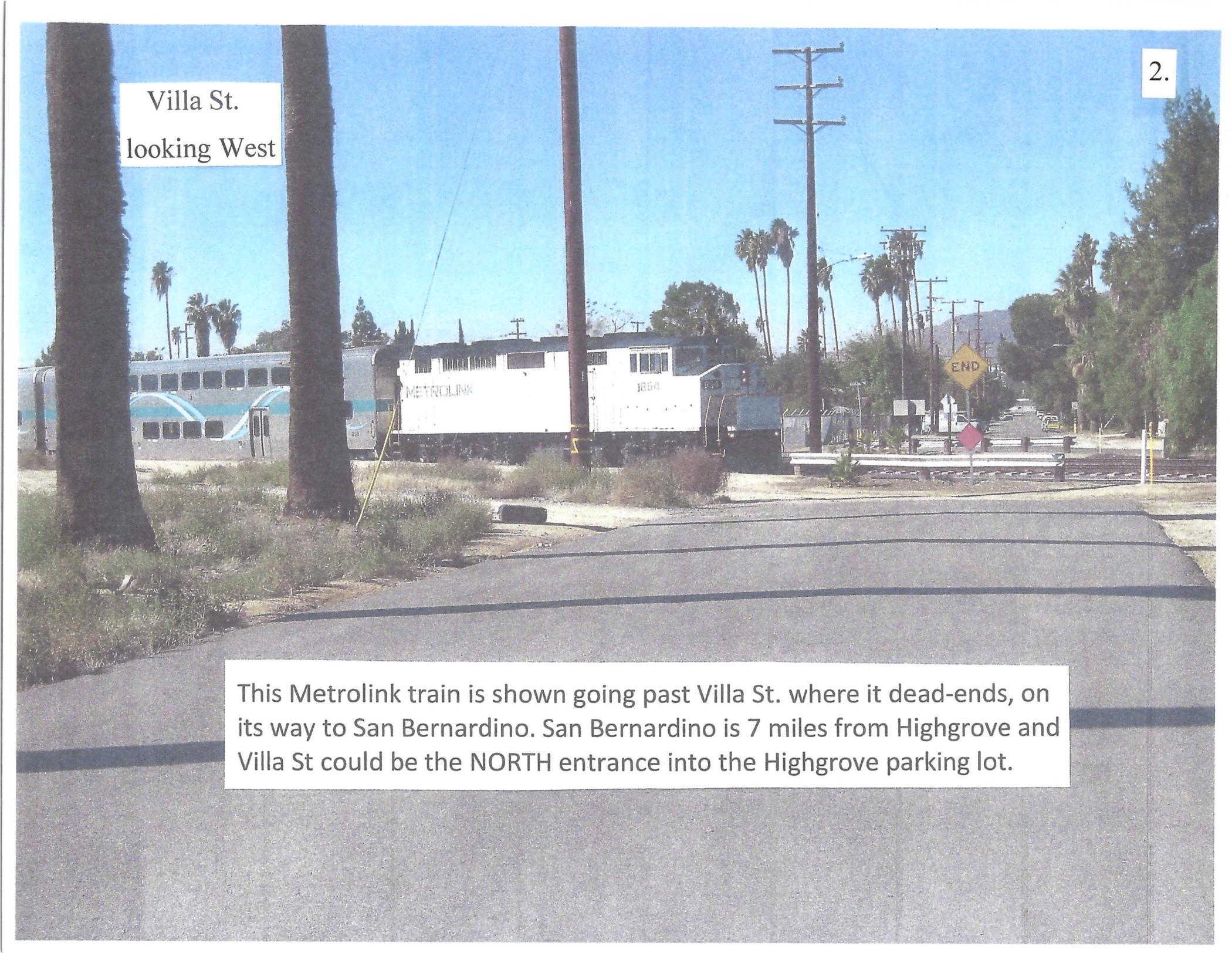
*Dear Mr. Barnett
I actually did very much want
the station.
Copies sent in support*

Villa St.
looking East

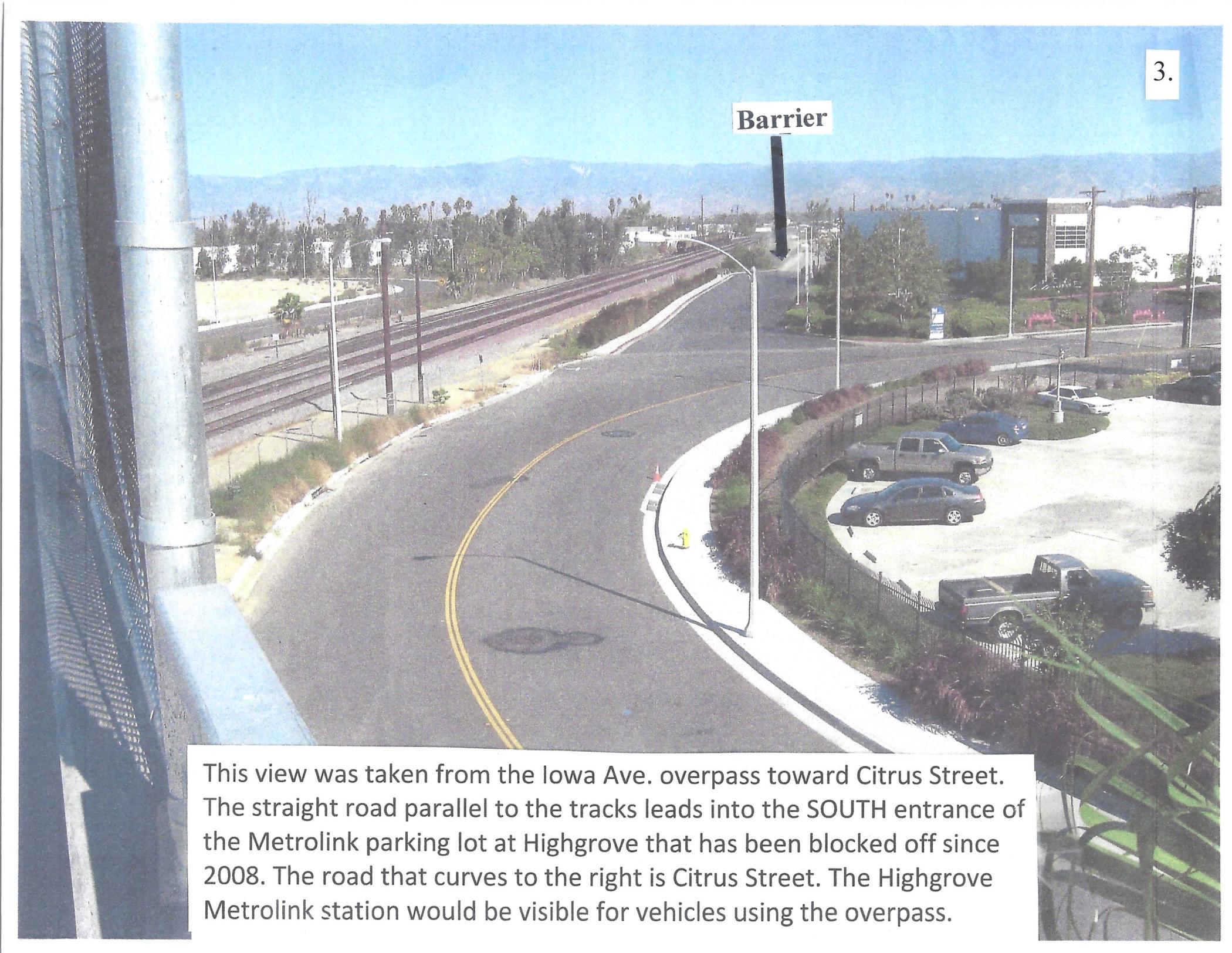
1.

This is Villa St. which is the NORTH entrance to the vacant 17.22 acres owned by the Riverside County Transportation Commission. Villa St. crosses the Perris Valley Line railroad track in the distance and connects to Transit Ave. but dead ends at the # 3 BNSF main line on the right

Villa St.
looking West



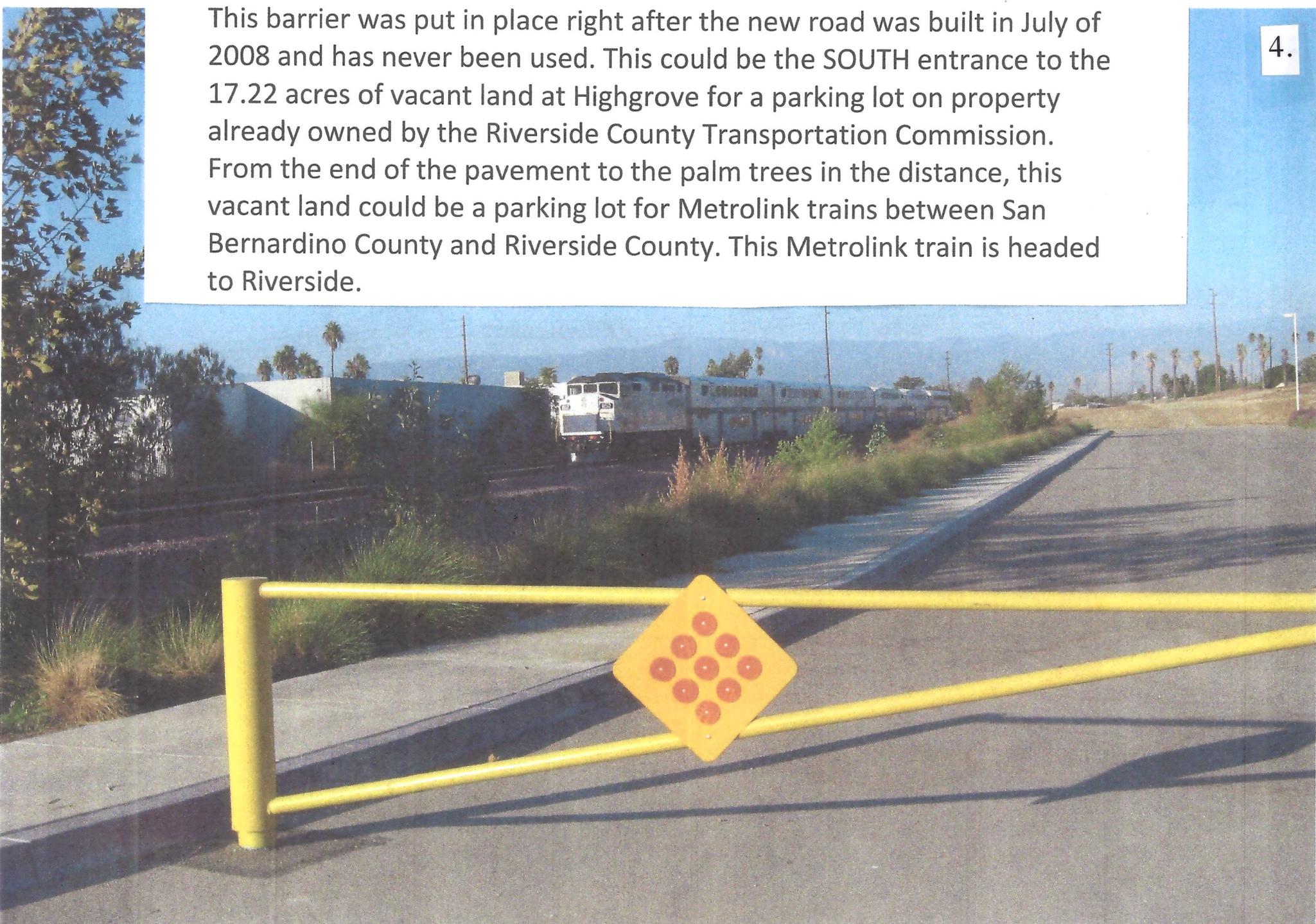
This Metrolink train is shown going past Villa St. where it dead-ends, on its way to San Bernardino. San Bernardino is 7 miles from Highgrove and Villa St could be the NORTH entrance into the Highgrove parking lot.



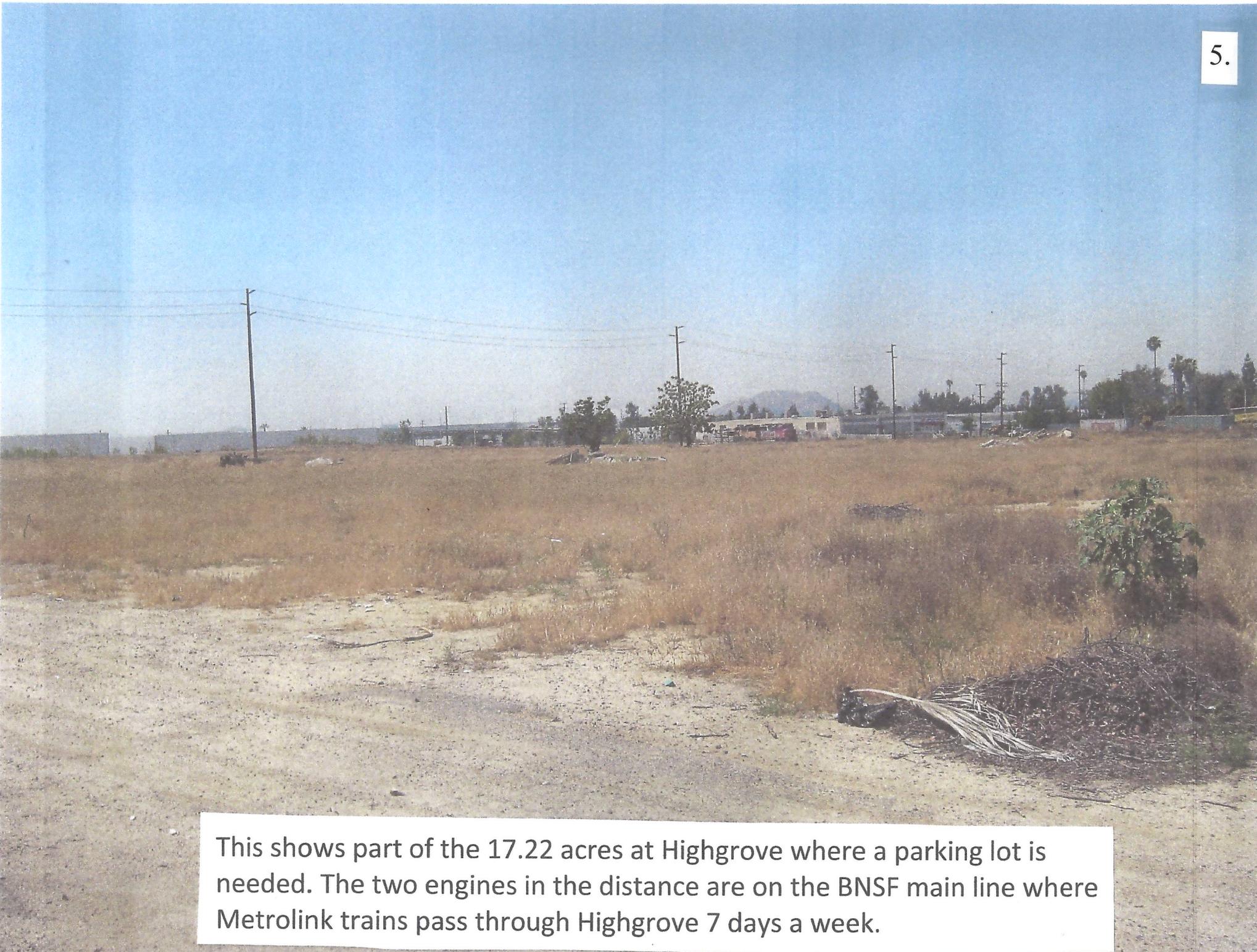
Barrier

This view was taken from the Iowa Ave. overpass toward Citrus Street. The straight road parallel to the tracks leads into the SOUTH entrance of the Metrolink parking lot at Highgrove that has been blocked off since 2008. The road that curves to the right is Citrus Street. The Highgrove Metrolink station would be visible for vehicles using the overpass.

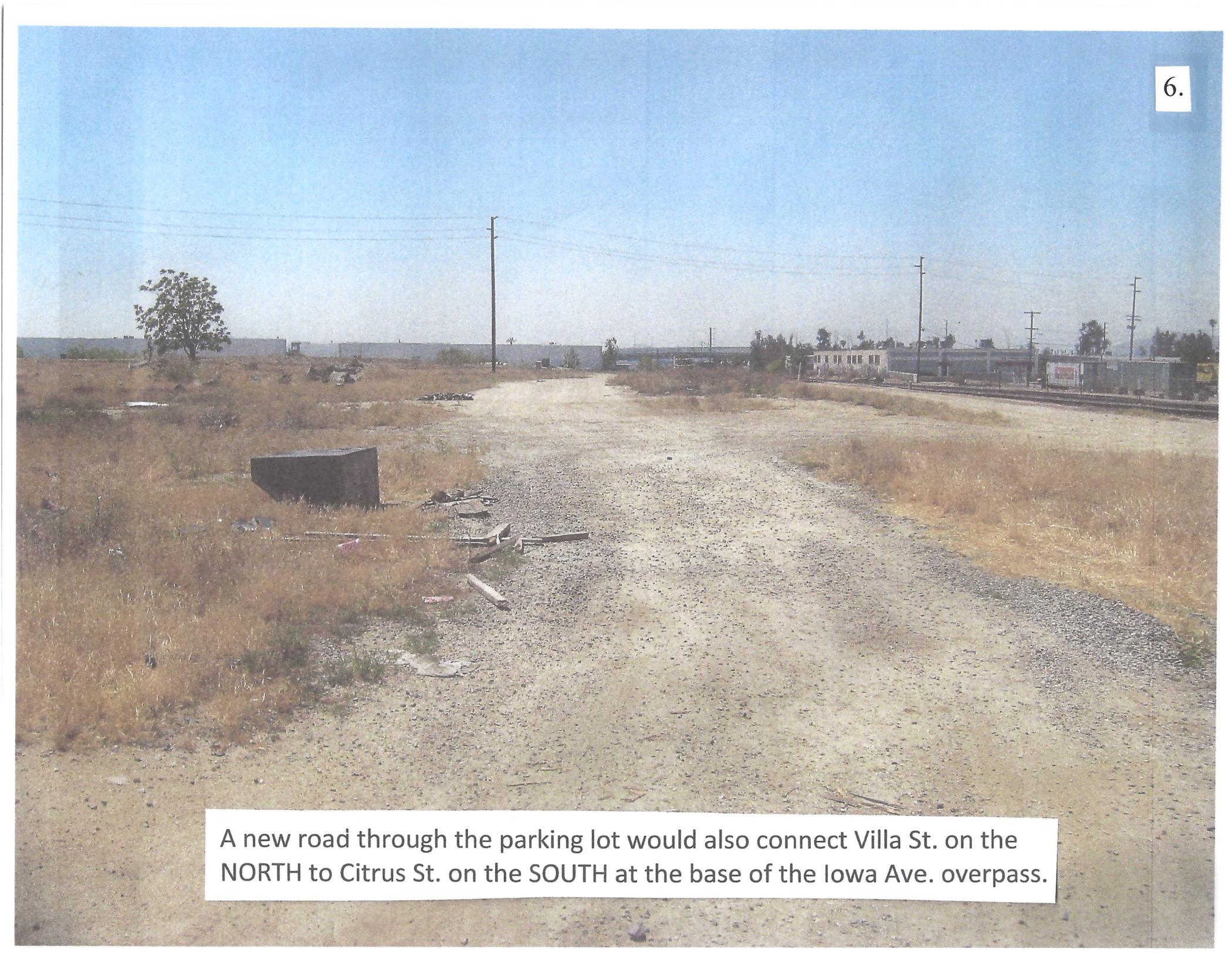
This barrier was put in place right after the new road was built in July of 2008 and has never been used. This could be the SOUTH entrance to the 17.22 acres of vacant land at Highgrove for a parking lot on property already owned by the Riverside County Transportation Commission. From the end of the pavement to the palm trees in the distance, this vacant land could be a parking lot for Metrolink trains between San Bernardino County and Riverside County. This Metrolink train is headed to Riverside.



This road was built in July of 2008 and has never been used!



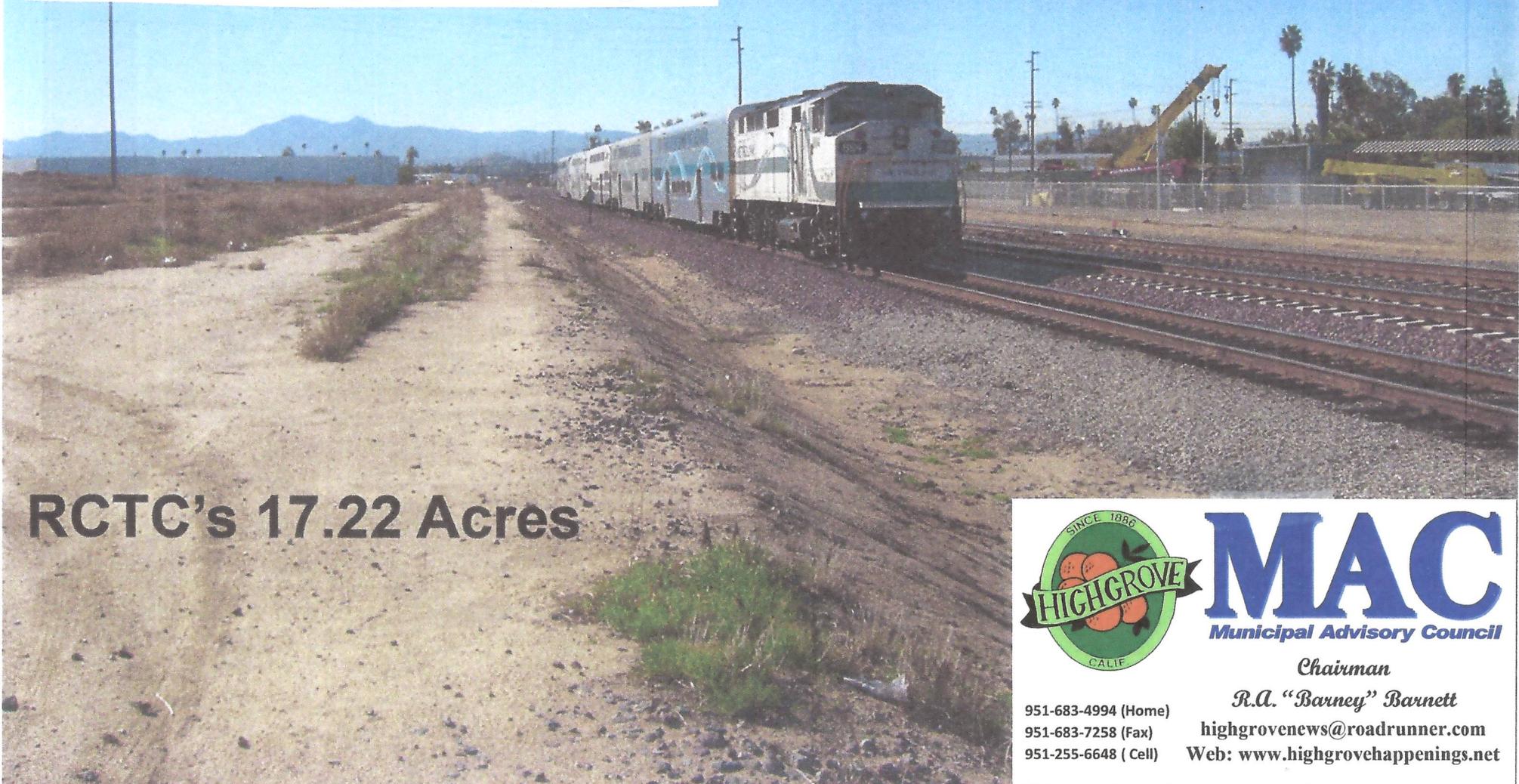
This shows part of the 17.22 acres at Highgrove where a parking lot is needed. The two engines in the distance are on the BNSF main line where Metrolink trains pass through Highgrove 7 days a week.



A new road through the parking lot would also connect Villa St. on the NORTH to Citrus St. on the SOUTH at the base of the Iowa Ave. overpass.

This Metrolink commuter train is located on the #3 BNSF main Line at Highgrove next to RCTC's 17.22 acres. If stopped, this train would be sitting right next to the Highgrove Metrolink Station that is shown in green and located north of the curve on the website map. This photo was taken on Jan. 4, 2012 from Villa St. looking toward Riverside.

See website: www.highgrovehappenings.net



RCTC's 17.22 Acres



MAC
Municipal Advisory Council

Chairman

R.A. "Barney" Barnett

highgrovenews@roadrunner.com
Web: www.highgrovehappenings.net

951-683-4994 (Home)
951-683-7258 (Fax)
951-255-6648 (Cell)

2,500 lots are ready for homes to be built in the Spring Mountain Ranch project in Highgrove. \$250 million dollars in Infrastructure have been invested but no homes have been built yet. Photo taken Feb. 11, 2008 during construction.



Update:

April 16, 2015

The Grand Opening for models in the 1,409 new homes in the first phase of the Spring Mountain Ranch project was on Oct. 4, 2014. Some residents have already moved into their homes.



Riverside County Transportation Commission

April 28, 2011

R.A. Barney Barnett
474 Prospect Avenue
Highgrove, CA 92507

Dear Mr. Barnett:

This letter is in response to your request for records received by the Riverside County Transportation Commission on April 20 regarding real estate cost information for the Perris Valley Line project. The following information you have requested is available as follows:

- Agreed purchase amount for property between BNSF railroad and the Perris Valley Line railroad track to connect the two railroads:
Citrus Connector, APNs 247-112-007-6 and 247-150-040-3 = \$8,625,000
- Amount of property purchased to connect the two railroads:
17.22 acres

HIGH GROVE

With respect to your request for the agreed purchase amount for property at or near Marlborough Avenue, Columbia Avenue, and Palmyrita Avenue as well as amount of property for future station located at the above listed locations, information is not available as either there is no transaction on a property requested or a purchase has not been finalized and therefore not public record.

Please submit any future requests for records to my attention.

Sincerely,

Jennifer Harmon
Office and Board Services Manager

RCTC

4080 Lemon Street, 3rd Floor • Riverside, CA
 Mailing Address: P. O. Box 12008 • Riverside, CA 92502-2208
 (951) 787-7141 • Fax (951) 787-7920 • www.rctc.org

Riverside County Transportation Commission

August 24, 2009

Ms. Melanie Robertson
 Transportation Program Specialist
 Federal Transit Administration
 201 Mission Street, Suite 1650
 San Francisco, CA 94105

Subject: Perris Valley Line Project – Citrus Connection Real Estate Issue
 Request for Guidance

Melanie
 Dear Ms. Robertson:

On April 9, 2008, Riverside County Transportation Commission (RCTC) adopted the current Locally Preferred Alternative (LPA) that is on the Burlington Northern Santa Fe (BNSF) line at Citrus Avenue. The Perris Valley Line (PVL) will operate primarily on track used as a freight line known as the San Jacinto Branch Line (SJBL). RCTC needs to acquire rights for additional railroad right of way to connect the SJBL to the BNSF line and to the Downtown Riverside Metrolink station.

The property that is the subject of this request for guidance is necessary for that connection (Citrus Connection) under the LPA and identified as Assessor Parcel Numbers 247-106-006, 247-112-002, and 247-150-011 and consolidated for development as a result of a city of Riverside approved Lot Line Adjustment. A copy of the Lot Line Adjustment is attached as Exhibit A. The property is fully entitled and is approximately 17.23 acres of vacant land. On July 30, 2009, a Request for Concurrence in the National Environmental Policy Act (NEPA) Finding 23 CFR 771.117(d)(12), was sent to Mr. Leslie T. Rogers for protective acquisition of land for the PVL project.

The portion of the property needed for the PVL project is approximately 6.6096 acres or 38% of the full parcel. A partial acquisition of the property is not feasible at this time for the following reasons: (a) Condition of Approval No. 23 on page 7 indicates that Villa Street may only be used as emergency access. A partial acquisition will leave the remainder of the property an uneconomic remnant. (A copy of Approval of Development Application by the city of Riverside Community Development Department is attached as Exhibit B); and (b) since this is an Advanced Acquisition for Protection, RCTC cannot exercise its power of eminent domain.

RCTC's intent is to make an offer to acquire the property and to use project funds to acquire the 6.6096 acres required to connect the SJBL to the BNSF line. The remaining 62% of the cost to acquire the property will be financed using RCTC Measure A funds (local funds) and held for RCTC's future use.

Ms. Melanie Robertson

August 24, 2009

Page 2



RCTC is requesting FTA's guidance in its plan to charge only the cost of the 38% portion of the parcel to the [redacted] project. RCTC's request is predicated on controlling project costs and to remain below the \$250 million [redacted] Starts threshold. RCTC will secure an appraisal of the property if it receives a response from FTA in the [redacted] two weeks.

Thank you for your consideration and assistance.

Sincerely,


Right of Way Manager

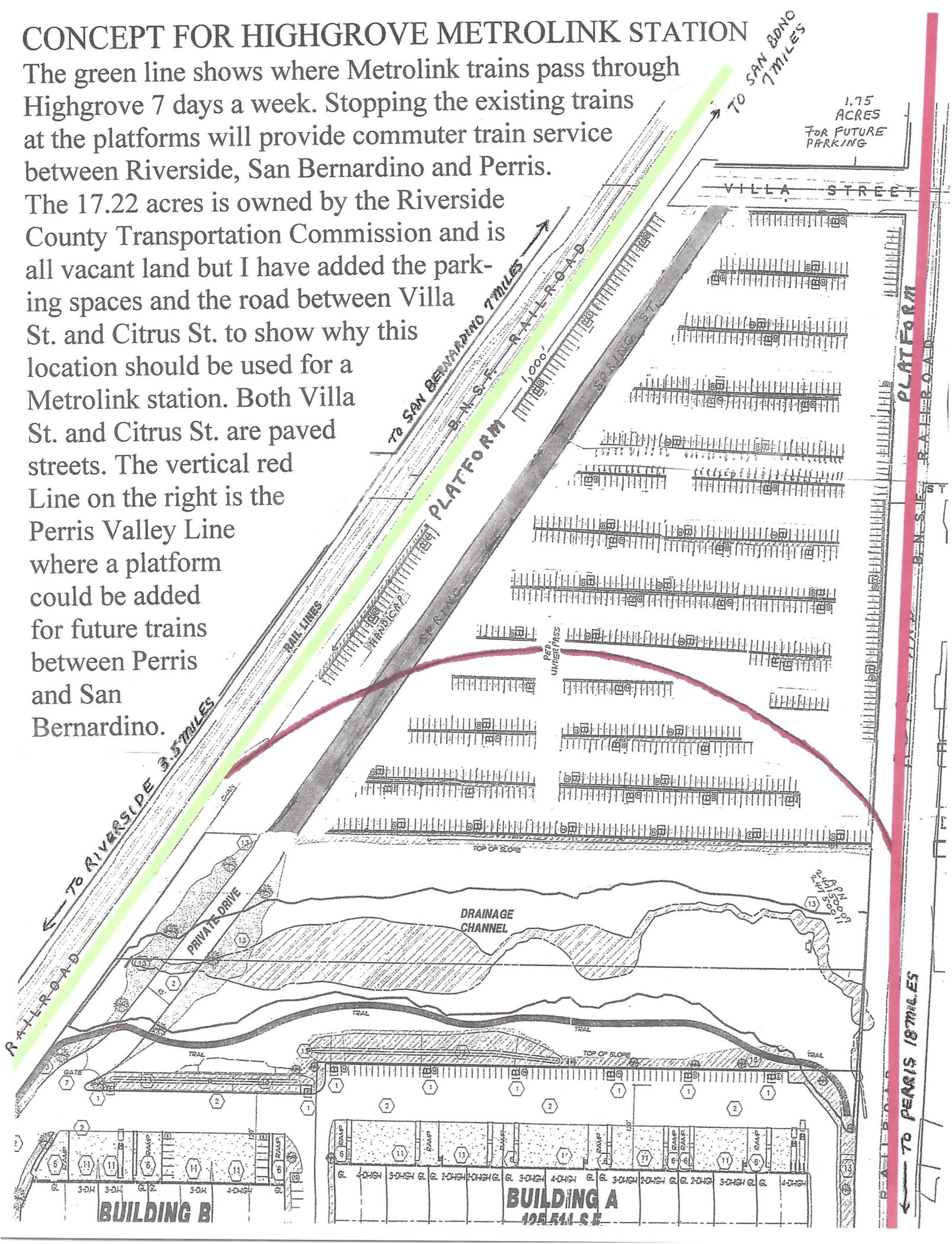
Attachment

cc: Edda Ponce

CONCEPT FOR HIGHGROVE METROLINK STATION

The green line shows where Metrolink trains pass through Highgrove 7 days a week. Stopping the existing trains at the platforms will provide commuter train service between Riverside, San Bernardino and Perris.

The 17.22 acres is owned by the Riverside County Transportation Commission and is all vacant land but I have added the parking spaces and the road between Villa St. and Citrus St. to show why this location should be used for a Metrolink station. Both Villa St. and Citrus St. are paved streets. The vertical red line on the right is the Perris Valley Line where a platform could be added for future trains between Perris and San Bernardino.



California Transportation Plan CTP 2040

Highgrove Metrolink station needed

Submitted by R. A. "Barney" Barnett April 7, 2015

Chmn.: Highgrove Municipal Advisory Council

Editor: Highgrove Happenings Newspaper

Location:

Highgrove is 7 rail miles from the San Bernardino railroad depot and 3.5 rail miles from the Riverside Metrolink station. Highgrove is on the BNSF main line and is also where the Perris Valley Line railroad track connects to the BNSF railroad track near Main Street. The 17.22 acres property at Highgrove is owned by the Riverside County Transportation Commission and the west side of RCTC's property is where the daily Metrolink trains have passed through Highgrove without stopping since July 15, 2006. Over 20,000 commuter trains have passed through Highgrove since daily Metrolink train service was implemented. This does not include previous 5 day a week commuter train service before July 15, 2006. 20,000 trains carry a lot of commuters and it is hard to understand why this location has been opposed by RCTC for over 13 years!

There are 3 BNSF main lines that go through Highgrove but the # 3 main line is the one used for Metrolink trains between San Bernardino and Riverside Counties and the # 3 main line is located right next to RCTC's vacant land.

On the east side of RCTC's property is a single track called the Perris Valley Line railroad track that will eventually get Metrolink trains when track upgrades to the Perris Valley Line are completed.

Comparing Metrolink Locations and destinations

The Marlborough Ave. property and the Highgrove property are only one mile apart and both are owned by the Riverside County Transportation Commission but they have different destinations. RCTC states that they only need 38% of the 17.22 acres of vacant land at Highgrove for a curved track to connect the Perris Valley Line railroad track to the BNSF main line. (See "Uneconomic Remnant" below). But the remaining 62% of RCTC's un-needed property is the same exact property that has been needed for a parking lot for over 13 years that is right next to Metrolink's **Inland Empire Orange County Line**.

We do not object to building a Metrolink station at Marlborough Ave. on the Perris Valley Line for commuters to travel between Perris and Riverside but a station is also needed at Highgrove because the Highgrove property will enable commuters to travel northward to the San Bernardino depot where there are additional Metrolink connections on the **San Bernardino Line** into Los Angeles. Also at Highgrove in the opposite direction, commuters would be able to travel southward to Oceanside where there are other "Coaster" commuter trains to San Diego.

Future Metrolink commuters at the Marlborough Ave. station will not be able to get to San Bernardino on commuter trains because all destinations will be within Riverside County between Riverside and Perris.

After Congressman Mark Takano came to Highgrove on Oct. 24, 2014 to see both locations and the vast amount of room for future development he stated: "***The Highgrove location should be in addition to not instead of because both locations are needed!***"

Please read "Comparing Metrolink Station Choice" in the Dec. 2012 issue of the Highgrove Happenings Newspaper by going to: www.highgrovehappenings.net and clicking on "Latest Issue" (Dec. 2012)

Station Costs:

To see cost of the property at Highgrove and Marlborough Ave. and RCTC's letter dated Aug. 24, 2009 about only charging 38% of the actual cost of the property to the Perris Valley Line, please visit www.highgrovehappenings.net and click on Station Costs.

RCTC's "uneconomic remnant" is where a parking lot is needed for the Highgrove Metrolink station and RCTC already owns this property that they don't need for the Perris Valley Line. So why not put their \$5,347,500 investment in excess property to good use by building a parking lot on their property at Highgrove? The cost to build the Marlborough Ave. Metrolink station is also listed.

Housing:

89 apartment units named the **Highgrove Blossom Apartments** have just been completed in Highgrove by the library. 1,000 applications were received for these 89 units and all of the apartments are now rented.

And the **Spring Mountain Ranch** housing development is currently under construction that will add 1,409 homes to Highgrove one mile east of the Highgrove Metrolink station location. Some new residents have already moved in. Also, Foremost Land Co. owns 3 other vacant properties in Highgrove that will accommodate 132 more homes, Bixby Land Co. owns 68 acres of vacant land right in the middle of Highgrove that has room for 220 homes and the 75 acres of vacant land formerly known as the Springbrook Estates has room for 650 more homes.

Uneconomic remnant:

Here is a copy of RCTC's letter to the FTA on Aug.24, 2009. This is the same exact property needed for a Highgrove Metrolink parking lot.



4080 Lemon Street, 3rd Floor • Riverside, CA
 Mailing Address: P. O. Box 12008 • Riverside, CA 92502-2208
 (951) 787-7141 • Fax (951) 787-7920 • www.rctc.org

Riverside County Transportation Commission

August 24, 2009

Ms. Melanie Robertson
 Transportation Program Specialist
 Federal Transit Administration
 201 Mission Street, Suite 1650
 San Francisco, CA 94105

Subject: Perris Valley Line Project – Citrus Connection Real Estate Issue
 Request for Guidance

Melanie
 Dear Ms. Robertson:

On April 9, 2008, Riverside County Transportation Commission (RCTC) adopted the current Locally Preferred Alternative (LPA) that is on the Burlington Northern Santa Fe (BNSF) line at Citrus Avenue. The Perris Valley Line (PVL) will operate primarily on track used as a freight line known as the San Jacinto Branch Line (SJBL). RCTC needs to acquire rights for additional railroad right of way to connect the SJBL to the BNSF line and to the Downtown Riverside Metrolink station.

The property that is the subject of this request for guidance is necessary for that connection (Citrus Connection) under the LPA and identified as Assessor Parcel Numbers 247-106-006, 247-112-002, and 247-150-011 and consolidated for development as a result of a city of Riverside approved Lot Line Adjustment. A copy of the Lot Line Adjustment is attached as Exhibit A. The property is fully entitled and is approximately 17.23 acres of vacant land. On July 30, 2009, a Request for Concurrence in the National Environmental Policy Act (NEPA) Finding 23 CFR 771.117(d)(12), was sent to Mr. Leslie T. Rogers for protective acquisition of land for the PVL project.

The portion of the property needed for the PVL project is approximately 6.6096 acres or 38% of the full parcel. A partial acquisition of the property is not feasible at this time for the following reasons: (a) Condition of Approval No. 23 on page 7 indicates that Villa Street may only be used as emergency access. A partial acquisition will leave the remainder of the property an uneconomic remnant. (A copy of Approval of Development Application by the city of Riverside Community Development Department is attached as Exhibit B); and (b) since this is an Advanced Acquisition for Protection, RCTC cannot exercise its power of eminent domain.

RCTC's intent is to make an offer to acquire the property and to use project funds to acquire the 6.6096 acres required to connect the SJBL to the BNSF line. The remaining 62% of the cost to acquire the property will be financed using RCTC Measure A funds (local funds) and held for RCTC's future use.

B.02.02.11.04.04

Ms. Melanie Robertson

August 24, 2009

Page 2

RCTC is requesting FTA's guidance in its plan to charge only the cost of the 38% portion of the parcel to the RCTC project. RCTC's request is predicated on controlling project costs and to remain below the \$250 million New Starts threshold. RCTC will secure an appraisal of the property if it receives a response from FTA in the next two weeks.

Thank you for your consideration and assistance.

Respectfully,



Mike Sauer
Rights of Way Manager

Attachments

cc: Eoca Posso

Vacant Land:

There are 1,550 acres of vacant land in Highgrove that used to be citrus groves. This is where future growth will be due to its location and availability of vacant land.

Supporting Documents:

Please go to www.highgrovehappenings.net and click on "Supporting Docs" and "8 years of comments" to see the public support the Highgrove Metrolink station has received over the last 13 years. Click on each item under Supporting Docs to see the original document and look at the dates. These items do not include the previous verbal support presented to RCTC by members from both counties during the public comments periods at RCTC meetings.

Maps

Please look at the maps on our web site www.highgrovehappenings.net that show both Metrolink locations. The green location is where the people have supported a Metrolink station for over 13 years and the conceptual map shows how the Highgrove property could be used for a Metrolink parking lot if the existing commuter trains between the 2 counties would just stop long enough for passengers. The red location is where RCTC is currently building the Marlborough Ave. Metrolink station.

Complaints against RCTC

Please refer to : www.highgrovehappenings.net click on Metrolink then "RCTC's inappropriate actions to prevent a Highgrove Metrolink station 2004 to 2010".

HERE ARE THE FACTS:

The long term reasons for RCTC opposing a Highgrove Metrolink station have now been eliminated:

1. The Colton Flyover has been completed.
2. The new homes in Spring Mountain Ranch are now under construction.
3. The Perris Valley Line is under construction
4. RCTC admits in their letter dated Aug 24, 2009 that they do not need the excess property at Highgrove for the Perris Valley Line track.
5. A parking lot on RCTC's excess property at Highgrove will not stop construction on the Perris Valley Line.
6. There have been daily Metrolink trains passing through Highgrove in each direction since July 15, 2006.
7. All that is need is a parking lot at Highgrove and for the existing daily trains to just stop momentarily for passengers.
8. No new track is needed on the west side of RCTC's property because the BNSF railroad maintains their main line track where the existing Metrolink trains and freight trains operate.

9. No new equipment such as engines or cars is needed because the existing Metrolink trains are already on a timetable between San Bernardino County and Riverside County.
10. Commuters boarding future Metrolink trains at Marlborough Ave. will **not** be able to get to San Bernardino because all of the Perris Valley Line trains will go to Riverside or Perris but not to San Bernardino County.
11. Commuters boarding the existing Metrolink trains at Highgrove will be able to go in both directions to destinations in Riverside County and to San Bernardino.
12. Written resolutions from Grand Terrace and Loma Linda in San Bernardino County have supported the Highgrove Metrolink station since 2001 and 2002. See Supporting Docs on our web site: www.highgrovehappenings.net
13. Other civic organizations and personal testimonials from both counties can be seen on the same web site under Supporting Docs and 8 years of comments.
8 Years of comments was compiled over 5 years ago on Jan. 14, 2010.
14. According to the Riverside County EDA, even before the 1,409 new homes in Spring Mountain Ranch are added, in 2008 there were 33,000 residents within a 2 mile radius of the Highgrove Metrolink station.
15. The Highgrove Metrolink station is supported by Congressman Mark Takano, California State Senators Jeff Stone from Riverside County, and California State Senator Mike Morrell from San Bernardino County.

If all of the above statements are true (which they are), the real question is why does RCTC continue to oppose building a station at Highgrove when this transportation agency already has \$5,347,500.00 invested in vacant land they do not need? What else should this excess vacant land be used for if it is not used for a parking lot next to the track where there are daily Metrolink trains between the 2 counties? A parking lot at Highgrove is the most economical and logical investment that deserves our transportation tax dollars especially since it is already owned by the Riverside County Transportation Commission.

It is time for our Federal and State elected officials to start asking this County transportation agency some serious questions because Federal, State and Local transportation funds should be used for transportation projects that help reduce freeway congestion.

Submitted by: R. A. "Barney" Barnett

474 Prospect Ave.

Highgrove, Ca.

92507

(951) 683 4994

highgrovenews@roadrunner.com

web site: www.highgrovehappenings.net

R.A. "Barney" Barnett

From: ctp2040@DOT <ctp2040@dot.ca.gov>
Sent: Monday, April 06, 2015 1:47 PM
To: Undisclosed recipients:
Subject: CTP Workshops & Public Review for the draft CTP 2040



We have concluded our enthusiastic CTP 2040 workshop campaign and would like to thank all who attended. We are analyzing the collected data and comments for inclusion into the final version of the CTP 2040 and the development of a workshop summary report.

We would also like to thank those who have provided comments on the draft CTP 2040 document. Your participation and input in the public review process is appreciated. As a courtesy reminder we would like to inform everyone who is planning to submit comments that the closing date is **Friday, April 17, 2015 at 5:00 PM PST.**

The public comment is an opportunity for everyone to provide input and feedback on the development of the CTP 2040 document before it is considered for final approval. Therefore, we encourage you to submit comments because they are a vital part of the planning process that will help create a future sustainable multimodal transportation system that fosters economic vitality, protects our natural resources, promotes health and well- being for all Californians, and meets people's needs equitably.

For more information on the CTP, or to review and comment on the draft CTP 2040 please visit the CTP 2040 website at: www.californiatransportationplan2040.org

Thank you,

The CTP Project Team
Office of State Planning
Division of Transportation Planning
California Department of Transportation
P.O. Box 942874, MS-32
Sacramento, CA 94274-0001

If you prefer not to receive future notices, please send a reply to this email with "unsubscribe" in the subject line.

Highgrove
Regional
Metrolink Station

7 Miles to San Bernardino

Existing Commuter trains 7 days a week on BNSF RR track

2,500 Future Homes

RCTC's Choice for
Metrolink Station

Future Metrolink trains on Perris Valley Line RR track

507,000 sq ft
warehouse

400,000 sq ft
warehouse

3.5 Miles to Riverside

18 Miles to Perris

\$381 Million Dollar
60/91/215 interchange

R.A. "Barney" Barnett email: highgrovenews@roadrunner.com

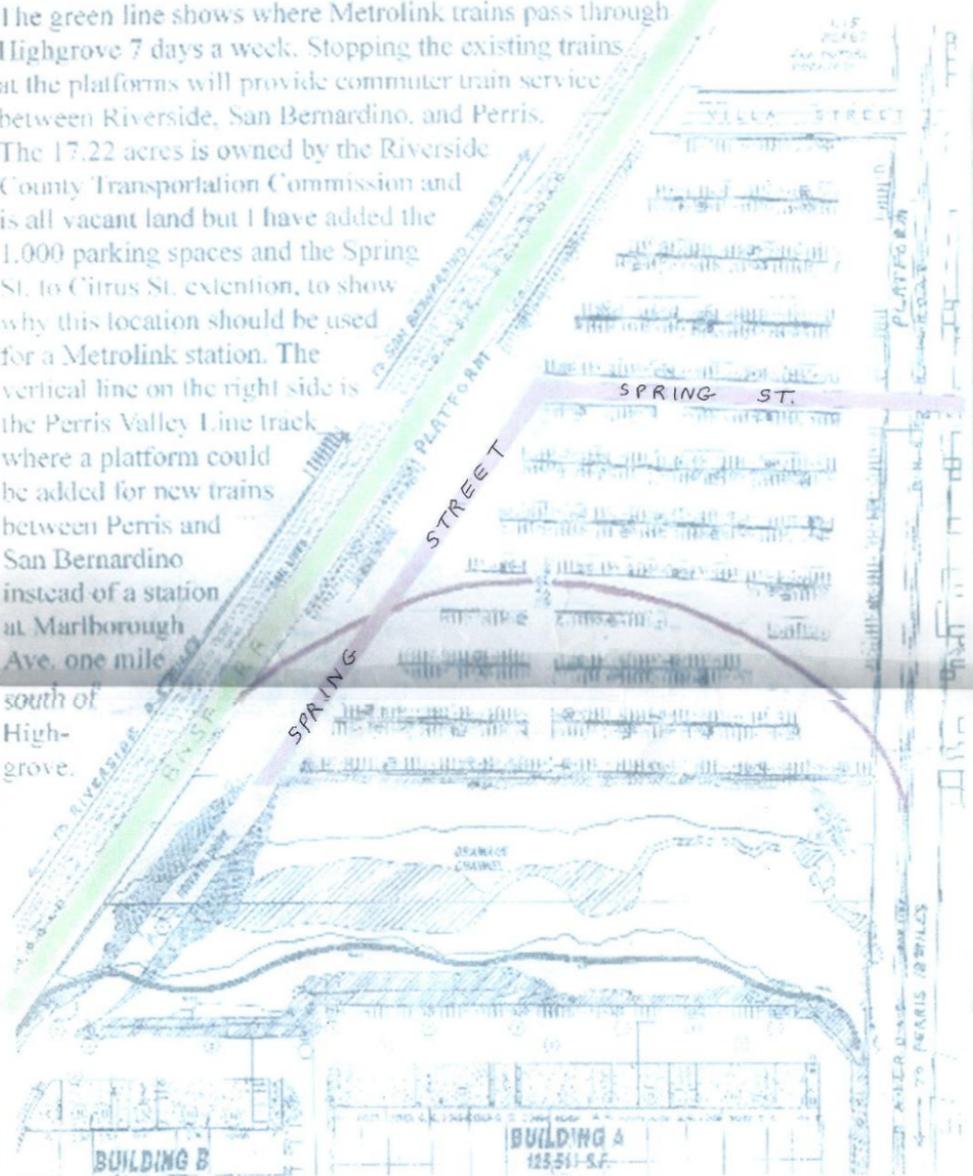


CONCEPT FOR HIGHGROVE METROLINK STATION

The green line shows where Metrolink trains pass through Highgrove 7 days a week. Stopping the existing trains at the platforms will provide commuter train service between Riverside, San Bernardino, and Perris.

The 17.22 acres is owned by the Riverside County Transportation Commission and is all vacant land but I have added the 1,000 parking spaces and the Spring St. to Citrus St. extension, to show why this location should be used for a Metrolink station. The vertical line on the right side is the Perris Valley Line track where a platform could be added for new trains between Perris and San Bernardino instead of a station at Marlborough Ave. one mile

south of Highgrove.



Spring St. could connect to Citrus St. and the new Iowa Overpass
Citrus Street