**Overall Project Summary and Approach**

City of Moreno Valley proposes to improve a segment of pedestrian walkways and the addition of Class 1 bike paths along Cactus Avenue between Commerce Center Drive and Innovation Drive. The addition of bike paths and pedestrian walkways will provide a safety enhanced travel way for residents to access the Moreno Valley/March Field Metrolink Station. The Moreno Valley/March Field Metrolink Station provided access to approximately 107,000 passengers in FY 21/22, but provided service to approximately 480,000 passengers in FY 18/19 before the pandemic. The addition of bike paths and pedestrian walkways could potentially lower the amount of carbon dioxide (CO2) produced by emissions from vehicles when Metrolink passengers utilize these new alternative access routes. Currently, there is approximately 6,000 linear feet (LF) of missing sidewalk and bike lane along the northside of Cactus Avenue between Commerce Center Drive and Innovation Drive. Under current existing conditions, bike lanes and sidewalks cannot be constructed due to the bridges over the 215/Cactus Avenue Interchange and the BNSF Railroad. In order to construct pedestrian walkways and bike paths along Cactus Avenue, Cactus Avenue will have to be widened including the construction of a separate parallel bridge structure for both the interchange and railroad. A Project Study Report to Request Conceptual Approval for Interstate 215/Cactus Avenue Interchange conducted December 30, 2008 includes Capital Cost for all necessary improvements. In reviewing all design alternatives, Build Alternative 2 is the most comprehensive and requires an estimated Right-of-Way Capital Cost of $4.5 million and an estimated Construction Capital Cost of $39.7 million for a total of $44.2 million. Adjusting these projected costs from 2008 for inflation, the estimated Right-of-Way cost increases to $6.7 million, estimated Construction cost increases to $59.3 million for a total of $66 million. The $60 million to complete this project exceeds the amount of funding remaining in the City of Moreno Valley’s 24/25 FY Capital Improvement Plan Budget. The addition of Class 1 bike paths and pedestrian walkways would promote pedestrian access the Moreno Valley/March Air Force Base Metrolink Station, providing a transformative impact to the community as residents move towards reduction in personal vehicle use for small trips.

**Impact of GHG Reduction Measures**

According to the Riverside County Transportation Commission (RCTC) study on Short Rang Transit Plan for FY 22/23 – FY 26/27 (RCTC Study), 2.68 million residents utilized the Metrolink System in FY 21/22, of which 4% or 107,200 customers boarded from the Moreno Valley/March Field Station. Prior to the 2020 pandemic, 11.94 million riders utilized the Metrolink System in FY 18/19 and ridership data recorded a steady growth of approximately 3% per year. With workplaces still utilizing telecommuting or transitioning to hybrid schedules, it does not seem likely for ridership to stabilize back to pre-pandemic ridership of 480,000 passengers until 2025. According to the EPA study on Greenhouse Gas Emissions from a Typical Passenger Vehicle updated August 28, 2023, the average vehicle emits about 400 grams of CO2 per mile. Utilizing a one mile trip radius for each customer traveling to the Moreno Valley/March Field Station, the addition of bike paths and pedestrian walkways to attract residents to utilize these alternative travel options in lieu of their personal vehicles could decrease the amount of CO2 emissions by 191 metric tons per year.

**Environmental Results**

Assuming a steady growth rate of 3% growth per year from FY 25, the addition of bike paths and pedestrian walkways on the northside of Cactus Avenue can lower the amount of C02 emissions by 1235 metric tons between 2025 and 2030. The estimated cumulative reduction in C02 emissions from 2025 to 2050 would be 7,365 metric tons.

**Project Timeline**

Preliminary Engineering: July 2024 – July 2027

Environmental Documentation: July 2024 – July 2027

Right of Way Engineering: July 2027 – July 2029

Right of Way Acquisition: July 2027 – July 2029

Final Design PS&E: July 2027 – July 2029

Advertise/Award Construction Contract: August 2029 –October 2029

Construction: November 2029 – November 2031

**Low-Income and Disadvantaged Communities and Job Quality**

Per the Department of Housing and Urban Development (HUD), the proposed Bike Lane, Sidewalk, Curb and Gutter along the northside of Cactus Avenue are in an area of Low-Income and Disadvantaged Communities. 30% of the area are at extremely low income, 50% at very low income and 80% at low income levels relative to the area median income. According to Table 3.0 of the RCTC Study, 10% of Metrolink riders do not have the availability of an automobile. The construction of these proposed improvements will provide continuous access for residents to the nearest Metrolink Station and increase job opportunities to locations outside of their immediate location. The construction of this project will create prevailing wage work for multiple union workers.

**Programmatic Capability and Past Performance**

* Project Title: Pavement Rehabilitation for Various Local Streets and Brill Road (CDBG FY 23-24)
  + Federal funding agency: U.S. Department of Housing and Urban Development
  + CFDA Number: 14.218
  + This project provides new pavement construction and pavement rehabilitation for 17 local streets within the City’s HUD-CDBG target areas. The project is to improve roadways and extend the service life of street pavement while enhancing safety and aesthetic appearance for various communities within HUD-CDBG target areas.
  + This project is currently in design and construction of this project is estimated to commence in Fall 2024.
* Project Title: Pavement Rehab for Various Local Streets (CDBG FY 22-23)
  + Federal funding agency: U.S. Department of Housing and Urban Development
  + This project will provide pavement rehabilitation for approximately 90 local streets within the City’s HUD-CDBG target areas. This project is to improve roadway infrastructure and extend the service life of street pavement while enhancing safety and aesthetic appearance of various communities within HUD-CDBG target areas.
  + This project was successfully completed on February 10, 2023.
* Project Title: Pavement Rehab for Various Local Streets (CDBG FY 21-22)
  + Federal funding agency: U.S. Department of Housing and Urban Development
  + This project will provide pavement rehabilitation for approximately 54 local streets within the City’s HUD-CDBG Low/Mod Income areas. This project is to improve and extend the service life of street pavement while enhancing safety and aesthetic appearance of various communities within the CDBG target areas.
  + This project was successfully completed on December 6, 2022.

**Budget**

Currently, there is approximately 6,000 linear feet (LF) of missing sidewalk and bike lane along the northside of Cactus Avenue between Commerce Center Drive and Innovation Drive. As detailed in the Project Study Report to Request Conceptual Approval for Interstate 215/Cactus Avenue Interchange conducted December 30, 2008, the Capital Cost for all work associated with these improvements total $4.5 million for Right-Of-Way and $39.7 million for Construction. Adjusting these 2008 estimates for inflation, the estimate for Right-Of-Way increases to $6.7 million and Construction cost increases to $59.3 million (Refer to Budget Spreadsheet). Prior to construction, the City estimates a project cost of $15.2 million for Preliminary Engineering, Environmental Studies, Design and Right-of-Way Engineering. The estimated $81.3 million to complete this project exceeds the amount of funding remaining in the City of Moreno Valley’s 24/25 FY Capital Improvement Plan Budget.