



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

TRANSIT ORIENTED
COMMUNITIES
Strategic Plan

TOC STRATEGIC PLAN CORRIDOR PLAN

APRIL 2024





RIVERSIDE - LA SIERRA METROLINK STATION

PLAN ACKNOWLEDGMENTS

Riverside County Transportation Commission and its partner cities would like to thank the many staff, developers, and private citizens who gave their time, thoughts, and ideas to make this plan a true representation of local needs and desires.

COVER IMAGE: CORONA - NORTH MAIN METROLINK STATION

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

CONTRIBUTING CITIES / JURISDICTIONS

CITY OF CORONA

CITY OF RIVERSIDE

CITY OF MORENO VALLEY

MARCH JOINT POWERS AUTHORITY

CITY OF PERRIS

CONSULTANT TEAM

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KATHERINE PADILLA & ASSOCIATES

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EXECUTIVE SUMMARY



STUDY OVERVIEW

The Transit Oriented Communities Strategic Plan (Strategic Plan) serves as a planning and development resource for the communities along the 91/Perris Valley Line (91/PVL). The study was undertaken by the Riverside County Transportation Commission (RCTC) and its jurisdictional partners, the cities of Corona, Riverside, Moreno Valley, and Perris, in addition to the March Field Joint Powers Authority.

This Corridor Plan pairs with eight individual Station Vision Plans to provide coordinated guidance at both the corridor and individual station level. As the corridor-level document, this volume summarizes the project process, public input, and overall project vision, as well as the corridor-wide implementation information that applies to all the station areas. The Vision Plans detail station-specific recommendations and priorities relating to land use, mobility, and placemaking.

PUBLIC OUTREACH

The study began in early 2022, and included outreach to a variety of public and private stakeholders, including a Technical Advisory Committee (TAC) composed primarily of city staff from each of the communities, the Riverside Transit Authority (RTA) as the transit operator, a Community Advisory Committee (CAC), a series of Developer Advisory Committee (DAC) meetings, and both virtual and in-person events with the general public. Key issues of concern that surfaced across these groups included community character, transit service patterns, bike and pedestrian facilities, and the attracting and timing of new development.

CORRIDOR-WIDE OPPORTUNITIES AND CONSTRAINTS

The study identified a series of opportunities and constraints common throughout the corridor. Two of the four opportunities and three of the seven constraints were present at all eight of the station areas.

Common Opportunities included:

- A significant inventory of vacant and underutilized parcels that can be used for redevelopment.
- Potential to capitalize on existing improvements.

Common Constraints included:

- Limited station access: visibility, entry points, bike and pedestrian connections.
- Limited frequency of trains.
- Challenges with coordination among multiple stakeholders.

VISION PLANS

This Corridor Plan includes summaries of each Station Area Vision Plan, identifying the overall focus of each plan as well as a map of priority projects. All the projects identified are preliminary. The responsible agency will need to determine whether to advance the projects, feasibility, prioritization, funding, environmental clearance, and design. Each Vision Plan also includes a table that identifies time frame, champion and potential funding sources for each project. Many funding sources are applicable across multiple projects and multiple station areas and are described in greater detail in this Corridor Plan.

IMPLEMENTATION

The four communities along the 91/PVL corridor have the opportunity to foster Transit Oriented Communities by collaborating on a number of short- and long-term strategies. Ultimately, the corridor communities will decide what strategies are right for their jurisdictions and implement them as they see fit.

Short-term strategies include the following:

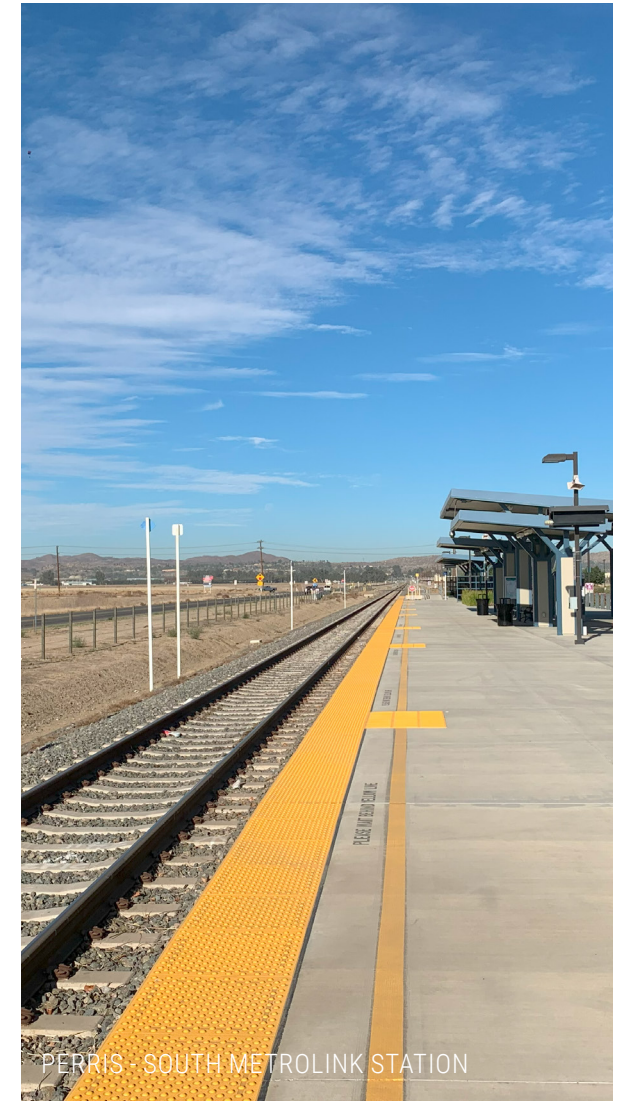
- Coordinated Housing Policy – corridor communities can collaborate to simultaneously adopt affordable housing policies which can

lessen the impacts of increasing land prices and property values as the corridor develops.

- Corridor-wide Investment Strategy – a coordinated marketing effort in which the cities work together to highlight market characteristics, opportunity sites, and public-private investment partnerships could attract more development with a wider selection of options.

Long-term strategies include the following:

- Community Benefits Framework – by creating a shared framework, corridor communities create a level playing field that could deter disadvantageous competition among themselves and clarify what is desired from developers.
- Financing – regional coordination among the cities (or other potential funding recipients) could make the corridor more competitive.





CORONA - NORTH MAIN METROLINK STATION

1

INTRODUCTION

1.1 PURPOSE



WHAT WE HOPE TO ACCOMPLISH

This study was undertaken to serve as a resource for the eight Metrolink station area communities along the 91/PVL corridor within Riverside County. The goals of the study are to support local economic development, increase Metrolink ridership, and decrease auto trips along the corridor.

This Corridor Plan, along with the eight individual Station Vision Plans, will provide a regional planning framework that builds upon existing regional or local jurisdictions' Transit Oriented Development (TOD)-friendly planning efforts and provides guidance to accelerate public and private investment at each station area.

RCTC ROLE

The Riverside County Transportation Commission (RCTC) owns and operates the eight Metrolink stations in this study. RCTC delivers transportation solutions that improve the quality of life and business climate in Riverside County, California. It oversees funding and coordination of all public transportation services within Riverside County. RCTC has secured funding from the Federal Transit Administration's (FTA) Pilot Program for Transit Oriented Development Planning and is leading the development of this plan in partnership with corridor communities.

PLAN OVERVIEW

The Corridor Plan is composed of three major sections:



THE CORRIDOR TODAY

This section presents key opportunities for the 91/PVL corridor. It evaluates existing conditions and provides an overview of opportunities and barriers that apply throughout the corridor.



STATION AREA VISION PLANS

This section sets the stage for the future of each station area. It lays out key mobility, land use, and placemaking projects that could catalyze TOC around each station through a comprehensive framework plan.



IMPLEMENTATION

This section identifies key strategies and funding mechanisms that apply throughout the eight station areas of this corridor.

1.2

WHAT IS A TRANSIT ORIENTED COMMUNITY (TOC)?

TRANSIT ORIENTED COMMUNITIES

Transit Oriented Community (TOC) describes a comprehensive planning approach that integrates diverse land use, mobility choices, and people-centered placemaking. TOC planning can be applied to new and existing transit corridors and stations, and can accommodate a wide variety of land uses.

TOC vs. TOD

There is sometimes confusion regarding the difference between transit oriented communities (TOC) and transit oriented development (TOD). TOC is simply a broadening of core TOD principles – such as multi-modal choices, horizontally- and vertically-mixed use development, enhanced walkability, integration of transportation and land use, parking optimization - that looks to extend the benefits of nearby transit not just to adjacent lands and new development, but also out into existing neighborhoods and nodes. By extending beyond the immediate station area, TOC promotes complete and sustainable systems that give communities the power to meet and respond to their ever-evolving priorities and needs.

What Kind of Uses Go in TOC?

Virtually all uses can have a place in a TOC; the emphasis is on location and integration. The densest, most pedestrian-focused uses - such as vertically mixed-use buildings with a ground floor of retail and upper floors of residential - typically go closest to the station, while less dense uses or those that are more dependent on access by car would ideally be further away. Existing use is also a key determinant of context-sensitive TOC; while

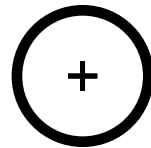
some uses that have outlived their lifespan may redevelop into other uses. Some existing low-density, large-footprint uses may relocate to other locations in the same community or consider how their property can make pedestrian/bike access through them easier.

How Does it Get Implemented?

Virtually all projects recommended in a TOC plan will require further, more detailed design and engineering. Private development – such as new housing – will be market-driven but follow the objectives laid out in the plan regarding density, orientation, walkability, and public realm enhancements. Public improvements – like the addition of bike lanes – will be constructed by the local jurisdiction and is often folded into their annual capital improvements plan. It's also worth noting that TOC plans are not just physical planning; they often include policy and programming recommendations. Changes in zoning, modification of a parks master plan, creation of a business improvement district, introduction of measures like subsidized transit passes are all examples of non-physical items that might fall within a TOC.

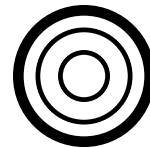
EXHIBIT 1. WHAT IS TOC?

TOC IS 3D



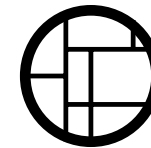
DENSITY

A selection of housing types that is customized to local needs



DIVERSITY

A variety of services, employment, mobility options, and residents of different ages/incomes/family composition



DESIGN

People-focused places that integrate private development, public spaces, and transit

WHAT DOES IT MEAN?

UNDERSTAND THE LOCAL MARKET

What works for large cities might not be best for smaller markets

COMMUNITY PLANNING MATTERS

TOC is not about a single building or a single site

CREATE A SENSE OF PLACE

All elements of daily life need to work together to create a true community



1.3

CORRIDOR-WIDE VISION

VISION

The 91/PVL commuter rail corridor provides **individual and community-level benefits** through enhanced mobility, affordability, and long-term environmental and social sustainability.

TOC along the 91/PVL corridor represents **true integration of land use and transportation**.

It offers transportation options as well as significant potential monetary savings on personal transportation and community infrastructure expenditures while enhancing each community's market attractiveness in the regional environment. This comprehensive corridor approach promotes economic prosperity for each household and community along the 91/PVL corridor.

SUPPORTING GOALS



Elevate the Integration of Land Use, Mobility, and Urban Design.

Over the years, each community has placed a different amount of focus and investment in - and created a different balance between - these three critical elements. Priorities may have been determined by existing conditions, by geography, by community desires - or any combination of these and other factors. The Strategic Plan explores ways communities can more intentionally integrate these elements and highlights unique, context-specific opportunities on which each community may be able to capitalize.



Identify and Enhance Community Benefits.

Coordinated corridor planning offers the opportunity to extend benefits into the greater community at large. As development interest and business attraction rise in both the corridor and the communities, benefits can be returned to the community in both physical and non-physical enhancements (such as new open space, civic facilities, affordable housing, etc).



Diversify Housing Options and Price Points.

Intentional planning and redevelopment potential create conditions conducive to addressing the corridor's current housing crisis. By incentivizing the addition of housing across a range of price points and housing types, TOC can increase housing supply for the community and corridor at large, as well as for the most underserved segments of the housing market. TOC areas can also promote affordability across peoples' entire budget by potentially reducing the transportation portion of monthly household expenditures.



Accelerate Implementation.

Unified action often yields quicker results and can make participating more attractive investment opportunities for both public and private entities. Station area communities should share best practices and mutual aid through a unified approach to TOC. Focus should also include multi-jurisdictional funding applications and planning, as appropriate.

1.4

WHERE IS THE STUDY AREA?

The 91/PVL is an 83.3 mile commuter rail corridor between Perris and Downtown Los Angeles operated by the Southern California Regional Rail Authority (SCRRA), otherwise known as Metrolink. It runs parallel to State Route 91 through the cities of Riverside, Perris, Corona, as well as the March Joint Powers Authority, located just outside of the City of Moreno Valley. Since it began operation in May 2002, the 91/PVL first provided connections between Downtown Los Angeles and Downtown Riverside. In 2016, RCTC extended the route 24 miles to Perris in an effort to reduce traffic congestion along Interstate 215. Construction for the extension and four new stations began in October 2013 and was completed in June 2016. The Corridor Plan and companion Vision Plans assessed the eight stations under RCTC's ownership:

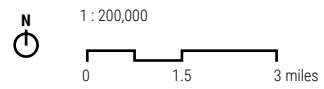
- Corona - West Metrolink Station
- Corona - North Main Metrolink Station
- Riverside - La Sierra Metrolink Station
- Riverside - Downtown Metrolink Station
- Riverside - Hunter Park Metrolink Station
- Moreno Valley - March Field Metrolink Station
- Perris - Downtown Metrolink Station
- Perris - South Metrolink Station



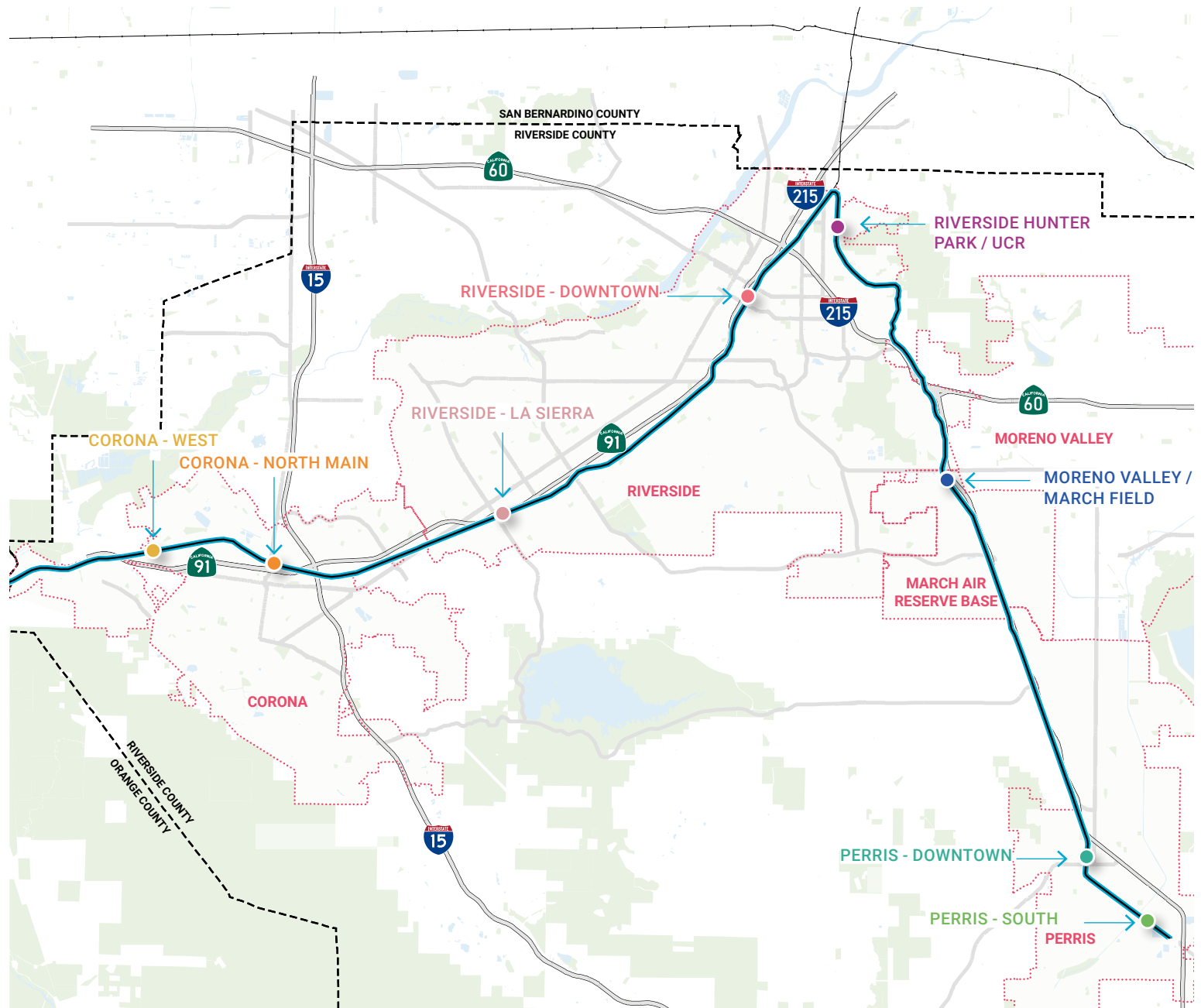
Riverside County is the 10th most populous county in the United States. At 2.45 million people, its proximity to and position partially within the greater Los Angeles Metropolitan area provides less expensive housing for commuters of the Los Angeles and Orange County areas. Riverside County has had a long-standing goal to provide a greater variety of jobs and to create a better balance between those who commute

into and out of the county for work. The county is estimated to grow to 3.2 million by 2040. As a result of this growth, communities along the Riverside and Perris Valley transit corridors have an opportunity to focus future investments and enable land use changes that will make more efficient use of infrastructure and meet the demand for housing, commercial investment, and supportive services.

EXHIBIT 2. REGIONAL CONTEXT

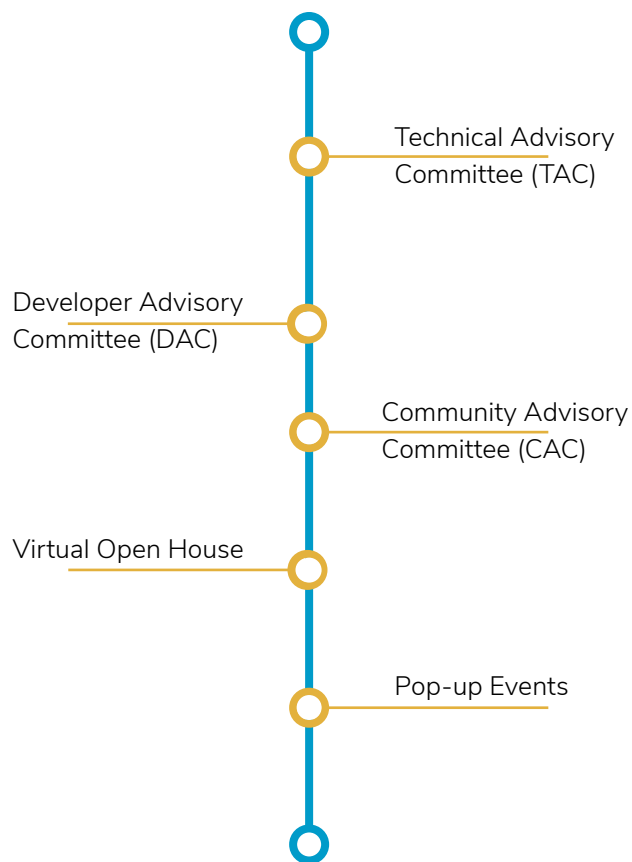


- County limits
- City limits
- Main arterials
- Metrolink rail line
- Metrolink rail stations
- Intercity rail lines



1.5

PUBLIC OUTREACH



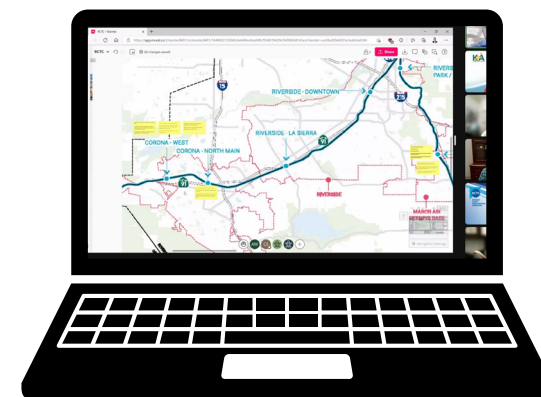
OUTREACH ACTIVITIES

The project began in early 2022, and employed a variety of outreach methods to engage staff at local cities and jurisdictions, residents, and business owners, as well as the development community and other stakeholders with an interest in the corridor at large. Key touchpoints are shown at left and included one-on-one and committee meetings, an open house, pop-up events, as well as online materials and input opportunities. In addition to these interactive activities, the project also created a bilingual English/Spanish TOC Plan fact sheet, project video, web page, and social media postings.

The goals for the outreach were two-fold: to inform stakeholders about what Transit Oriented Communities are and to engage stakeholders in identifying what TOC can and should look like in their communities. Outreach activities emphasized the context-sensitive nature of the planning process and that one size does not fit all in TOC. Rather, stakeholder input is the key to designing a long-term plan that aligns with each community's needs and aspirations.

TECHNICAL ADVISORY COMMITTEE (TAC) MEETINGS

The project met with a Technical Advisory Committee (TAC) in 2022 as well as early- and mid-2023, sometimes meeting with the group as a whole and sometimes meeting individually. The TAC included representatives from County of Riverside, City of Riverside, City of Corona, City of Moreno Valley, March Joint Powers Authority, City of Perris, Riverside Transit Agency (RTA), Metrolink, Amtrak, and Western Riverside Council of Governments (WRCOG). Cities were asked to provide recommendations for the Development Advisory Committee (DAC) and Community Advisory Committee (CAC).



VIRTUAL TAC MEETING VIA MURAL

Key themes from this group included:

- The 91 freeway is seen as a barrier.
- There is a need to explore cost-effective improvements on existing bridges, tunnels, and underpasses crossing the 91. Examples might include murals, public art, trees/vegetation, pedestrian, and bike infrastructure to improve connections.
- There is potential to subdivide industrial buildings to create opportunities for retail, public spaces, and open spaces that create a stronger sense of place.
- Expectations are changing toward more walkable and lively places, staying local for entertainment and outings.
- There is need to improve connectivity to the broader transit network and to improve local walkability/bikeability.
- Preserve community character while making improvements.

- Identify near-term development projects.
- Additional station-specific challenges include:
 - Corona - North Main: station is an important connection to downtown revitalization.
 - Riverside - La Sierra: change in grade makes the station hard to find.
 - Riverside - La Sierra: explore adding residential to the neighborhood.
 - Moreno Valley - March Field: flight path creates restrictions on density and land use.

DEVELOPER ADVISORY COMMITTEE (DAC) MEETINGS

The project team compiled a list of 23 developers/ brokers representing a mix of affordable and market rate properties, as well as product types including residential, mixed use/multi-family, industrial, and retail. Of these 23 identified companies, seven replied to a request to meet. The project team met individually with representatives of these developers; a list of the companies invited and companies interviewed can be found in the appendix.

Key themes from this group included:

- Infill development presents a lot of opportunity, people are ready for something different.
- Barriers to development include developing in industrial zones and costs of environmental cleanup.
- Parking is a challenge, including the need for replacement parking (sometimes), economies of building no or less parking, address present vs future parking needs.
- Strong interest in developing in Inland Empire; seen as new frontier as development in Los Angeles and Orange Counties are becoming too expensive.

COMMUNITY ADVISORY COMMITTEE (CAC) MEETINGS

Two CAC meetings were held in June 2022, on the same topic to allow CAC members to attend the meeting most convenient for them. The meeting included an overview of the project, sharing of key feedback to date, a discussion of barriers and opportunities, and an open comment and Q&A session.

Key priorities from this group included:

- Better connectivity between the Metrolink stations and the UCR campus.
- Better connectivity between Metrolink stations, especially close to large employers.
- More frequent bus routes between UCR and other major cities/areas.
- Reverse commute trains to connect Orange County and Los Angeles residents to UCR.
- Match schedules to medical facility shifts.
- How to bring new businesses to the area.
- Reinstate commuter bus routes.

VIRTUAL OPEN HOUSE

The project team held a virtual open house on August 23, 2022, from 5:30pm - 7:00pm. There were 32 attendees, not including panelists. Simultaneous Spanish interpretation allowed users to participate in Spanish as well as English. The open house provided a snapshot of the study area, project goals and objectives, challenges and opportunities along the 91/PVL, and an open Q&A session.

Key questions and comments from the open house included:

- Current surface parking lot utilization and potential for conversion to mixed use and mixed income development.
- Desire for bike/ped bridges over 91 freeway and desire for first-last mile improvements in general.
- Ways to spur new development, such as in-lieu fees for affordable housing.
- Need for better connectivity between UCR and Riverside - Hunter Park/UCR Station and greater partnership between Riverside Community College District and Metrolink.
- Desire for increased frequency of Metrolink trains.

POP-UP EVENTS

One pop-up event was planned per station, with an additional event added for the UCR student population. These informal person-to-person opportunities allowed the project team to connect with more than 250 people. The goal was to reach community members who were unlikely to attend the virtual open house and make it easy for them to provide their feedback. At several pop-up events the TOC Plan team partnered with representatives that advocate for transit-related services, including the RCTC Rail Safety Team and UCR Transportation Services. A summary of each pop-up event can be found in Appendix C.

Key suggestions from these events included:

- Increase frequency for Metrolink.
- More housing near transit.
- More community events around stations.
- Improve and develop clearer signage, like at airports.
- Better biking/walking connections to stations.
- Improve walking experience across 91 Freeway.
- Shuttles from stations.
- Add or link to parks/trails.
- More security at stations.



AUGUST 8, 2022

Corona Night Market at Circle City Center



SEPTEMBER 15, 2022

El Grito at Moreno Valley Civic Center Amphitheater



SEPTEMBER 24, 2022

Riverside Art and Music Festival at White Park



SEPTEMBER 28, 2022

University of California, Riverside
"Nooners" Event

1.6 SUITE OF DOCUMENTS

The Strategic Plan provides a suite of documents summarizing both background and analysis, as well as corridor and station area recommendations.

RECOMMENDATION DOCUMENTS

This **Corridor Plan** and the eight **Station Vision Plans** provide recommendations for the corridor as a whole and for each individual station area, respectively. Elements that apply to the corridor and the project as a whole are included in the Corridor Plan, to avoid repetition in each individual station plan. Of particular note is a full list of potential funding sources, including the type of award process, eligible applicants, and general description of the allowable uses. Elements specific to each station area, including district identification, placemaking opportunities, and mobility improvements on specific roadways are identified in the Station Vision Plans.

The Corridor Plan also includes an appendix of public input so that future changes to the plan can reference ideas and input that were received during this process.

EXHIBIT 3. SUITE OF DOCUMENTS



STATION
AREA
PROFILES

BEST
PRACTICES
REPORT

PROJECT SUMMARY

- Process
- Public input
- Vision plan highlights
- Corridor-wide policy Implementation

STATION-SPECIFIC PLANS

- Station area vision and key moves
- Land use, mobility, and placemaking recommendations for each station

EXISTING CONDITIONS

- Ridership
- Existing land use
- Market trends

BEST PRACTICES

- Existing Barriers
- Case Studies

RECOMMENDATIONS

BACKGROUND & ANALYSIS

BACKGROUND & ANALYSIS

Two documents issued under separate cover identify the background and analysis that preceded the recommendations documents.

The **Station Area Profiles** detail ridership, zoning, relevant prior plans, and other physical and policy parameters at the time of the planning process.

The **Best Practices Report** provides profiles of existing peer stations on other rail systems, identifying what works well and what remains a challenge at each of these stations. The stations were selected as peers based on similar size and community context. This information is then used to distill opportunities and barriers present in the 91/PVL corridor that should be addressed in the present planning process..



RIVERSIDE - DOWNTOWN METROLINK STATION

2

THE CORRIDOR
TODAY

2.1

CORRIDOR OPPORTUNITIES

VACANT AND UNDERUTILIZED PARCELS

The 91/PVL corridor includes multiple station areas with vacant or underutilized parcels. These sites may include vacant or only partially tenanted buildings, buildings that have exceeded their lifespan and would be costly to update, and sometimes suspected or known brownfields that require often-costly mitigation. These properties present an ideal opportunity for redevelopment that can increase density, add recreational space, and enhance overall community character and value. In turn, properly scaled redevelopment can promote a more walkable and bike-friendly environment, catalyze economic development, and foster interconnected communities.

ADAPTIVE REUSE POTENTIAL

The 91/PVL corridor presents significant opportunity for adaptive reuse in the form of vacant industrial buildings along the rail lines; many of these buildings date back to the region's industrial roots. Revitalizing these structures can add visual interest and value to the community, and also pay tribute to the region's industrial and agricultural heritage. Repurposing these buildings through thoughtful design and architecture can reactivate once neglected spaces and highlight the area's rich history.

CAPITALIZING ON PLANNED IMPROVEMENTS

Several cities have made significant progress in improving active transportation and microtransit infrastructure along the 91/PVL corridor. Additional improvements can leverage these existing investments and serve as a foundation for further development. By aligning with and extending these planned improvements, cities along the 91/PVL corridor can continue to benefit from an integrated transportation network that enhances accessibility, sustainability, and overall community well-being.

PROXIMITY TO MAJOR DESTINATIONS AND EMPLOYMENT CENTERS

With Metrolink stations strategically located near major destinations and employment hubs, the 91/PVL corridor has the potential to enhance transportation efficiency and increase ridership. A critical objective is bridging what is often called the first / last mile (FLM) gap - the distance between where a passenger starts their trip (first mile) and the transit stop, and the distance between the transit stop and their destination (last mile). FLM solutions typically focus on walking, biking, or newer microtransit options. Employers can also coordinate with transit agencies to incentivize connections to and from the Metrolink station, thereby boosting ridership, reducing the reliance on private vehicles, and promoting physical activity.

91/PERRIS VALLEY LINE OPPORTUNITY MATRIX

The matrix below displays the opportunities and where they were observed during a site visit among the eight stations along the 91/PVL. Many stations share multiple opportunities to development, such as underutilized parcels and proximity to major destinations.

EXHIBIT 4.

OPPORTUNITY MATRIX

	Corona - West	Corona - North Main	Riverside - La Sierra	Riverside -Downtown	Riverside - Hunter Park/UCR	Moreno Valley - March Field	Perris - Downtown	Perris - South
Vacant and underutilized parcels	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Adaptive reuse potential	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	
Capitalizing on planned improvements	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Proximity to major destinations and employment centers	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

2.2

CORRIDOR BARRIERS

PARKING AND TRAFFIC

Due to the suburban nature of Western Riverside County, where the 91/PVL corridor operates, surface parking lots and parking structures at the stations have been essential to encouraging ridership. With 85% of pre-pandemic Metrolink riders being discretionary (in other words, having access to a personal automobile), limiting barriers to utilizing commuter rail service is essential. However, new parking facilities are expensive to construct. Long term, improving first/last mile opportunities near the station can reduce parking demand and promote pedestrian, cyclist, and transit activity.

Stations located in more industrialized settings have an additional barrier of higher freight-related traffic which can be imposing and a deterrent to more active travel modes around the stations.

LIMITED HEADWAYS AND FREQUENCY

As of October 2023, the 91/PVL operates five trains traveling inbound and seven trains traveling outbound between Los Angeles Union Station and South Perris. Two trains traveling outbound terminate at Riverside – Downtown Station. There is typically a waiting period of 45 minutes between each train. On the weekends, the 91/PVL

operates four trains, with two traveling inbound and two traveling outbound. To help facilitate TOC and increase ridership, operational improvements to service and frequency should be considered.

FIRST LAST MILE (FLM)

There are significant FLM gaps between stations and major destinations along the 91/PVL due to limited service coverage provided by local transit agencies, as well as gaps in pedestrian and bicycle infrastructure surrounding the station area.

COMMUNITY CONCERNS

Historically, there has been some concern from the community regarding new transit oriented development projects. Within the Riverside – Downtown station area, gentrification and lack of affordable housing is a top concern. Although the immediate vicinity of the Riverside – Hunter Park/UCR station is dominated by industrial uses, residents of the larger community have expressed concern about adding residential in the area due to noise and traffic in the station area.

COORDINATION OF STAKEHOLDERS

A primary goal of the Corridor Plan is to foster collaboration among the jurisdictions representing the 91/PVL corridor. The intent is to leverage resources and identify regionally significant investments and policy changes to support the development of TOCs. Development of the Corridor Plan was also developed with input from three advisory committees with the intention of avoiding displacement, gentrification, and other concerns while promoting economic development and transit access.

SITE PLANNING AND URBAN DESIGN

There are several physical constraints limiting new development, such as awkwardly-shaped parcels, existing buildings, and a fragmented urban fabric that discourages walking and cycling.

91/PERRIS VALLEY LINE BARRIER MATRIX

The matrix below displays the barriers and where they were observed during a site visit among the eight stations along the 91/PVL. As previously discussed, several stations share multiple barriers to development. Limited headways and frequency as well as first/last mile gaps are barriers prevalent across all eight stations on the 91/PVL corridor.

EXHIBIT 5.
BARRIER MATRIX

	Corona - West	Corona - North Main	Riverside - La Sierra	Riverside -Downtown	Riverside - Hunter Park/UCR	Moreno Valley - March Field	Perris - Downtown	Perris - South
Parking and traffic			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
Limited headways and frequency	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
First/last mile gaps	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Community concerns				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
Coordination between multiple stakeholders	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Site planning and design	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	

Bus ↑

CORONA - NORTH MAIN METROLINK STATION



3

STATION AREA
VISION PLANS

3.1

CORONA - WEST

VISION: THE CORONA - WEST STATION AREA PRESERVES ITS INDUSTRIAL ROOTS THROUGH THE BRIDGING OF COMMUNITY AND INDUSTRY, ENABLED THROUGH ADAPTIVE REUSE AND IMPROVED MOBILITY CONNECTIONS.

The Corona - West station area is mainly comprised of light-industrial uses – including manufacturing and distribution – and this TOC Vision Plan recommends to largely **preserve these uses** and associated jobs while **introducing new complementary uses** such as live-work units, restaurants, breweries, and space for artists and small manufacturing. The area could develop a “Corona Arts District,” with an emphasis on space for furniture making, visual arts, and other creative and small manufacturing uses that attract tourism and provide unique places for Corona residents. The Anaheim Packing District and Los Angeles Arts District are two Southern California examples of this concept.

The proposed expansion of the Santa Ana River Trail (SART) provides additional opportunities for the station area, including new wayfinding signage and **improved bicycle and pedestrian connections** that will be added with the proposed expansion. With this trail expansion, the Corona - West station area is poised to become an important trailhead for access to San Bernardino and Orange County, and could provide a boost to **recreational tourism** and Metrolink ridership. Taken together with the **Corona Arts District**, the area could become a major destination for weekend tourism with easy access to Metrolink service. To support this activity, **mid-size hotels** could be considered along Wardlow Road that will also serve as a buffer from the 91 Freeway. Additionally, pedestrian and cyclist improvements are proposed by the City of Corona on Auto Center Drive leading south from the station and underneath the 91 Freeway to provide better access for residents living on the south side of the freeway.



BUILD ON EXISTING INDUSTRIAL USES AND ESTABLISH ART AND RETAIL DISTRICTS



LEVERAGE CONNECTIONS TO THE SANTA ANA RIVER TRAIL

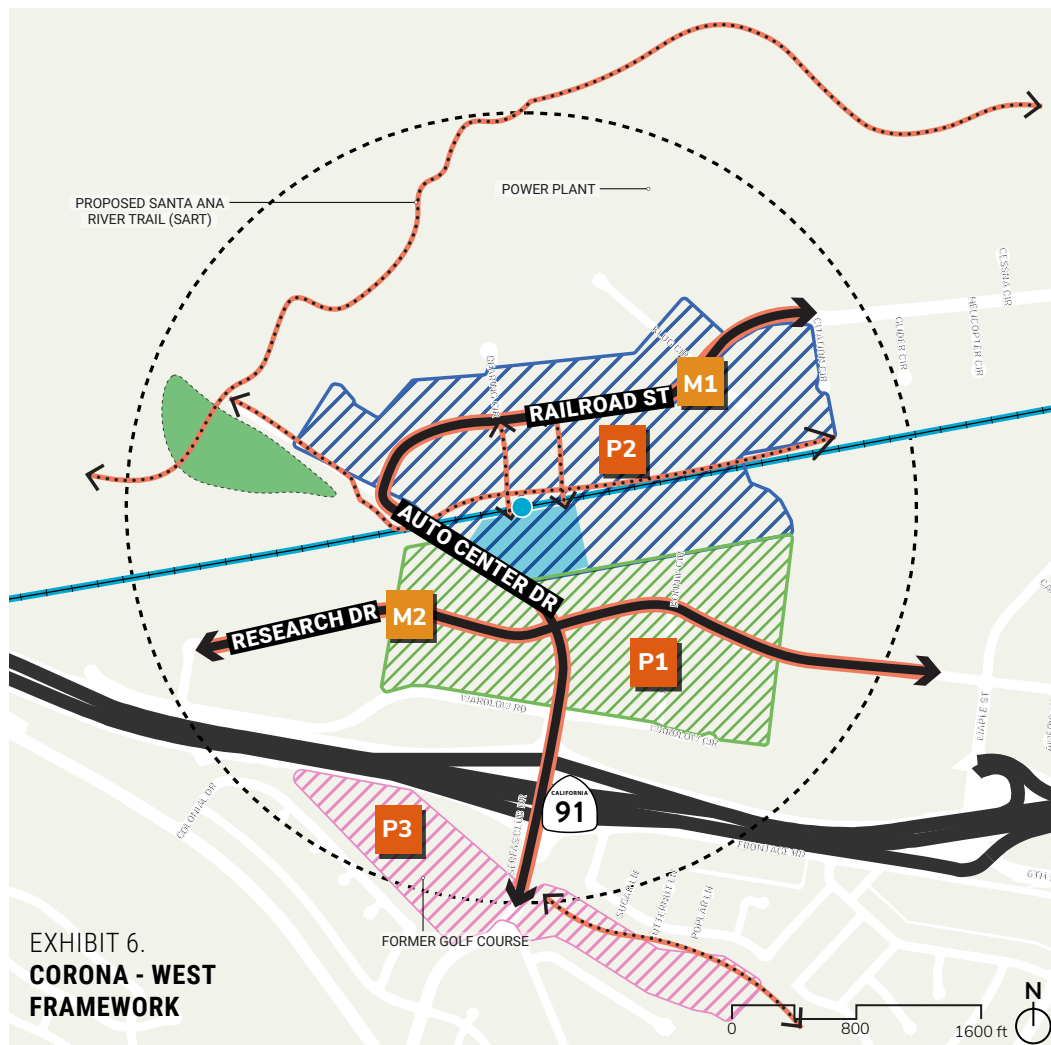


EXHIBIT 6.
CORONA - WEST
FRAMEWORK

- TOC area (half-mile radius)
- Metrolink rail line
- Corona - West Station
- Station and RCTC Property
- Arts District
- Retail Core District
- Trails at Corona
- Pedestrian/greening projects
- Mobility corridor improvements
- Secondary street improvements
- New pedestrian/cyclist connections

CORONA - WEST FRAMEWORK PLAN

The Framework includes three major districts and key mobility corridors that will serve as the guiding vision for the Corona–West station area. The districts establish future land use patterns and densities designed to promote pedestrian and cyclist activity while improving access to the station and other transit services. Major mobility corridors, including Research Drive and Railroad Street/Auto Center Drive, could include traffic calming features to improve the pedestrian and cyclist experience and create safer connections to the station. The Framework also builds on the city's Trails Master Plan and capitalizes on the station's proximity to the Santa Ana River Trail, located just northwest of the station. Additional publicly accessible trails located at the proposed Trails at Corona could also contribute to the station area's network of bike and pedestrian infrastructure.

PRIORITY PROJECTS

MOBILITY PROJECTS		LAND USE DISTRICTS	PLACEMAKING PROJECTS	
M1	Railroad Street	Arts District	P1	Arts District Branding
M2	Research Drive	Retail Core District	P2	New Retail Core
		Trails at Corona	P3	Santa Ana River Trailhead and Connections

3.2

CORONA - NORTH MAIN

VISION: THE CORONA – NORTH MAIN STATION AREA SETS A NEW PRECEDENT FOR TRANSIT ORIENTED COMMUNITIES IN RIVERSIDE COUNTY WITH A DIVERSE MIX OF AMENITIES, GREEN SPACES, HOUSING OPTIONS, EMPLOYMENT, AND ENHANCED ACCESSIBILITY FOR ALL.

The City of Corona has already realized successful transit oriented communities through the adoption of the North Main Street Specific Plan and development of the Metro at Main project. Metro at Main features higher density, mixed-use residential, and retail with high quality public spaces and structured parking. Building on the success of this project could establish **Main Street as a pedestrian-friendly corridor** with access to retail amenities, public parks and open spaces, a mix of market-rate and affordable housing, and improved connections to the North Main Station.

North of the station, **industrial uses could be preserved while introducing higher density mixed-use infill** development. A network of pedestrian paseos and new local streets could be introduced to support these uses, providing direct connections to the North Main Station. A public park adjacent to the existing Circle City Community Center could anchor this new residential neighborhood and provide open space for community events. The city has recently finalized a vision for Downtown Corona, located one-half mile south of the North Main Station. This plan identified key catalyst projects such as Corona Mall, City Park, as well as a network of public spaces and paseos to **promote pedestrian connectivity**. Downtown Corona is currently isolated from the North Main Station due to the 91 Freeway and limited pedestrian-friendly connections. Mobility improvements could be considered to better connect residents and workers living in Downtown Corona to the station and provide a safe and comfortable alternative to driving.



**PRESERVE EXISTING
BUSINESSES WHILE
INTRODUCING HIGHER
DENSITY MIXED-USE**

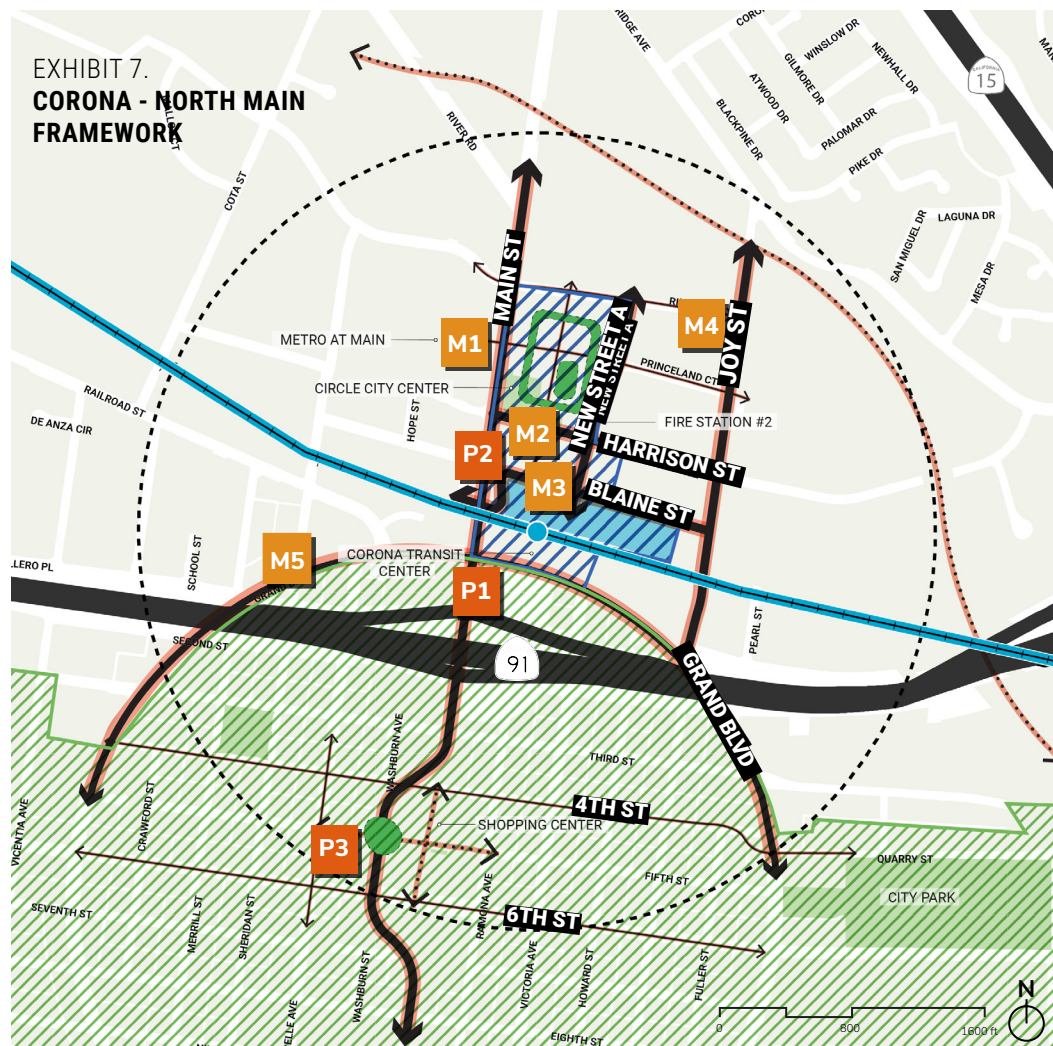


**INCORPORATE
MOBILITY STRATEGIES
THAT STRENGTHEN
CONNECTIONS BETWEEN
THE STATION AND
DOWNTOWN**



**CREATE A STRONG
SENSE OF PLACE BY
INTEGRATING DESIGN
ELEMENTS UNIQUE TO
THE CITY OF CORONA**

EXHIBIT 7.
**CORONA - NORTH MAIN
FRAMEWORK**



- TOC area (half-mile radius)
- Metrolink rail line
- Corona - North Main Station
- Station and RCTC Property
- Corona - North Main District
- Downtown District
- Pedestrian/greening projects
- Mobility corridor improvements
- Secondary street improvements
- New pedestrian/cyclist connections

CORONA - NORTH MAIN FRAMEWORK

The Framework identifies potential enhancements to key mobility corridors and identifies two major districts. Major mobility corridors, such as Main Street, Grand Boulevard, and Joy Street could serve as key connections to the north and south of the station, providing enhanced multi-modal experience. A new street could break up large blocks in the North Main District, creating a more neighborhood block scale and prioritizing the pedestrian experience. The districts establish future land use patterns and densities designed to promote pedestrian and cyclist activity, while improving access to the station and other transit services.

PRIORITY PROJECTS

MOBILITY PROJECTS	LAND USE DISTRICTS	PLACEMAKING PROJECTS
M1 Main Street	North Main District	P1 North Main Gateway
M2 Harrison Street	Downtown District	P2 North Main District Pedestrian Loop & Open Space
M3 Blaine Street		P3 Downtown Core
M4 Joy Street		
M5 Grand Boulevard		

3.3

RIVERSIDE - LA SIERRA

VISION: THE RIVERSIDE - LA SIERRA STATION AREA IS A VIBRANT HUB THAT IS STRATEGICALLY PLACED NEAR MAJOR DESTINATIONS, FOSTERING A SENSE OF COMMUNITY AND ACCESSIBILITY LEADING TO THOUGHTFUL DEVELOPMENT AND COMMUNITY FOCUSED PRACTICES.

The Riverside – La Sierra station area is surrounded by strip malls and residential neighborhoods comprising single-family homes and apartments. The Metro Gateway Apartments could be a potential catalyst for TOC in Riverside and is the first project to display transit oriented character near the station. With the number of employment centers within the station area - such as Kaiser Permanente campus, Galleria at Tyler, and County buildings - the Strategic Plan envisions **additional housing, mobility improvements, and retail** to support existing and future residents and commuters. Large parking lots, strip mall centers, and vacant lots could **gradually transition into a mixed-use community** with residential, office, and neighborhood-serving retail. These districts could serve as a major gateway into the La Sierra neighborhood. Galleria at Tyler could also explore the possibility of **revitalization by converting underutilized retail** and parking space into residential uses, communal spaces, and neighborhood-serving retail. Major corridors such as La Sierra, Magnolia, and Indiana Avenues could be improved via transit, bike, or pedestrian enhancements to facilitate better connections between the station, employers, and major destinations. Micro-transit and shuttle services could also be explored through partnerships with surrounding employers to **improve first-last mile connections** and reduce automobile dependency.



**BUILD ON
EXISTING TOD
AND ESTABLISH
A MIXED-USE
COMMUTER HUB**



**RETROFIT UNDERUSED
ACTIVITY CENTERS
DOMINATED BY LARGE
PARKING LOTS TO
INCREMENTALLY
REVITALIZE THE AREA**



**PARTNER WITH
NEIGHBORING
EMPLOYERS TO
CLOSE THE FIRST-
LAST MILE GAP**



- TOC area (half-mile radius)
- Metrolink rail line
- Riverside - La Sierra Station
- Station and RCTC Property
- Magnolia Mixed-Use District
- La Sierra Commuter District
- Pedestrian/greening projects
- Mobility corridor improvements
- Secondary street improvements
- New pedestrian/cyclist connections

RIVERSIDE - LA SIERRA FRAMEWORK

The Framework includes three major districts and three key mobility corridors that could serve as the guiding vision for the Riverside – La Sierra station area. The districts establish future land use patterns and densities designed to promote pedestrian and cyclist activity while improving access to the station and other transit services. Major mobility corridors, including Indiana Avenue, La Sierra Avenue, Magnolia Avenue, and Tyler Street, are auto-oriented roadways that could include more bike and pedestrian infrastructure, such as protected bike lanes, trees, landscaping, and lighting. “Slow streets” could double as secondary roadways to break up large blocks and establish more direct connections to the station. Publicly accessible open spaces could be integrated throughout the districts to provide more access to parks. A pedestrian bridge could also be considered across the 91 Freeway to reduce pedestrian and vehicle conflict and improve access to key destinations within the La Sierra station area, such as the County building and Kaiser Permanente campus.

PRIORITY PROJECTS

MOBILITY PROJECTS		LAND USE DISTRICTS		PLACEMAKING PROJECTS	
M1	Indiana Avenue		Magnolia Mixed-Use District	P1	La Sierra Gateway
M2	Magnolia District Greenways		La Sierra Commuter District	P2	La Sierra Commuter Hub
M3	Tyler Street		Galleria at Tyler Development District	P3	Pedestrian Bridge
				P4	Magnolia Mixed-use District
				P5	Magnolia Mixed-use District Greenways

3.4

RIVERSIDE - DOWNTOWN

VISION: THE RIVERSIDE – DOWNTOWN STATION AREA IS A VIBRANT CITY CENTER, BALANCING INCREASED ECONOMIC ACTIVITY WITH PRESERVATION OF ITS HISTORIC IDENTITY.

The Riverside-Downtown Station is the densest station area along the 91/PVL, consisting of a mix of land uses, jobs, and housing types. Previous planning efforts, specifically around Downtown and the Marketplace District, as well as transit service improvements have set the foundation for enhanced mobility connections, transit access, and housing opportunities. The Vision Plan aims to build on past planning efforts that have guided the development of the Riverside – Downtown station area. It envisions additional **mixed-use building typologies compatible with the existing Eastside neighborhood**, while preserving the Seventh Street Historic District, Seventh Street East Historic District, and the Citrus Industrial Thematic District, all of which overlap within the immediate station vicinity. Proposed development on catalytic sites could include both **affordable and market-rate housing** in the form of townhomes, live-work lofts, and mixed-use residential and retail buildings, as well as shared parking, office, and communal creative spaces. In June 2020, the City of Riverside was awarded Transformative Climate Communities Program (TCC) and Affordable Housing and Sustainable Communities Program (AHSC) Grants through the California Strategic Growth Council. This grant has funded several opportunities including street trees in the Eastside neighborhood, as well as pedestrian & bicycle mobility enhancements, and housing projects. Efforts such as these have enhanced the City of Riverside - and the Vision Plan is designed to do the same.

Recent projects, including the RTA Mobility Hub off Vine Street, will **improve first-last mile connections for passengers** from local and commuter routes to other modes of transportation, such as bus, car sharing, ride hailing, bike sharing, and microtransit. Other bike and pedestrian improvements, identified by the city, have also been incorporated into this Vision Plan to create **a safer and more cohesive active transportation network**.



**ENHANCE
CONNECTIONS
TO MAJOR
DESTINATIONS
AROUND THE CITY**



**PRESERVE
HISTORIC
CHARACTER
AROUND THE
STATION AREA**



**INTRODUCE MORE
AFFORDABLE HOUSING
AND MIXED-USE
WITHIN THE STATION
AREA**



RIVERSIDE - DOWNTOWN FRAMEWORK

The Framework includes three major districts and several key mobility corridors that guide the vision for the Riverside - Downtown station area. The districts establish future land use patterns and densities designed to promote pedestrian and cyclist activity, while improving access to the station and other transit services. Major mobility corridors, such as Vine Street, Mission Inn Avenue, and Commerce Street could serve as key connections between Downtown and the Eastside neighborhood. The Framework also highlights several secondary street improvements that could serve as community “slow streets” to provide safer and more direct pedestrian and cyclist connections to the station.

PRIORITY PROJECTS

MOBILITY PROJECTS		LAND USE DISTRICTS	PLACEMAKING PROJECTS	
M1	Vine Street	Commerce Street District	P1	Commerce Street Artisan District
M2	Commerce Street		P2	Eastside Walkway
M3	Mission Inn Avenue	Downtown South District		
M4	9th & 11th Street	Eastside Residential District		

- TOC area (half-mile radius)
- Metrolink rail line
- Riverside - Downtown Station
- Station and RCTC property
- Commerce Street District
- Downtown South District
- Eastside Residential District
- Pedestrian/greening projects
- Mobility corridor improvements
- Secondary street improvements
- New pedestrian/cyclist connections

3.5

RIVERSIDE - HUNTER PARK/UCR

VISION: THE RIVERSIDE – HUNTER PARK/UCR STATION AREA IS AN EMERGING RETAIL AND EMPLOYMENT HUB THAT PROVIDES ACCESS TO LOCAL INSTITUTIONS AND REGIONAL DESTINATIONS.

With the station area dominated by office and industrial business parks, this Vision Plan envisions a station that introduces more retail and higher density employment. The Riverside – Hunter Park/UCR Station is located in an Opportunity Zone, defined as an economically-distressed area that incentivizes new investment by allowing developers and investors to defer paying capital gains taxes. This deferral promotes investment in zones which might otherwise not be attractive. Development within Opportunity Zones can also be streamlined through the city’s “One Stop Shop,” a faster entitlement process that cuts review times and costs. Station area improvements could mirror the planned efforts of the Riverside Innovation District (RID), which is also located in the Opportunity Zone. The RID is planned to house technology-based jobs, research & development, education, the arts, housing, and transportation alternatives.

Proposed development around the station area should **prioritize investment that would introduce more retail, support existing businesses, and add more jobs** in order to set the foundation for future TOC. Aspirationally, an increased critical mass of these retail and employment uses could make future **residential (including student housing)** a possibility. Transit and active transportation improvements around the station area would also facilitate an environment more conducive to TOC. In early 2023, RTA added Route 56 providing students with direct connections between Riverside – Hunter Park/UCR Station and UCR for free. Additional **active transportation investments** such as the addition of trail and bikeway facilities – plus transit service improvements – could also improve connections to the university and other proposed student housing such as North District, located along Blaine Street between Canyon Crest and Watkins Drives. Construction of a **new trail along Gage Canal** is also in the works to improve community access to city parks, trails, and other destinations around the city.



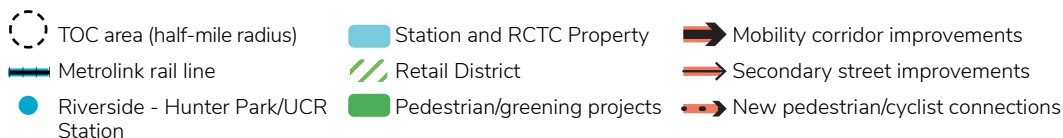
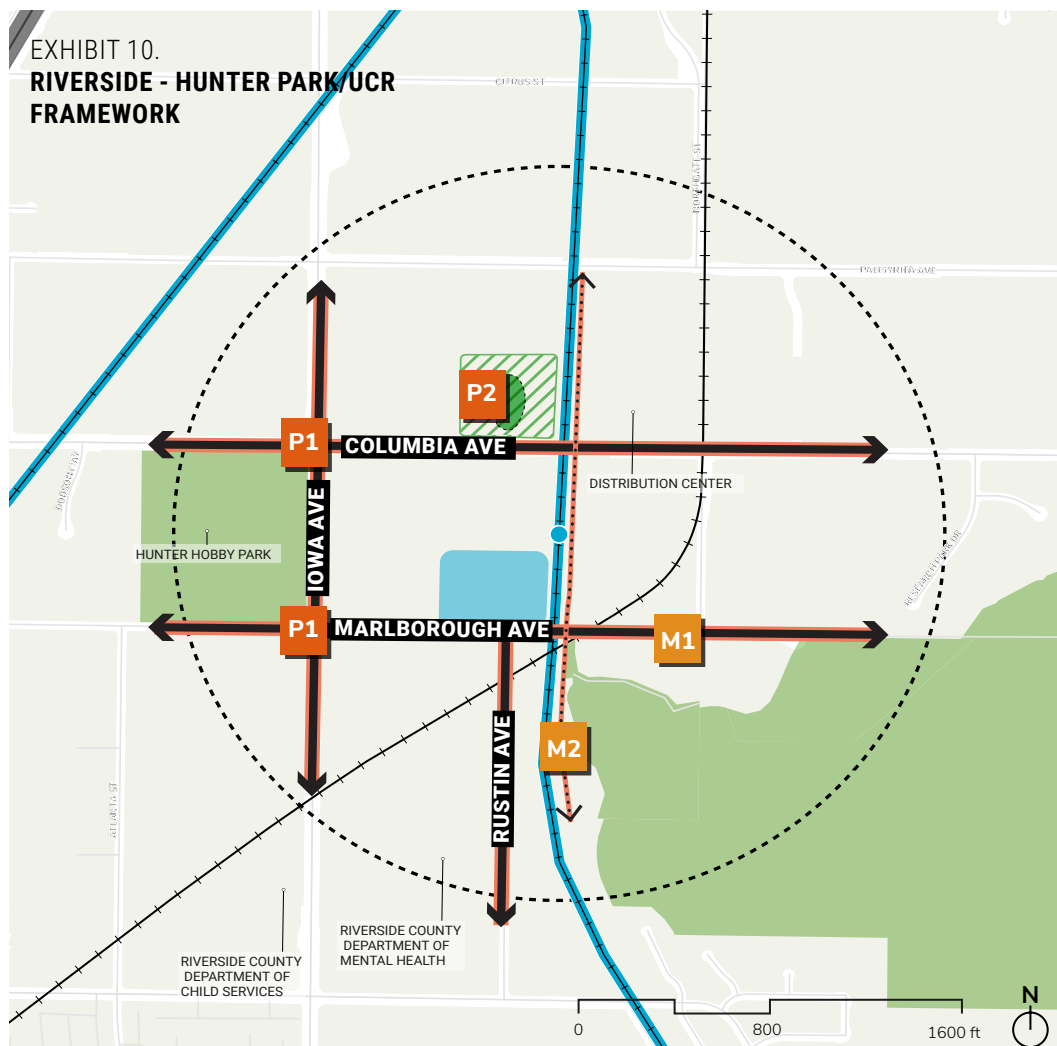
**DIVERSIFY RETAIL
AND EMPLOYMENT
OPPORTUNITIES**



**CAPITALIZE ON
THE RIVERSIDE
INNOVATION
DISTRICT (RID)
DESIGNATION**



**ESTABLISH DIRECT
CONNECTIONS TO
UCR**



RIVERSIDE - HUNTER PARK/UCR FRAMEWORK

This Framework proposes enhancements to key mobility corridors and identifies one major district. Major mobility corridors adjacent to the station, including Marlborough Avenue, could include bikeway improvements to enhance connections between the station, UCR, and other major destinations around the city. This Framework also highlights the Gage Canal, located west of the tracks, as another opportunity to provide safer and more direct connections to UCR. Since the area is mostly built out, this Framework identifies a vacant lot north of Columbia Avenue for retail, commercial, and other neighborhood-serving amenities to support existing and future businesses. This district establishes future land use patterns designed to set the stage for future TOC while improving access to the station and other transit services.

PRIORITY PROJECTS

MOBILITY PROJECTS		LAND USE DISTRICTS	PLACEMAKING PROJECTS	
M1	Marlborough Avenue	Retail District	P1	Greening Streets
M2	Gage Canal		P2	Communal Green Spaces

3.6

MORENO VALLEY - MARCH FIELD

VISION: THE MORENO VALLEY – MARCH FIELD STATION AREA IS A STATE-OF-THE-ART COMMERCE HUB THAT ADVANCES THE REGION'S INDUSTRIAL AND ECONOMIC DEVELOPMENT EFFORTS.

March Air Reserve Base, previously named March Field, operated military activities from 1917 to 1996. Since 1996, a complete environmental cleanup and transfer of the property has been underway. The March Air Reserve Base has restructured and left several lots ready for reuse and redevelopment.

The current Moreno Valley – March Field station area primarily consists of industrial uses and business parks, including manufacturing, distribution, and warehouses. Station access and future development are currently limited due to poor visibility, minimal infrastructure for pedestrians and cyclists, limited connectivity with nearby residential areas, and flight path constraints attributed to the proximity of the March Air Reserve Base. Community pop-up events revealed that many residents of Moreno Valley were unaware of a Metrolink station just outside city limits. As such, the vision for this station prioritizes **station visibility, placemaking, and mobility connections** to increase awareness and access to the station. The goal of this Vision Plan is to help advance the March Business Center Specific Plan goals, including providing **more job opportunities**, adding more park space and opportunities for recreation, and building out the planning area's roadway infrastructure, while **providing better connections to the Metrolink station**.



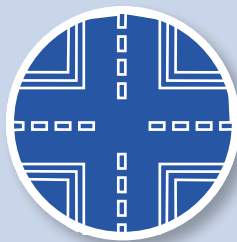
STATION SURROUNDING LIGHT INDUSTRIAL



MORENO VALLEY MARCH FIELD METROLINK STATION PLATFORM & CROSSING



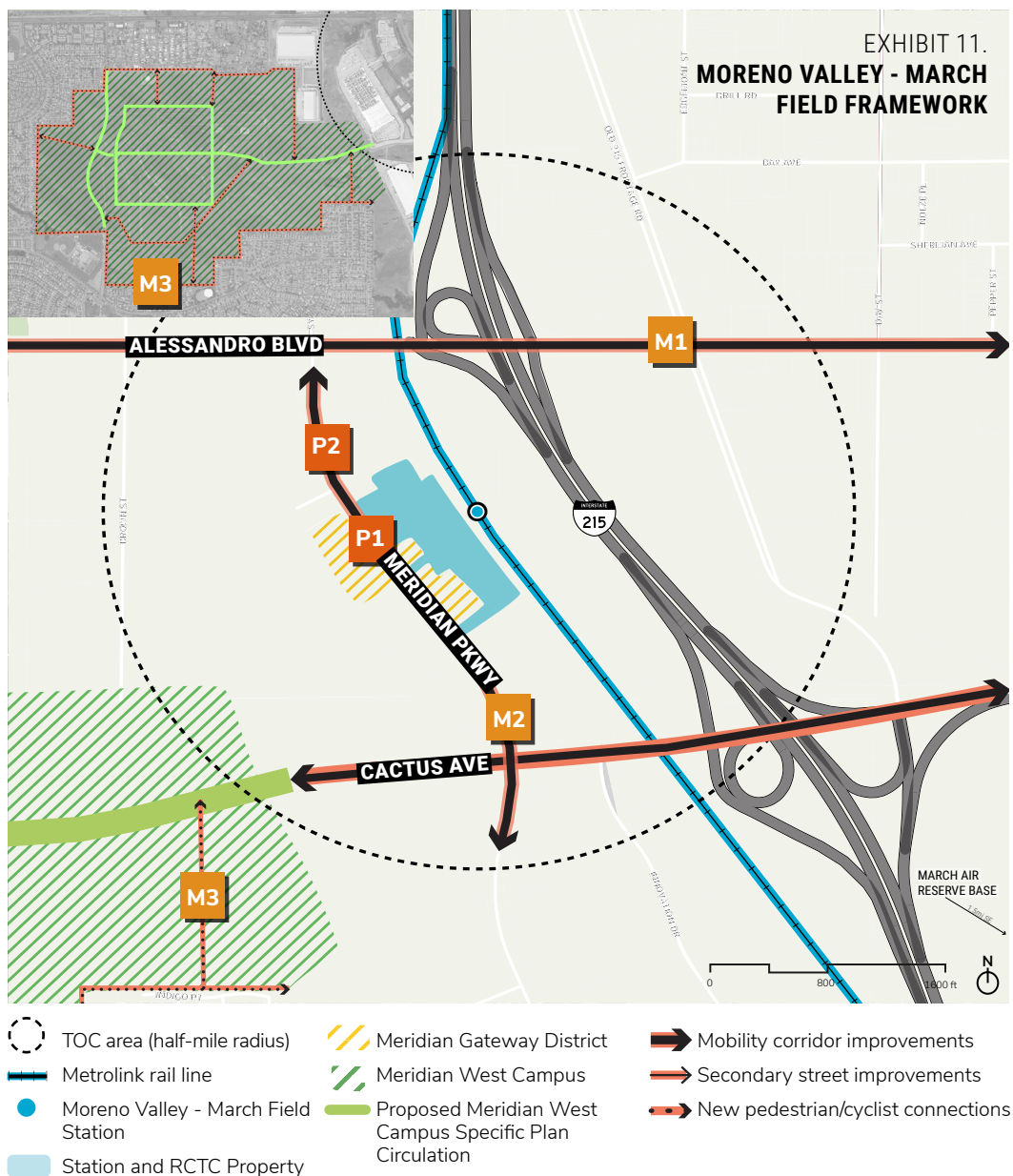
PRESERVE INDUSTRIAL USES WHILE INTRODUCING HIGHER DENSITY MIXED-USE



BREAK UP LARGE BLOCKS TO IMPROVE ACCESS TO THE STATION



INTEGRATE MOBILITY AND PLACEMAKING STRATEGIES THAT ENHANCE CONNECTIONS



MORENO VALLEY - MARCH FIELD FRAMEWORK

The Framework identifies two major districts and three key mobility corridors. The districts reflect goals of planned development around the station area, including the proposed West Campus Upper Plateau project, to guide future land use patterns and improve access to the station and other transit services. Major mobility corridors such as Alessandro Boulevard, Meridian Parkway, and the proposed mobility loop in the west campus plan, are envisioned to serve as key connections to residential neighborhoods east and west of the station. Placemaking strategies are also a priority in the Framework Plan to help improve visibility and increase station awareness for residents.

MOBILITY PROJECTS		LAND USE DISTRICTS	PLACEMAKING PROJECTS	
M1	Alessandro Boulevard	Meridian Gateway District	P1	Meridian Gateway
M2	Meridian Parkway	West Campus Specific Plan District	P2	Station Identity
M3	Mobility Loop - Ring Road			

3.7

PERRIS - DOWNTOWN

VISION: THE PERRIS – DOWNTOWN STATION AREA IS A VIBRANT, CONNECTED LOCAL DESTINATION THAT CAPTURES THE CITY’S HISTORIC CHARM AND SMALL-TOWN FEEL.

The City of Perris recently made significant infrastructure investments to improve active transportation connections and position the downtown for transit oriented development and economic growth. In July 2023, the city was awarded a \$7 million state grant for the Destination Perris Project, which will allow residents and visitors to travel between the station and the Railway Museum on a historic red trolley. The project calls for a track extension from the Perris – Downtown Station to south of Mapes Road, which would allow for the trolley to loop back to the station, a distance of 1.9 miles. The goals of this project are to **drive economic growth, promote tourism**, and enhance the Downtown Perris corridor.

This Vision Plan aims to build upon prior work by focusing on mobility improvements to enhance connections between the station and existing and proposed destinations around downtown, including the Railway Museum. The city has identified several underutilized downtown sites for housing through its Housing Element update. Additional **housing and mixed-use development** on city-owned sites could help catalyze additional redevelopment around the station area. A **centralized parking structure** could accommodate new mixed-use development and increased transit ridership. Prioritizing first-last mile connections, such as closing gaps in the pedestrian and bikeway network and **activating alleyways**, could also enhance the pedestrian experience. This Vision Plan could also build on the city’s recently revitalized **D Street and reinforce the corridor as a “Main Street”** by hosting community events, activating the sidewalk, and improving ground-floor transparency of buildings.



**REINFORCE
D STREET AS A
“MAIN STREET”**



**ENHANCE FIRST-
LAST MILE
CONNECTIONS
BETWEEN THE
STATION AND MAJOR
DESTINATIONS**



**LEVERAGE CITY-
OWNED SITES TO
CATALYZE MIXED-USE
DEVELOPMENT**

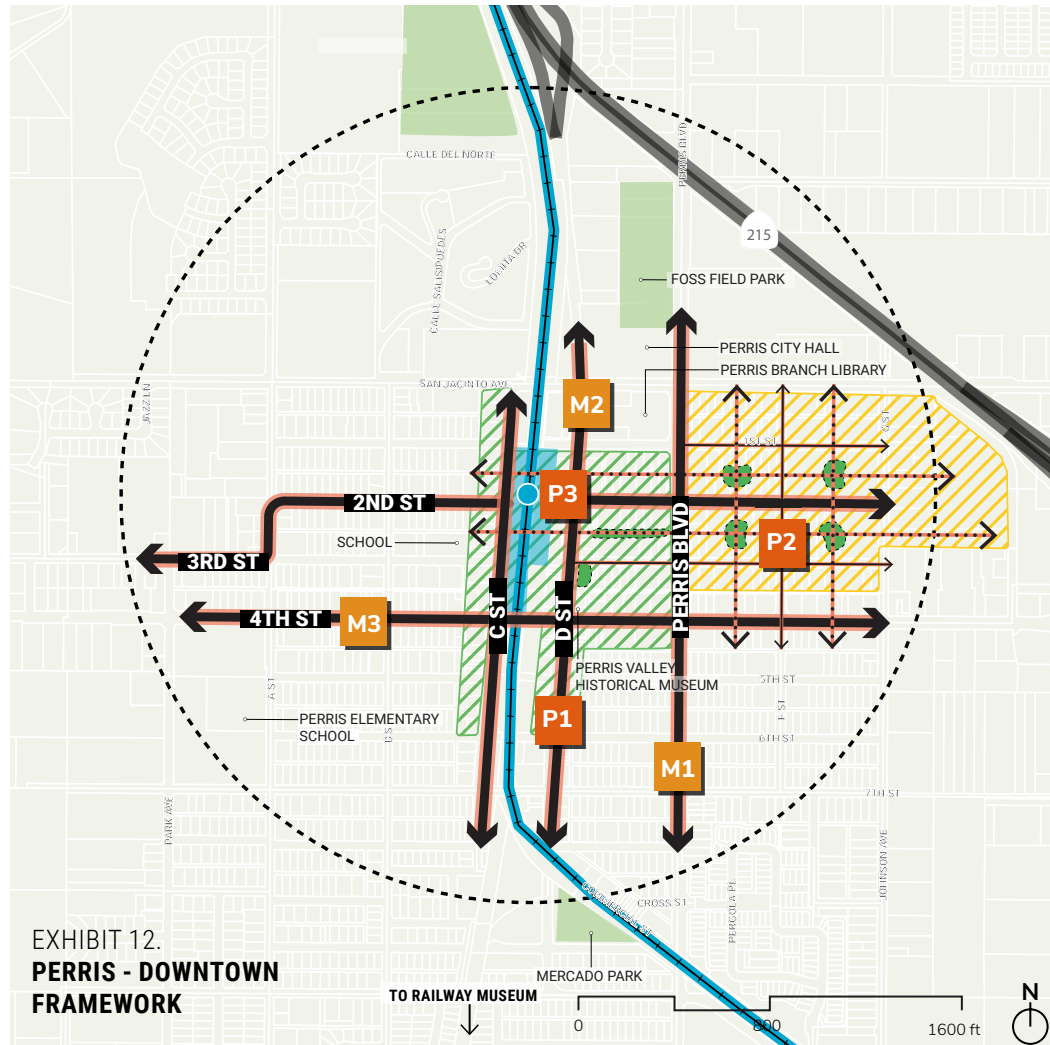


EXHIBIT 12.
**PERRIS - DOWNTOWN
FRAMEWORK**

- TOC area (half-mile radius)
- Metrolink rail line
- Perris - Downtown Station
- Station and RCTC Property
- Downtown District
- Urban Village District
- Pedestrian/greening projects
- Mobility corridor improvements
- Secondary street improvements
- New pedestrian/cyclist connections

PERRIS - DOWNTOWN FRAMEWORK

The Framework proposes enhancements to key mobility corridors and identifies three major districts. Major mobility corridors such as D Street, 4th Street, and Perris Boulevard could include traffic calming features and bikeways to improve the pedestrian and cyclist experience and create safer connections to the station. The districts build on the City of Perris' Downtown Specific Plan and Housing Element to establish future land use patterns and densities designed to promote pedestrian and cyclist activity while improving access to the station and other transit services.

PERRIS - DOWNTOWN PRIORITY PROJECTS

MOBILITY PROJECTS		LAND USE DISTRICTS	PLACEMAKING PROJECTS	
M1	Perris Boulevard	Downtown District	P1	Downtown Promenade
M2	D Street	Urban Village District	P2	Urban Village Greenways
M3	4th Street		P3	Perris Transit Plaza

3.8

PERRIS - SOUTH

VISION: THE PERRIS – SOUTH STATION AREA CAN BE A LONG-TERM THRIVING SUBURBAN VILLAGE WHICH WILL SUPPORT A BROAD MIX OF HOUSING TYPES ALONG WITH PRESERVING OPPORTUNITIES FOR GREATER DENSITY IN THE FUTURE.

The Perris – South Station is the least developed station along the 91/PVL. Due to limited infrastructure and environmental constraints, including the floodplain and designated conservation areas, new development may not be feasible in the near-term. As such, **improvements to existing roadways, trails, and urban design** could be prioritized to set the stage for TOC as a long-term goal. The proximity to the San Jacinto River also poses a unique opportunity for recreation and could feature **multi-use trails** connecting to other areas of the city. Once flood management control measures are in place, investments could focus on infrastructure upgrades and development along existing roadways, such as Case Road and Murrieta Road. Residential, **mixed-use development could slowly be introduced** as the station area begins to build out.



PERRIS - SOUTH METROLINK STATION PLATFORM



PERRIS - SOUTH METROLINK STATION VIEW



**FLOODPLAIN
MITIGATION
FOLLOWING THE
IMPLEMENTATION OF
THE SAN JACINTO
RIVER STAGE 3
CONCEPTUAL PLAN**

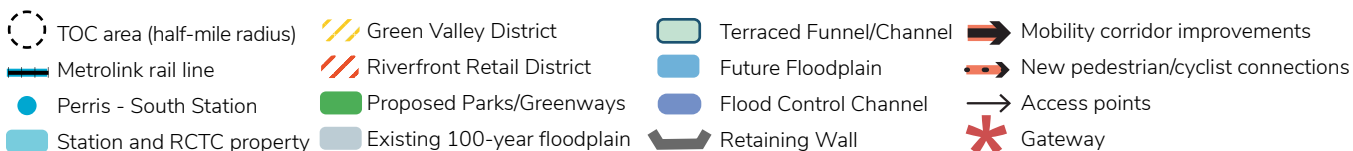
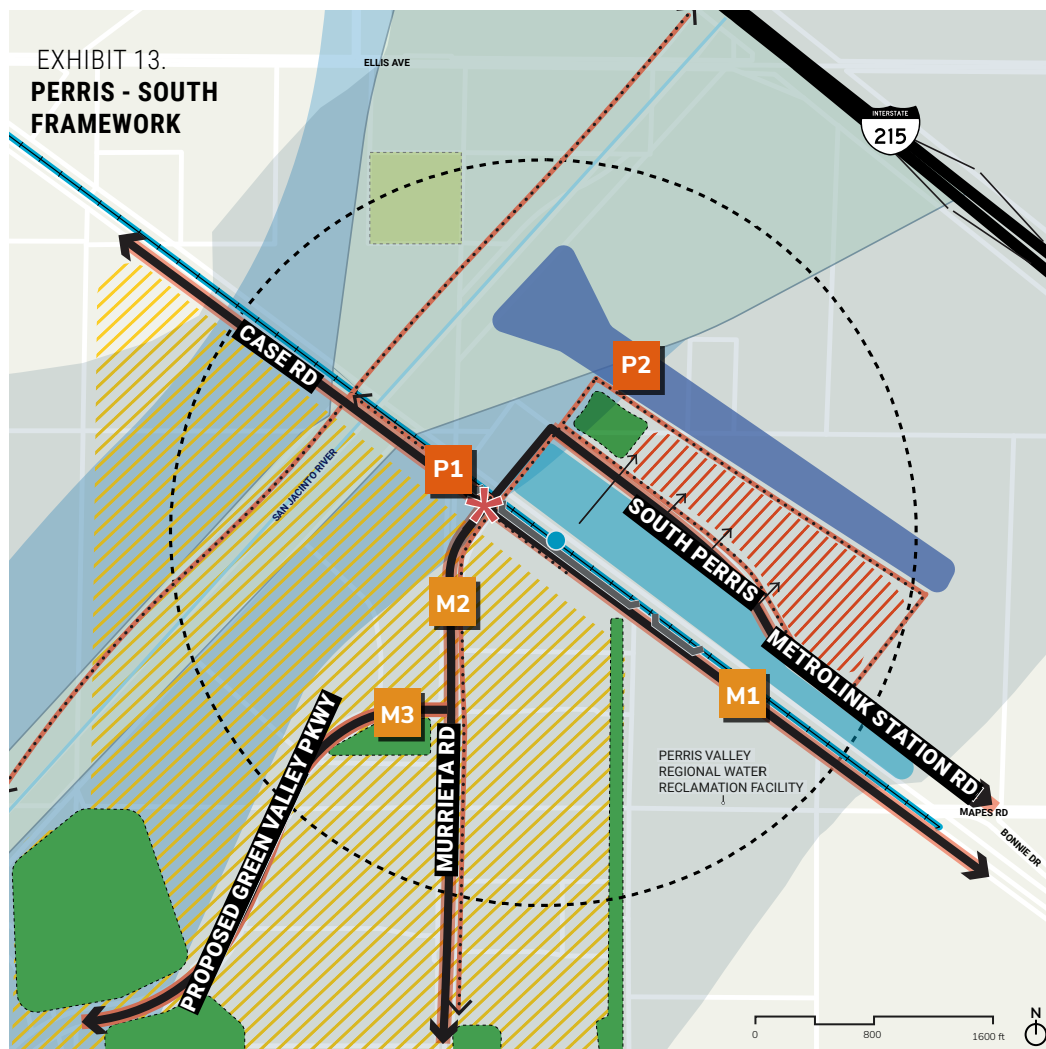


**ENHANCE EXISTING
ROADWAYS
TO SUPPORT
MULTIMODAL
INFRASTRUCTURE**



**ESTABLISH TRAIL
CONNECTIONS TO
THE SAN JACINTO
RIVER**

EXHIBIT 13.
PERRIS - SOUTH
FRAMEWORK



PERRIS - SOUTH FRAMEWORK

The Framework focuses on key mobility corridors that will serve as the guiding vision for the Perris – South station area. Since new development is limited by the existing floodplain in the near-term, key infrastructure improvements would set the stage for development in the long-term. Case Road specifically is a major mobility corridor that acts as a gateway into Perris. This roadway could include traffic calming features, trees, and a trail to improve the pedestrian and cyclist experience and create safer connections to the station and residential neighborhoods to the south. The Framework Plan also builds on the City of Perris' Active Transportation Plan and capitalizes on the station's proximity to the proposed San Jacinto River trail, located just west of the station.

PRIORITY PROJECTS

MOBILITY PROJECTS		LAND USE DISTRICTS	PLACEMAKING PROJECTS	
M1	Case Road	Green Valley District Riverfront Retail District	P1	Perris Gateway
M2	Murrieta Road		P2	Flood Control and Greenway Connections
M3	Proposed Green Valley Parkway			



RIVERSIDE - DOWNTOWN METROLINK STATION



Toll Free Required Beyond This Point
Compendio de pesos
Miles, Kilos y otros pesos
Fees may exceed \$1500
Miles en pesos \$1500
Miles (en US \$) \$1500

4

POLICY AND **IMPLEMENTATION**

4.1

CORRIDOR-WIDE STRATEGIES



Effective development implementation and economic development along the corridor would benefit from communities and public entities working collaboratively in a strategic and organized manner to achieve a unified vision. Working collaboratively enables the corridor cities to communicate a shared vision to the development and investment community and align local policies. However, there are certain challenges to planning and strategizing at a regional level because it requires time, resources, and an appropriately designed platform for coordination.

The following section presents corridor-wide strategies that can be considered by the corridor communities to undertake in a coordinated manner. These corridor-wide strategies recognize the unique community characteristics and vision of each city, as well as the responsibility of each city to evaluate land use and urban development policies that reflect their specific needs and goals. The corridor-wide strategies can also be considered by the individual cities and if implementing a strategy on a regional level becomes infeasible, it is recommended the communities consider implementing the strategy at a more local level.

SHORT- AND MEDIUM-TERM STRATEGIES

Coordinated Housing Policy

A lack of affordable housing options has driven residents out of urban areas and into communities in Riverside County and along the corridor. This growth pressure, combined with improved transit access, has the potential to negatively impact the existing character of the communities. To mitigate this risk, corridor communities can consider adopting affordable housing strategies to maintain quality of life.

Each corridor city can consider adopting specific affordable housing policies; however, a strategic corridor-wide approach may be more effective and reduce real estate market imbalances and competition between corridor communities. With different real estate markets, the policies would vary from one city to the next, but corridor-wide coordination may prevent market distortion along the corridor.

Ultimately, the decision to adopt affordable housing policies lies with each individual city, but a thorough policy analysis and strategic planning effort can help cities understand the implications of specific policies and reach consensus in more coordinated policy design, preventing unintended consequences along the corridor.

Corridor-Wide Investment

A consortium of corridor communities can help attract private investment to the corridor by funding and instituting corridor-wide investment attraction campaigns to highlight market characteristics, opportunity sites, public-private partnership opportunities, and to attract target industries, consumers, and commercial or housing developers. Investment attraction strategies could include a marketing plan or a business attraction strategy. These efforts would raise awareness of market opportunities present within the corridor.

Business Support Services

As Transit Oriented Communities begin to take hold, communities along the corridor can utilize economic development resources to help existing commercial uses thrive in the changing landscape. Balancing new opportunities and investments while continuing to support established businesses is essential to successfully integrating TOC.

LONG-TERM STRATEGIES

Consider a Community Benefits Framework

Public and private investment will result in value created for developers as real estate rents and sales prices appreciate. This new value can be leveraged to obtain concrete and measurable community benefits for residents as defined by their community. Developers and investors can be amenable to contributing to community benefits in the event there is sufficient value created from development and entitlements. It is important to note there may not currently be enough potential value in less developed cities and station areas along the corridor to warrant a value capture strategy; this could serve as a deterrent to investment. That is why this strategy should be considered in the long term in response to increased development activity throughout the corridor.

While an uneven real estate market exists along the corridor, an uneven policy landscape can be a barrier to private investment. Different policies and requirements in each corridor community may also increase competition between the corridor communities when trying to attract development, resulting in a loss of leverage with the development community.

A corridor-wide community benefits framework would serve as a useful tool for all corridor communities to effectively leverage new investment once development activity increases. Such frameworks must be carefully considered such that they are aligned with market realities while providing for adequate development capacity to trigger desired market responses. A transparent system of community benefits evaluation also sends a clear signal to the market and creates a level playing field for the investment community. By doing so, new development occurring within the corridor can be leveraged to support a menu of amenities that communities desire.

Financing

Many funding sources available to fund public infrastructure, community facilities, open space and parks, affordable housing, projects with public benefits, and remediation and environmental cleanup for individual communities can also be applied on a multi-jurisdictional basis. In fact, regional coordination could even make the corridor more competitive for certain funding sources. In addition, Tax Increment Financing alternatives, like Enhanced Infrastructure Financing Districts (EIFDs) can have significantly more funding capacity than smaller TIF districts. However, moving beyond station- or city-specific financing alternatives may not be feasible in the short-term or for some of the corridor communities that are facing fiscal challenges or lack of staffing capacity, but could be considered at a later date, or with a smaller subset of communities.

4.2 FUNDING SOURCES

MATCHING PROJECTS AND FUNDING

Identification of potential funding sources will be a critical part of both public and private TOC and TOC-related projects. The individual Station Area Vision Plans include a table matching specific projects to potential funding sources. This chapter provides more information on those funding sources, including eligible applicants, process and a short description of each grant, loan or other source. All of these sources can be used for planning and/or capital improvements.

Funding considerations should be integrated at the earliest stages of project planning, to ensure that the project meets eligibility requirements and is as competitive as possible. The depth of the potential funding pool, possible assembly of multiple funding sources, calendar for application and award, as well as deadlines for committing or spending monies can be carefully matched to each project.

GRANTS

Name:	Active Transportation Program (ATP)
Type:	Grant
Applicant:	City, County, Regional or State Agencies, Transit Agencies
Distribution Agency:	MPOs
Source:	CalTrans
Process:	Call for Projects

The Active Transportation Program (ATP) is a biannual competitive funding opportunity for projects that encourage increased bicycling and walking. The ATP is a state-administered program that distributes both state and federal funds. There are six project categories: infrastructure, non-infrastructure, combination, plans, education, and quick builds.

The primary objective is to increase the proportion of trips accomplished by biking and walking; increase safety and mobility for non-motorized users; advance the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals; enhance public health; ensure that disadvantaged communities fully share in the benefits of the program; and provide a broad spectrum of projects to benefit many types of active transportation users. Highly applicable for funding TOC-enabling infrastructure.

Name:	Affordable Housing and Sustainable Communities (AHSC) Program
Type:	Loan/Grant
Applicant:	Public Agencies
Distribution Agency:	California Department of Housing and Community Development (CAHCD)
Source:	Cap & Trade
Process:	Competitive

AHSC funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce GHG emissions.

Funding for the AHSC Program is provided from the Greenhouse Gas Reduction Fund (GGRF), an account established to receive Cap-and-Trade auction proceeds. Fifty (50) percent of the available funds are set aside for Affordable Housing Developments, and 50 percent of the available funds are set aside for projects benefiting Disadvantaged Communities.

Name: **Assessment District**

Type: Revenue from fees

Applicant: Municipalities

Distribution Agency: Municipalities

Source: Municipalities

Process: Value Capture

Special districts, which can include (but are not limited to) business improvement districts (BIDs) and Special Assessment Districts (SADs), are formed to include a geographical area in which property owners or businesses agree to pay an assessment to fund a proposed improvement or service from which they expect to directly benefit. Special districts are considered a value capture tool because they capture the value (or benefit) generated by an improvement or service to provide funding for the improvement or service.

The amount of the assessment must be directly related to the cost of the improvement and the expected benefit to the property owner.

Name: **Bicycle and Pedestrian Facilities Program**

Type: Grant

Applicant: Local Jurisdictions

Distribution Agency: RCTC

Source: Local Transportation Funding (LTF)

Process: Competitive

The Bicycle and Pedestrian Facilities Program, is provided through the Transportation Development Act (TDA), funded through a ¼ cent of the general sales tax collected statewide. The TDA provides two major sources of funding for public transportation, the Local Transportation Fund (LTF) and the State Transit Assistance (STA).

The LTF provides funding for essential transit and commuter rail services, TDA Article 3/SB 821 and planning. Each year, two percent of the LTF revenue is made available for use on bicycle and pedestrian facility projects through TDA Article 3/SB 821 program. This is a discretionary program administered by RCTC. The call for projects is conducted on every odd numbered year. Program funds bicycle and pedestrian, and planning projects.

Name: **Building Resilient Infrastructure and Communities (BRIC) and Flood Mitigation Assistance (FMA)**

Type: Grant

Applicant: Public Agency, Non-profit, Tribal Government

Distribution Agency: FEMA

Source: Budget appropriation

Process: Rolling applications

BRIC and FMA programs support states, local communities, tribes and territories as they undertake hazard mitigation projects, reducing the risks they face from disasters and natural hazards.

BRIC selections are based on the highest composite score until the funding amount available is reached. The benefits of these projects often extend to disadvantaged or underserved populations of larger communities, where access to health and human services, transportation and communications is a priority.

Flood Mitigation Assistance selections focus on eliminating the risk of repetitive flood damage to buildings and structures insured under the National Flood Insurance Program (NFIP). Subapplication submissions and selections with high saturations of Severe Repetitive and Repetitive Loss properties continue to increase.

Name:	CalFIRE Climate Communities Investment (CCI) Grants - Urban and Community Forestry Program
Type:	Grant
Applicant:	Cities
Distribution Agency:	CA Department of Forestry and Fire Protection
Source:	CCI
Process:	Competitive

The purpose of CAL FIRE's Urban and Community Forestry Grant Program is to help create a sustainable urban forest and increase the long-term benefits trees provide, improve the public's understanding and appreciation of urban trees, and advance urban forest management and tree care. Special consideration is given to projects serving disadvantaged and/or low-income communities.

Name:	California Infrastructure and Economic Development Bank (IBank) Infrastructure State Revolving Fund (ISRF)
Type:	Financing
Applicant:	Public Agencies
Distribution Agency:	IBank
Source:	Capitalization grants, repayments from past loans
Process:	Rolling applications

IBank's ISRF program provides low-cost, direct loans to local governments and nonprofits sponsored by public agencies for a wide variety of public infrastructure and economic expansion projects (excluding housing) that improve and sustain communities. The fund focuses on small and mid-/moderate-sized local governments and special districts — including those in underserved regions and communities.

ISRF loans can fund a wide variety of projects – including water and wastewater treatment plant upgrades or construction; drainage, water supply and flood control; sewage collection and treatment; or street repair and upgrades.

Name:	California Urban Greening Grant Program
Type:	Grant
Applicant:	Cities, counties, others.
Distribution Agency:	CA Natural Resources Agency
Source:	CCI
Process:	Competitive

Eligible urban greening projects will reduce GHG emissions, mitigate the effects of extreme heat, and provide multiple additional benefits, including, but not limited to, a decrease in air and water pollution or a reduction in the consumption of natural resources and energy. Eligible projects will result in the conversion of an existing built environment into green space that uses natural and green infrastructure approaches to create sustainable and vibrant communities. A competitive project will maximize opportunities to reduce GHG emissions through project design and implementation as well as incorporate green infrastructure solutions that improve the sustainability and function of existing urban hardscapes and landscapes.

Name: **Cap and Trade - Low Carbon Transit Operations Program (LCTOP)**

Type: Grant
 Applicant: Transit operators
 Distribution Agency: Caltrans
 Source: SB 862
 Process: Formula

The Low Carbon Transit Operations Program (LCTOP) is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was created to provide operating and capital assistance for transit agencies to reduce GHG emissions and improve mobility, with a priority on serving disadvantaged communities. Transit agencies are awarded funds based on a noncompetitive, formula-based list prepared by the State Controller's Office.

Name: **Cap and Trade - Transit and Intercity Rail Capital Program (TIRCP)**

Type: Grant
 Applicant: Public agencies that provide intercity or commuter passenger rail services
 Distribution Agency: MPOs, municipalities, counties
 Source: Caltrans
 Process: Call for Projects

TIRCP was created by Senate Bill (SB) 862 and modified by Senate Bill 9 (Chapter 710, Statutes of 2015) to provide grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to reduce emissions of greenhouse gases by reducing congestion and vehicle miles traveled throughout California.

Primary Criteria: Reduce GHG emissions; Increase ridership; Integrate the services of the State's various rail and transit operations; Improve safety.

Secondary Criteria: Reducing VMT; Promoting housing development near transit; Improve area for more jobs and housing to increase locational efficiency; Expanding existing rail and public transit systems; Enhancing the connectivity, integration, and coordination of the State's various transit agencies; Implementing clean vehicle technology.

Name: **Capital Investment Grant (Small Starts) - 5309**

Type: Grant
 Applicant: Regional transit agencies
 Distribution Agency: FTA
 Source: FTA
 Process: Discretionary

This is FTA's primary grant program for funding major transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. It is a discretionary grant program unlike most others in government.

Project Justification Criteria: Mobility improvements; Environmental benefits; Congestion relief; Cost-effectiveness; Economic development; Supportive land uses and land use policy.

Financial Commitment Criteria: Current financial conditions of project operator; Commitment of funds; Financial capacity and reasonableness of assumptions.

Name: **CDBG - Section 108 Loan Guarantee Program**

Type: Financing

Applicant: Cities, counties

Distribution Agency: Local or state government

Source: US-HUD

Process: Rolling applications

Section 108 offers state and local governments the ability to transform a small portion of their Community Development Block Grant (CDBG) funds into federally guaranteed fixed rate loans large enough to pursue physical and economic revitalization projects capable of revitalizing entire neighborhoods.

Source of financing for certain community development activities, such as housing rehabilitation, economic development, and large-scale physical development projects.

Name: **Choice Neighborhood**

Type: Grant

Applicant: Cities, counties, public housing authorities, and non-profits

Distribution Agency: US-HUD

Source: Budget appropriation

Process: Competitive

The Choice Neighborhoods program provides competitive Planning Grants and Implementation Grants to enable communities to revitalize struggling neighborhoods with distressed public housing or HUD-assisted housing through a comprehensive approach to neighborhood transformation.

Planning Grants enable local leaders to undertake a comprehensive planning process, working closely with housing residents, broader community members, businesses, and a range of local stakeholders.

Implementation Grants support communities that have undergone a comprehensive planning process and are ready to implement their plans.

Name: **Climate Adaptation Planning**

Type: Grant

Applicant: Public agencies

Distribution Agency: Caltrans

Source: SB 1

Process: Competitive

Funds local and regional identification of transportation-related climate vulnerabilities through the development of climate adaptation plans, as well as project-level climate adaptation planning to identify adaptation projects and strategies for transportation infrastructure.

This funding is intended to advance adaptation planning on California's transportation infrastructure, including but not limited to roads, railways, bikeways, trails, bridges, ports, and airports.

Name: **Community Development Block Grant (CDBG)**
 Type: Grant
 Applicant: Cities, counties
 Distribution Agency: US-HUD
 Source: Budget appropriation
 Process: Formula

The Community Development Block Grant (CDBG) is a flexible program that provides communities with resources to address a wide range of unique community development needs.

The CDBG program works to ensure decent affordable housing, to provide services to the most vulnerable in our communities, and to create jobs through the expansion and retention of businesses.

Name: **Community Development Block Grant (CDBG) - State Administered**
 Type: Grant
 Applicant: Cities, counties
 Distribution Agency: CA Department of Housing and Community Development (CAHCD)
 Source: US-HUD
 Process: Rolling basis. Only available to non-entitlement areas where the local government does not receive CDBG funds directly from HUD.

The purpose of the CDBG state administered program is to fund housing activities, public works, community facilities, public service projects serving lower-income people, and planning and evaluation studies related to any activity eligible for these allocations, and set-aside for Native American and Colonia.

States award grants to smaller units of general local government that develop and preserve decent affordable housing, to provide services to the most vulnerable in our communities, and to create and retain jobs. Annually, each State develops funding priorities and criteria for selecting projects.

Name: **Congestions Mitigation and Air Quality Improvement Program (CMAQ)**
 Type: Grant
 Applicant: Public agencies
 Distribution Agency: MPOs or State
 Source: FHWA, IIA
 Process: Competitive

Funds may be used for a transportation project that is likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution. Funds may be included in the Metropolitan Planning Organization's (MPO's) current transportation plan and transportation improvement program (TIP) or the current state transportation improvement program (STIP) in areas without an MPO.

Name: Development Impact Fees**Type:** Revenue from fees**Applicant:** Local governments**Distribution Agency:** Local governments**Source:** One-time development fees**Process:** Fee

Development impact fees, system development charges, and connection or facility fees are charges assessed on new development to defray the cost to the jurisdiction of extending public services to the development and cannot be used to fund existing deficiencies. The fees are generally collected once and are used to offset the cost of providing public infrastructure such as streets and utilities.

These are one-time fees, but in most cases there are alternative methods through which private developers can satisfy this requirement.

Name: Energy Efficiency Conservation Block Grant (EECBG) Allocation Grants**Type:** Grant**Applicant:** Local governments, tribal governments**Distribution Agency:** US DOE**Source:** US DOE**Process:** Formula

The purpose of the Energy Efficiency Conservation Block Grant program is to assist eligible state, local and tribal governments in implementing strategies to: reduce fossil fuel emissions and maximize benefits for local and regional communities; reduce the total energy use of eligible entities, improve energy efficiency in the transportation, building, and other sectors; and build a clean and equitable energy economy that prioritizes disadvantaged communities and promotes equity and inclusion in workforce opportunities and deployment activities, consistent with the Justice40 Initiative.

Name: Enhanced Infrastructure Financing District (EIFD)**Type:** Revenue from fees**Applicant:** Cities, counties, and special districts can create EIFDs and issue TIF bonds (under special circumstances).**Distribution Agency:** EIFDs are separate government entities, formed through a Joint Power Authority (JPA) consisting of cooperating cities, counties, and special districts.**Source:** Tax authority approvals**Process:** Fee

An EIFD captures the incremental tax revenue generated by new development related to public capital improvement across multiple jurisdictions. However, EIFDs can only capture tax revenue net of the moneys payable to school districts or educational funds, subject to approval from taxing authorities.

An EIFD can finance traditional public works, as well as transportation, transit, parks and libraries, water and sewer facilities, solid waste disposal, and flood control and drainage. It can also be used for non-revenue generating projects such as bike and pedestrian amenities.

Name: **Enhanced Mobility of Seniors & Individuals with Disabilities-5310 (49 U.S.C. 5310)**

Type: Grant

Applicant: Private non-profit organizations, states or local government authorities, and operators of public transportation

Distribution Agency: States, local government authorities, and designated recipients

Source: FTA

Process: Formula

This program provides formula funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.

Name: **Environmental and Climate Justice Community Change Grants Program**

Type: Grant

Applicant: Non-profit organizations, in partnership with community-based organizations: education institutions, local governments, tribal governments

Distribution Agency: US EPA

Source: Inflation Reduction Act (IRA)

Process: Competitive

The Community Change Grants will fund community-driven projects that address climate challenges and reduce pollution while strengthening communities through thoughtful implementation. This funding will enable communities and their partners to overcome longstanding environmental challenges and implement meaningful solutions to meet community needs now and for generations to come.

Name: **Former Redevelopment [RDA] Bond Funds (HASA)**

Type: Financing

Applicant: Developers

Distribution Agency: Riverside County Office of Economic Development (formerly the EDA)

Source: Bonds

Process: Competitive

Remaining former RDA housing bond funds are set aside to fund this program which is intended to assist developers with gap financing for development of affordable housing to lower-income households. Funds are only eligible in the unincorporated County or former RDA project areas.

Name:	Hazard Mitigation Grant Program (HMGP)
Type:	Grant
Applicant:	Public agency, non-profit, tribal government
Distribution Agency:	Governor's Office of Emergency Services
Source:	FEMA
Process:	Rolling Applications

FEMA's Hazard Mitigation Grant Program (HMGP) funds plans and projects that reduce the effects of future natural disasters. In California, these funds are administered by the Cal OES Hazard Mitigation Branch. The HMGP funding opportunities provide support for communities to implement mitigation activities to reduce risk to life and property from natural hazards. In California, natural hazards include wildfire, earthquake, drought, extreme weather, flooding, and other natural hazards as defined in the State Hazard Mitigation Plan. HMGP funding can also support the development of Local Hazard Mitigation Plans (LHMP), and project scoping activities referred to as Advanced Assistance.

Name:	Historic Rehabilitation Tax Credit
Type:	Financing
Applicant:	Developer
Distribution Agency:	State Office of Historic Preservation
Source:	US Parks
Process:	Rolling applications

The Federal Historic Rehabilitation Tax Credit Program encourages private investment in the re-use of historic buildings. The program provides for a 20% income tax credit for the rehabilitation of income-producing buildings that are "certified historic structures." A smaller tax credit (10%) is available for non-certified buildings constructed before 1936.

Name:	HOME Investment Partnerships Program
Type:	Grant, low-interest financing
Applicant:	Cities, counties, and states
Distribution Agency:	US Department of Housing and Urban Development (HUD)
Source:	HUD
Process:	Formula

The HOME Investment Partnerships Program (HOME) provides formula grants to States and localities that communities use - often in partnership with local nonprofit groups - to fund a wide range of activities including building, buying, and/or rehabilitating affordable housing for rent or homeownership or providing direct rental assistance to low-income people.

HOME is the largest Federal block grant to state and local governments designed exclusively to create affordable housing for low-income households.

Name:	ICARP Regional Resilience Planning and Implementation Grant Program
Type:	Grant
Applicant:	Regional partnerships (tribes, public entities, community-based organizations, and academic institutions)
Distribution Agency:	Integrated Climate Adaptation and Resiliency Program (ICARP), within the Governor's Office of Planning and Research (OPR)
Source:	Budget Appropriation
Process:	Competitive

The ICARP Grant Programs provide funding to help fill local, regional, and tribal adaptation planning and resilience needs, provide resources, and support the development of a pipeline of climate resilient projects. The Integrated Climate Adaptation and Resiliency Program developed three new grant programs authorized in the 2021 State Climate Budget to fund local, regional, and tribal climate adaption and resilience efforts across the state:

- The ICARP Adaptation Planning Grant Program will invest \$25 million over multiple funding rounds for local, regional, and tribal governments to support climate adaptation and resilience planning activities.

- The ICARP Regional Resilience Planning and Implementation Grant Program will invest \$250 million over multiple funding rounds to scale regional climate resilience solutions.
- The ICARP Extreme Heat and Community Resilience Grant Program will support local and regional heat adaptation by investing \$100 million in extreme heat and urban heat island mitigation activities.

Name:	Infill Infrastructure Grant Program (IIG)
Type:	Grant
Applicant:	Developers, with public agencies able to join as a joint applicant.
Distribution Agency:	CA Department of Housing and Community Development (CAHCD)
Source:	US-HUD
Process:	Competitive

The objective of the IIG program is to promote infill housing development by providing financial assistance for Capital Improvement Projects that are an integral part of, or necessary to facilitate the development of affordable and mixed income housing.

IIG is grant assistance, available as gap funding to infrastructure improvements required for specific residential or mixed-use infill development.

By providing financial assistance, IIG supports infrastructure improvements to facilitate new infill housing development. IIG serves to aid in new construction and rehabilitation of infrastructure that supports higher-density affordable and mixed-income housing in locations designated as infill. Infill project sites must have been previously developed, or largely surrounded by development.

Name:	Innovative Coordinated Access and Mobility (ICAM) Grants
Type:	Grant
Applicant:	States, local governments, private non-profits, transit operators
Distribution Agency:	FTA
Source:	FTA
Process:	Competitive

The fund cannot fund housing, but can fund housing-related infrastructure. Access and Mobility Partnership Grants seek to improve access to public transportation by building partnerships among health, transportation and other service providers. This program provides competitive funding to support innovative projects for the transportation disadvantaged that will improve the coordination of transportation services and non-emergency medical transportation services.

Name:	Joint Development or Public-Private Partnerships
Type:	Private entity provides the capital cost to finance the project and the public agency offers concession leases.
Applicant:	Cities/developers
Distribution Agency:	Cities/developers
Source:	Agreement
Process:	Agreement

A public-private partnership is a contractual agreement between a public agency and a private-sector entity whereby “the skills and assets of each sector (public and private) are shared in delivering a service or facility for the use of the general public.

Typically, the private entity provides the capital cost to finance the project and the public agency offers concession leases. The private partner makes upfront or ongoing payments to the public partner in exchange for developing and operating the asset, in exchange for collecting the revenue generated by the asset. There are various forms of public private partnerships depending on the nature of the project's risks and rewards.

P3s are typically large, complex projects such as transportation or social infrastructure.

Name:	Local Transit Funds (LTF) Transportation Development Act (TDA) SB 325
Type:	Grant
Applicant:	Cities and Counties
Distribution Agency:	Caltrans
Source:	SB 325-sales tax
Process:	Discretionary

Local Transportation Fund (LTF), is derived from a ¼ cent of the general sales tax collected statewide.

The State Board of Equalization, based on sales tax collected in each county, returns the general sales tax revenues to each county's LTF. Each county then apportions the LTF funds within the county based on population.

These funds can be used for transit capital expenditures, operations, or a combination thereof.

Standard practice is LTF funds are assumed to be used for operations first, then as a local match for federally funded capital projects when State Transit Assistance (STA) funds can't be used.

Name: **Low Income Housing Tax Credit (LIHTC) Program**
 Type: Financing
 Applicant: Developers
 Distribution Agency: California Tax Credit Allocation Authority (CTCAC)
 Source: US Treasury
 Process: Competitive

The LIHTC enables low-income housing sponsors and developers to raise project equity through the sale of tax benefits to investors. The program is regulated and administered by the Internal Revenue Service (IRS), which is part of the U.S. Treasury Department.

Recognizing the extremely high cost of developing housing in California, the state legislature authorized a state low income housing tax credit program to augment the federal tax credit program.

Only rental housing projects are eligible for tax credits in both the federal and state programs. The programs have both rent and income restrictions.

Name: **Mobility, Access & Transportation Insecurity: Creating Links to Opportunity Research and Demonstration Program**
 Type: Grant
 Applicant: Public agencies, private organizations, colleges
 Distribution Agency: FTA
 Source: 49 U.S.C. 5312
 Process: Competitive

The program lead will support FTA in establishing an initiative to explore strategies to improve people's mobility and access to daily needs and evaluate outcomes and impacts upon individuals and communities. FTA's efforts aim to support an equitable, integrated transportation system that meets transportation needs for low-income individuals and/or communities of need.

All activities leading to the establishment of a research and demonstration program that will explore interventions to ensure mobility access and evaluate outcomes and impacts. Eligible activities include: data collection, transportation feasibility study and analysis, economic analysis, stakeholder engagement and outreach, obtaining necessary equipment and services, acquiring or developing software and hardware interfaces to implement the project, and performance measurement and evaluation.

Name: **National Housing Trust Fund**
 Type: Subordinate financing
 Applicant: Cities, Counties, Individuals, Joint Ventures, Partnership, Limited Partnerships, Trusts, and Corporations
 Distribution Agency: CA Department of Housing and Community Development (CAHCD)
 Source: US-HUD
 Process: Competitive

The National Housing Trust Fund (NHTF) is a federal program administered in California by the Department of Housing and Community Development.

It assists in new construction of permanent housing for extremely low-income households through deferred payment loans or forgivable loans (soft loans).

Name:	New Markets Tax Credit (NMTC)
Type:	Financing
Applicant:	Community Development Entities (CDEs)
Distribution Agency:	Local Community Development Entities (CDEs)
Source:	US Treasury
Process:	Competitive

The NMTC Program incentivizes community development and economic growth through the use of tax credits that attract private investment to distressed communities.

The NMTC Program enables the US Treasury Community Development Financial Institutions (CDFI) to allocate tax credit authority to CDEs through a competitive application process.

CDEs use their authority to offer tax credits to investors in exchange for equity in the CDE. Using the capital from these equity investments, CDEs can make loans and investments to businesses operating in low-income communities on better rates and terms and more flexible features than the market.

Name:	Office of Traffic Safety (OTS) Grants
Type:	Grant
Applicant:	Public entities or non-profits
Distribution Agency:	California Office of Traffic Safety
Source:	NHTSA and state appropriation
Process:	Competitive

The funding request should relate to one of the priority program areas listed below and be supported by local crash data that demonstrates a need for funding. Priority Program Areas:

- Alcohol Impaired Driving
- Distracted Driving
- Drug-Impaired Driving
- Emergency Medical Services
- Motorcycle Safety
- Occupant Protection
- Pedestrian and Bicycle Safety
- Police Traffic Services
- Public Relations, Advertising, and Marketing Program
- Roadway Safety and Traffic Records

Name:	Parking Fees / Congestion Pricing
Type:	Revenue from fees
Applicant:	-
Distribution Agency:	-
Source:	-
Process:	Fee

Congestion pricing is a demand management strategy which allows pricing mechanisms to control demand for services such as parking during peak hours. Congestion pricing has been successfully implemented in several dense, urban cores to reduce congestion and raise funds for transportation improvements.

The revenue from the congestion pricing can be used to cover the cost of the tolling system as well as improving transit systems. Typically, congestion pricing requires state legislation and/or voter approval.

Name: **Pilot Program for TOD Planning funded by CIG program (competitive)**

Type: Grant

Applicant: Cities, counties, and transit agencies

Distribution Agency: USDOT

Source: 49 U.S.C. 5309

Process: Competitive

The Pilot Program for TOD Planning helps support FTA's mission of improving public transportation for America's communities by providing funding to local communities to integrate land use and transportation planning with a transit capital investment that is seeking or recently received funding through the Capital Investment Grant (CIG) Program.

There is a maximum of \$75 million per project, and total project budget must be under \$250 million.

Name: **RAISE Grant**

Type: Grant

Applicant: Several

Distribution Agency: USDOT

Source: Budget appropriation

Process: Competitive

The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, Congress has dedicated nearly \$12.1 billion for fourteen rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.- In addition to planning projects, capital projects include but are not limited to: 1) Highway, bridge, or other road 2) Public transportation 3) Passenger and freight rail 4) Intermodal projects 5) Stormwater runoff.

Name: **State Transit Assistance (STA) - Transportation Development Act**

Type: Grant

Applicant: Transit agencies

Distribution Agency: Caltrans

Source: SB 620 - Diesel tax

Process: Competitive

State Transit Assistance (STA) funds are generated by a sales tax on fuel and diesel fuel. The amount of money available for transit agencies varies from year to year based on the ups and downs of diesel prices. The State splits the STA program into two components:

- (1) Population-based funds
- (2) Revenue-based funds

Operators have full discretion over the use of TDA and the STA revenue-based funds apportioned to them. Funds may be used by transit agencies for both capital projects and transit operations.

Name: **Surface Transportation Block Grant (STBG)**

Type: Grant

Applicant: Cities, states

Distribution Agency: SCAG/FHWA

Source: IIJA

Process: Formula

The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

STBG funds cannot be used for local roads and collectors; but can be used for pedestrian and bike projects among many others.

Name: **California Sustainable Planning Grant Program**

Type: Grant

Applicant: MPOs

Distribution Agency: Caltrans

Source: SB 1

Process: Competitive, requires 12% matched funding

Caltrans' Sustainable Transportation Planning Grant Program funds local and regional multimodal transportation and land use planning projects that further the region's RTP/SCS (where applicable), contribute to the State's GHG reduction targets, and assist in achieving the Caltrans Mission and Grant Program Objectives.

Name: **Strategic Partnerships Transit - California Sustainable Planning Grant Program**

Type: Grant

Applicant: MPOs

Distribution Agency: Caltrans

Source: SB 1

Process: Competitive

Caltrans' Sustainable Transportation Planning Grant Program funds planning projects that partner with Caltrans to address needs on or connecting to the State Highway System. Within this program, there is a subcategory specifically focused on multimodal transit planning projects. Grants for multimodal transportation planning include activities such as planning for regional and interregional public transit with the following objectives: 1) Strengthen government-to-government partnerships 2) Accomplish the Federal Planning Factors 3) Achieve the Caltrans Mission and the grant program objectives. Eligible activities must have a transportation nexus.

Name: **Tribal Transportation Program Safety Fund (TTPSF)**

Type: Grant

Applicant: Tribes

Distribution Agency: FHWA

Source: FHWA

Process: Competitive

Each year under the Bipartisan Infrastructure Law (BIL), as enacted by the Infrastructure Investment and Jobs Act (Public Law 117-58), 4% of the available TTP funds are set aside to address transportation safety issues identified by federally recognized Indian tribes through a competitive, discretionary program. Projects are chosen whose outcomes will reduce fatal and serious injuries in transportation related incidents, such as motor vehicle crashes.

FHWA advocates the development of strategic transportation safety plans as a means for tribes to determine how transportation safety needs will be addressed in and around tribal communities.

Name: **Urbanized Area Formula Grants (5307)**

Type: Grant

Applicant: Transit operators

Distribution Agency: FTA

Source: 49 U.S.C. 5307

Process: Formula

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to local officials for transit capital, operating assistance, and transportation-related planning in urbanized areas.

Funds are primarily used for operations and maintenance but can be used for capital projects, including the purchase of vehicles. Eligible activities include: planning, engineering, design and evaluation of transit projects and other technical transportation-related studies.



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