

“Highgrove Metrolink”

3 easy steps

Jan. 25, 2010

Step 1: Build a Metrolink Station on the west side of the new curve in Highgrove.

Step 2: Build it first.

Step 3: Name it Highgrove.

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Step 1 Explanations and reasons:

- a. Location, Location, Location
- b. 19 acres bordered on 2 sides by R. R. tracks.
- c. Existing commuter trains on west side of 19 acres.
- d. Same exact location that is needed for curved track to connect the 2 railroads.
- e. Commuter trains cannot operate between Riverside and Perris without these 19 acres for the curved track.
- f. Future growth: Infrastructure is already in place and ready for 2,500 new homes in Spring Mountain Ranch. (Sewer, Fire hydrants, flood control, electrical, water) There are 1,555 Sq. acres of vacant land in Highgrove. 30,777 residents currently live within a 2 mile radius of Highgrove Station even before these new homes are built. (Figures from Riverside County EDA)
- g. All 19 acres are vacant land-no structures to demolish-no eminent domain needed.
- h. Plenty of room for parking.
- i. Purchase one property at Highgrove instead of two. No additional property is needed at Palmyrita Ave., Columbia Ave., or Marlborough Avenue.
- j. Future platform could be built for commuter trains between Perris and San Bernardino on this same 19 acres.
- k. Highgrove is located ½ mile east of the I-215 that has exits in both directions at Center Street.
- l. Highgrove is located about 1 mile north-east of the new \$381 million dollar I- 60/91/215 Interchange.
- m. Highgrove is located about 3 miles from the I-215/I-10 interchange in Colton.
- n. The Highgrove location addresses both short term and long term needs for commuter rail transportation in the Inland Empire.
- o. This location has been supported for 8 years by the surrounding communities and leaders via letters, resolutions, petitions, and numerous “public comments”.

Step 2 (Build it first) Explanations and reasons:

- a. No new track is needed at Highgrove.
- b. No new engines or cars are needed at Highgrove.
- c. No new signal system is needed, no train dispatchers or no new train crews.
- d. Example: During 1 year of construction for the Perris Valley Line upgrades- 3,224 existing commuter trains will pass through Highgrove without stopping.
- e. Even after the Perris Valley Line is completed, with the proposed RCTC plan, these existing trains will continue to pass through Highgrove every day of the week without stopping.
- f. Just “stopping” the existing commuter trains for passengers does not violate the Feb. 14, 1996 train movement agreement because no new commuter trains are being added to the schedule between Riverside and San Bernardino.
- g. Add another coach to the existing commuter trains if needed.

Step 3 Name it “Highgrove Metrolink” Explanations and reasons

- a. Historical “Highgrove” was named 124 years ago, back in 1886 and is still an unincorporated part of Riverside County.
- b. Highgrove is known as a railroad junction point where the former “San Jack”, (Perris Valley Line) connects to the former Santa Fe now known as the BNSF.
- c. The new commuter rail station should be called: “**Highgrove Metrolink**” and not the “Citrus Connection”. Highgrove is a recognized geographical location.
- d. A copy of a 100 year old railroad timetable shows “Highgrove” back in 1910.

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We know that RCTC has made changes before:
Spruce and Rusin station abandoned
Route changed from UP RR at Marlborough to Highgrove

Building a station at Highgrove is not an impossible task!

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Please visit our web site for details: www.highgrovehappenings.net