

Ten Step solution offered to determine Metrolink Station Location!

For over 12 years all negotiations with RCTC have failed and it is time for an intervention because Federal, State, and Local tax dollars are being wasted to build a future Metrolink station at Marlborough Ave. that is not needed.

The Highgrove location is only one mile from the Marlborough location and is \$19,145,310.00 cheaper, has better destinations, and could use the existing Metrolink trains that go through Highgrove between Riverside County and San Bernardino County seven days a week. There is no provision for future Metrolink trains on the Perris Valley Line to go to San Bernardino in the adjacent county.

Our concern for proper station location and efficiency comes with a 10 step solution:

(1) Continue grading and compacting the Marlborough Ave. property to make it more marketable, then sell it!

(2) The contractor that was going to build a station at Marlborough Ave. could build the same type of station platform one mile away on the west side of RCTC's 17.22 acre property at Highgrove where Metrolink trains have operated 7 days a week since July 15, 2006.

(3) Both properties are owned by RCTC and are still vacant but the Highgrove property is mandatory because it is the location where the Perris Valley Line track will connect to the BNSF main line. The Marlborough station is not needed.

(4) Do not stop any of the future Perris Valley Line Metrolink trains anywhere between Riverside and Moreno Valley. Future Perris Valley Metrolink trains could go around the curved track at Highgrove without stopping and past Marlborough without stopping.

(5) A savings of \$19,145,310.00 would be made if the Marlborough property was sold and the station built on RCTC's Highgrove property only 1 mile away: Cost to buy Marlborough \$8,146,000.00

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| Already invested in Highgrove | \$ 5,347,500.00 |
| Cost to build Marlborough Station | \$ 5,651,810.00 |
| Total savings: | \$19,145,310.00 |

(6) RCTC's Highgrove property will connect 2 counties using the existing Metrolink trains and could be used for parking for commuters going in 3 directions: to Riverside, to San Bernardino and to Perris (in the future).

(7) Continue all phases of the construction on the Perris Valley Line except building a station at Marlborough Avenue.

(8) This process will not stop or delay the progress of the Perris Valley Line.

(9) Conduct an "Independent Study" to decide which location is the best location for a Metrolink station taking input from RCTC, and the public as compiled by R. A. Barnett.

(10) The independent mediators will have the authority to determine where the station should be built.

Additional information is available on: www.highgrovehappenings.net Look at the concept map showing how Highgrove could be used for 4 purposes (1) a curved track to connect the 2 railroads (2) a station on the WEST side (3) a station on the EAST side (4) a parking lot in the middle.

Also on this web site look at the "Latest Issue" (March 2014) of the Highgrove Happenings Newspaper on pages 1,4,5,6,7,9,10,11, & 12 and click on "Station Cost" to see that our facts are verified in writing on RCTC letterhead.

NO STATION CONSTRUCTION SHOULD BE MADE TO RCTC'S MARLBOROUGH AVE. PROPERTY UNTIL AN INDEPENDENT STUDY IS MADE TO DETERMINE WHICH LOCATION IS THE BEST CHOICE FOR A METROLINK STATION!

Make sure to look at the CONCEPT map on the web site and some of the original documents that date back to 2001 that support the Highgrove location.

RCTC needs to be held accountable for wasting Federal grant money authorized by the taxpayers and the Federal Transit Administration.

The solution is simple: Sell the Marlborough property and build the station at Highgrove!

Your reply is requested!

Thank you,

R. A. Barney" Barnett

Chmn.: Highgrove Municipal Advisory Council

Editor: Highgrove Happenings Newspaper