

# Perris Valley Line

## Riverside, California

(November 2009)

The Riverside County Transportation Commission (RCTC), in conjunction with the Southern California Regional Rail Authority, is proposing to construct a 24.35-mile extension to the Metrolink regional commuter rail system. The project is an extension of the existing Route 91 commuter rail line between Los Angeles and downtown Riverside southeast in an alignment parallel to the Ramona Expressway (I-215), serving the communities of Alessandro, Moreno Valley, and Perris, terminating at South Perris. The project includes four new stations and park-and-ride lots to accommodate 1,810 vehicles, as well as the acquisition of three bi-level coaches. The proposed project would operate with 30-minute headways during the morning and evening peak periods, as well as a single mid-day train, in the anticipated opening year of 2012.

### Summary Description

<b>Proposed Project:</b>	Commuter Rail 24.35 Miles 4 Stations
<b>Total Capital Cost (\$YOE):</b>	\$232.69 Million
<b>Section 5309 Small Starts Share (\$YOE):</b>	\$75.00 Million (32.2%)
<b>Annual Operating Cost (\$YOE):</b>	\$6.47 Million
<b>Opening Year Ridership Forecast (2012):</b>	4,300 Average Weekday Boardings 1,600 Daily New Riders
<b>FY 2011 Local Financial Commitment Rating:</b>	<b>High</b>
<b>FY 2011 Project Justification Rating:</b>	<b>Medium</b>
<b>FY 2011 Overall Project Rating:</b>	<b>Medium-High</b>

### Project Development History and Current Status

In 2002, RCTC initiated an alternatives analysis/Environmental Assessment to evaluate transportation strategies to alleviate congested conditions in a 38 mile corridor along Interstate 215, the major commuter route from Riverside County to San Bernardino and Orange Counties. In June 2003, the RCTC board adopted a 22-mile commuter rail extension as the locally preferred alternative (LPA). The LPA was adopted into the Southern California Association of Governments (SCAG) long-range plan in July 2004. Working with FTA, RCTC updated the SCAG regional travel model to produce reliable forecasts; this work was completed in early 2007. FTA approved the Perris Valley Line into Small Starts project development in December 2007.

### Significant Changes Since FY 2010 Evaluation (November 2008)

The capital cost of the project increased from \$168.88 million to \$232.69 million. RCTC made several changes to the project as a result of public comments and agency coordination during the environmental review process. A station was removed from the project near the University of California Riverside and a portion of the alignment was relocated near the northern termini. In addition, the cost estimate was updated to reflect a higher level of engineering, more defined project scope, and additional safety elements required by the Southern California Regional Rail Authority.

**Project Justification Rating: Medium**

The project justification rating is based on the average of the ratings for cost effectiveness and transit-supportive land use. The revised weighting of the project justification criteria that took effect in July 2009 does not apply to this project. Per FTA’s 2006 *Final Guidance on New Starts Policies and Procedures*, when FTA proceeds with policy/guidance changes, it ensures existing projects far along in the development process are not adversely impacted by allowing them to continue to be evaluated and rated under the old methodology.

***Cost Effectiveness Rating: Medium***

The rating is based on the level of travel-time benefits (3,060 average weekday hours) relative to the project’s capital and operating costs based on a comparison to a baseline alternative.

<b>Cost Effectiveness</b>	
	<b><u>New Start vs. Baseline</u></b>
Cost per Hour of Transportation System User Benefit	\$17.82
Incremental Cost per Incremental Trip	\$24.88

***Transit-Supportive Land Use Rating: Medium-Low***

The rating is based upon the average of the ratings assigned to the subfactors below, each of which contribute one-third to the land use rating.

**Existing Land Use: Low**

- Total employment served in the Perris Valley Line station areas is 10,600. Average population density in station areas is 2,900 persons per square mile.
- The existing Metrolink terminus station in downtown Riverside serves a moderately-sized central business district containing 6,200 jobs and a number of institutional uses. The proposed stations are located in areas that are low-density residential, small scale neighborhood commercial, light industrial and manufacturing land uses. Three station areas are largely undeveloped.

**Transit-Supportive Plans and Policies: Medium-Low**

- One existing and one proposed station area are in traditional downtowns, each of which has a downtown specific plan that is supportive of transit, including creation of a pedestrian “promenade” in downtown Perris.
- Zoning in most areas outside of downtown Riverside is low to medium density. Future land uses in the three largely undeveloped station areas are planned to include commercial and industrial parks and park-and-ride lots.
- The State of California provides funding for transit-oriented development via a competitive grant application process. Visioning efforts have been conducted at the metropolitan (six-county) and county levels, involving multiple stakeholders.
- Some existing state, regional, and local economic and community development programs are available for general use in promoting development, such as tax increment financing, Enterprise Zones, and Assessment Districts; a few examples of their application were noted in downtown Riverside.

**Performance and Impacts of Policies: Medium-Low**

- Recent examples of transit-supportive development are found along the University Avenue Corridor in Riverside. Two projects to rehabilitate historic buildings have also been completed in the downtown area.
- Some new developments are proposed or underway, including commercial and residential development in downtown Riverside, and commercial development near Spruce Station.

However, no evidence was provided suggesting that recent or proposed developments in any of the proposed new station areas are transit-supportive.

- Most station areas include a significant amount of undeveloped land, and high regional and county growth rates support a market for future development (county population is forecast to grow 70 percent between 2000 and 2030).

### **Local Financial Commitment Rating: High**

The local financial commitment rating is based upon the RCTC's acceptable financial condition; a reasonable plan for funding for the non-Small Starts share of capital costs; evidence that the operations and maintenance cost of the project is less than five percent of the agency's operating budget; and a Small Starts share of less than 50 percent.

<b>Locally Proposed Financial Plan</b>		
<b><u>Source of Funds</u></b>	<b><u>Total Funds (\$million)</u></b>	<b><u>Percent of Total</u></b>
<b>Federal:</b>		
Section 5309 Small Starts	\$75.00	32.2%
Section 5307	\$26.16	11.2%
Section 5309 Fixed Guideway Modernization	\$9.51	4.1%
FHWA Flexible Funds (CMAQ and STP)	\$6.41	2.5%
STIP funds*	\$57.67	24.7%
<b>Local:</b>		
Measure A – Rail Capital Program	\$42.66	18.3%
Property Tax Sale Proceeds	\$15.28	6.6%
<b>Total:</b>	<b>\$232.69</b>	<b>100.0%</b>

**NOTE:** The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of figures may differ from total as listed due to rounding.

\*STIP funds are state-administered Federal flexible funds augmented by state gas tax and other revenues. These funds are passed from the state to local transportation agencies as STIP funds, but all Federal requirements apply.

# Perris Valley Line

## Riverside, California

