

FTIP ID# *(required)* RIV250901

TCWG Consideration Date September 22, 2026

Project Description *(clearly describe project)*

The Riverside County Transportation Commission (RCTC), in partnership with the Southern California Regional Rail Authority (Metrolink), is advancing the Mead Valley Metrolink Station and Mobility Hub Project (Project) to serve the State Route 91/Perris Valley Line (PVL) located in the unincorporated Riverside County community of Mead Valley. RCTC will serve as the California Environmental Quality Act (CEQA) lead agency, and the Federal Transit Administration (FTA) will serve as the National Environmental Policy Act (NEPA) lead agency.

The Project proposes to construct Mead Valley Station, a new commuter rail station between the existing Moreno Valley/March Field and Perris–Downtown stations on the PVL, at the terminus of Dree Circle, southwest of the Cajalco Road and Interstate 215 interchange (from Milepost [MP] 78.78 to MP 78.98) (see Figures 1 and 2). Mead Valley Station is proposed as a multimodal mobility hub integrating rail service with bus transit, park-and-ride facilities, and pedestrian and bicycle access. The new station is designed to accommodate current operations and planned future expansion of the PVL.

The Project would construct:

- Two 680-foot side-boarding platforms to be located on either side of the railroad tracks with canopies and passenger amenities;
- Platform access that would be fully compliant with the Americans with Disabilities Act (ADA);
- A pedestrian rail crossing meeting Metrolink and California Public Utilities Commission requirements;
- A parking facility with a total of approximately 500 parking stalls—approximately 283 parking stalls on the northern side and an additional 217 parking stalls on the southern side to be constructed as funding allows;
- A centrally located bus loop with loading, unloading, and layover bays;
- A passenger plaza area, which would serve as the entry point connecting the parking lots to the platform; the passenger plaza area would include a main entry shade canopy, vending machines, variable message signs, ticketing machines, lighting, and pedestrian signage;
- Drought-tolerant landscaping; and
- Related site amenities, such as benches, trash receptacles, passenger information telephones, emergency message panels, speakers, and closed-circuit television systems.

The Project would improve Dree Circle to provide safe and efficient access for vehicles, transit, and pedestrians. Improvements include:

- The construction of driveways for station access,
- As-needed sidewalk improvements to connect the proposed sidewalk to existing pathways, where they exist, for ADA compliance,
- Storm drainage system catch basin relocation, and
- Water utility service connections, and associated curb and gutter and paving modifications.

The Project would also include the construction of rail-related infrastructure to support safe and efficient train operations at the proposed station, such as:

- Communications and signal systems required to support the station and pedestrian crossing safe operations,
- Rail signals to control train movements,
- A small enclosure to house electrical and signal equipment, and
- A new positive train control radio tower (approximately 40.5 feet tall) to support communication between train control systems along the track and on trains.

Utility improvements for the Project would meet applicable stormwater, floodplain, and resiliency requirements. Construction is expected to begin in August of 2028 and last 24 months.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Type of Project (use Table 1 on instruction sheet) Bus, rail, or inter-modal facility/terminal/transfer point				
County Riverside	Narrative Location/Route & Postmiles On the State Route 91/Perris Valley Line between the existing Moreno Valley/March Field and Perris–Downtown stations, at the terminus of Dree Circle, southwest of the Cajalco Road and Interstate 215 interchange (from Milepost 78.78 to MP 78.98). Caltrans Projects – EA# Not Applicable			
Lead Agency: Riverside County Transportation Commission				
Contact Person Joie Edles Yanez, P.E.	Phone# 951.398.9014	Fax# Not Applicable	Email JEdles@RCTC.o	
Hot Spot Pollutant of Concern (check one or both) PM2.5 ☒ PM10 ☒				
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)				
☒ Categorical Exclusion (NEPA)	☐ EA or Draft EIS	☐ FONSI or Final EIS	☐ PS&E or Construction	☐ Other
Scheduled Date of Federal Action: November 2027				
NEPA Assignment – Project Type (check appropriate box)				
☒ Exempt	☐ Section 326 –Categorical Exemption		☐ Section 327 – Non-Categorical Exemption	
Current Programming Dates (as appropriate)				
	PE/Environmental	ENG	ROW	CON
Start	December 2025	December 2025		Aug 2028
End	November 2027	March 2028		Dec 2030

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

Purpose Statement

The purpose of the Project is to expand safe, reliable, and accessible commuter rail access in western Riverside County along the State Route 91/PVL by constructing a new station between the Moreno Valley/March Field and Perris–Downtown stations, integrated with multimodal connections and designed to accommodate current operations and planned future bidirectional service on a double-tracked corridor. The Project will:

- Provide passenger access to Metrolink service in the underserved Mead Valley area
- Enable efficient multimodal transfers (bus/kiss-and-ride/pedestrian/bike) at a single mobility hub
- Support future service growth by delivering expandable platforms and required railroad communications/signal infrastructure consistent with Metrolink standards.

Need Statement

Western Riverside County is experiencing substantial growth along the Interstate-215/Ramona Expressway corridor, with Mead Valley situated between existing Metrolink stations (Moreno Valley/March Field and Perris–Downtown) but lacking a nearby station. This gap limits equitable access to regional transit and constrains mode choice, contributing to roadway congestion and longer auto-dependent trips.

- *Access to Regional Rail.* There is an unmet need for direct access to commuter rail service in the Mead Valley area to connect residents and workers to jobs and services across the region. The proposed location fills a spacing gap between adjacent Perris Valley Line stations.
- *Multimodal Connectivity.* A mobility hub is needed to consolidate bus, kiss-and-ride, pedestrian, and bicycle access to rail, reducing first/last-mile barriers and improving passenger circulation and safety.
- *Operational Readiness.* Planned Perris Valley Line double-tracking requires a station configuration and Metrolink-compliant communications/signal systems that support safe bidirectional operations, including a new communications facility and, if required, a new control point, plus a compliant at-grade pedestrian crossing.
- *Capacity and Customer Facilities.* Side-boarding platforms are needed to serve current trains and future 10-car consists, along with standard passenger amenities and site improvements (i.e., parking, bus loop, lighting, wayfinding, drought-tolerant landscaping).

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The proposed commuter rail station is in western Riverside County in the unincorporated community of Mead Valley, along the State Route 91/PVL and between the existing Moreno Valley/March Field and Perris–Downtown stations. Surrounding parcels have Commercial Office (C-O) and Commercial Retail (C-R) land use designations to the west, Light Industrial (L-I) designations to the north and south, and Freeway (FWY) designations to the east.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The Traffic Impact Analysis prepared for the Project evaluated peak hour traffic conditions at five intersections within the Project study area under existing (2026) and opening year (2030) conditions (Jacobs 2026). The analyzed intersections included Cajalco Expressway/Harville Avenue, Harville Avenue/Dree Circle, I-215 Southbound Ramps/Cajalco Expressway, I-215 Northbound Ramps/Ramona Expressway, and Harville Avenue/Messenia Lane. For purposes of the PM hot-spot analysis, opening year (2030) annual average daily traffic (AADT) volumes under both the No-Build and Build conditions were used to characterize traffic activity within the study area. As the Traffic Impact Analysis did not provide separate AADT estimates for trucks and non-trucks, the percentage of truck traffic was based on data developed for the Cajalco Road Widening and Safety Enhancement Project (FTIP ID: RIV090903).

The Project would result in Metrolink locomotive idling of approximately two to four minutes per stop at the proposed station, totaling ten Metrolink stops per day (five inbound and five outbound). However, the Project would not increase the number of daily Metrolink train trips within the study area.

2030 No Build

Project-generated traffic = Not Applicable

AADT = 18,400, Truck AADT = 920 (5%), LOS = A to D

2030 Build

Project-generated traffic = 1,060 daily trip ends

AADT = 19,200, Truck AADT = 960 (5%), LOS = B to D

Build and No Build AADT

Roadway Link	No Build AADT	No Build Trucks AADT	Build AADT	Build Trucks AADT	AADT Change	Truck AADT Change
Cajalco Expy (W of Harville Ave)	11,700	590	12,100	600	400	10
Cajalco Expy (Harville Ave to I-215)	18,400	920	19,200	960	800	40
Harville Ave (N of Cajalco Expy)	13,300	670	13,500	670	200	0
Harville Ave (Cajalco Expy to Dree Circle)	9,000	450	10,300	510	1,300	60
Harville Ave (S of Dree Circle)	7,600	380	8,100	410	500	30

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Not Applicable

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
Not Applicable

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
Not Applicable

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

The Project will reduce regional congestion by providing a transportation mode alternative to passenger vehicles. The Project will encourage patrons to use the passenger rail service instead of operating passenger vehicles, thereby reducing regional traffic volumes. Improved rail transit will enhance mobility and accessibility, improve transit operations, and increase transit ridership.

Comments/Explanation/Details (*attach additional sheets as necessary*)

See attached analysis.

PM_{2.5}/PM₁₀ Hot-Spot Analysis

The Mead Valley Metrolink Station and Mobility Hub Project is located within a nonattainment area for federal standards for particulate matter less than 2.5 micrometers in diameter (PM_{2.5}) and within an attainment/maintenance area for the federal standards for particulate matter less than 10 micrometers in diameter (PM₁₀). Therefore, per 40 Code of Federal Regulations (CFR) Part 93, hot-spot analyses are required for conformity purposes. However, the U.S. Environmental Protection Agency does not require hot-spot analyses—qualitative or quantitative—for projects that are not listed in Section 93.123(b)(1) as an air quality concern.

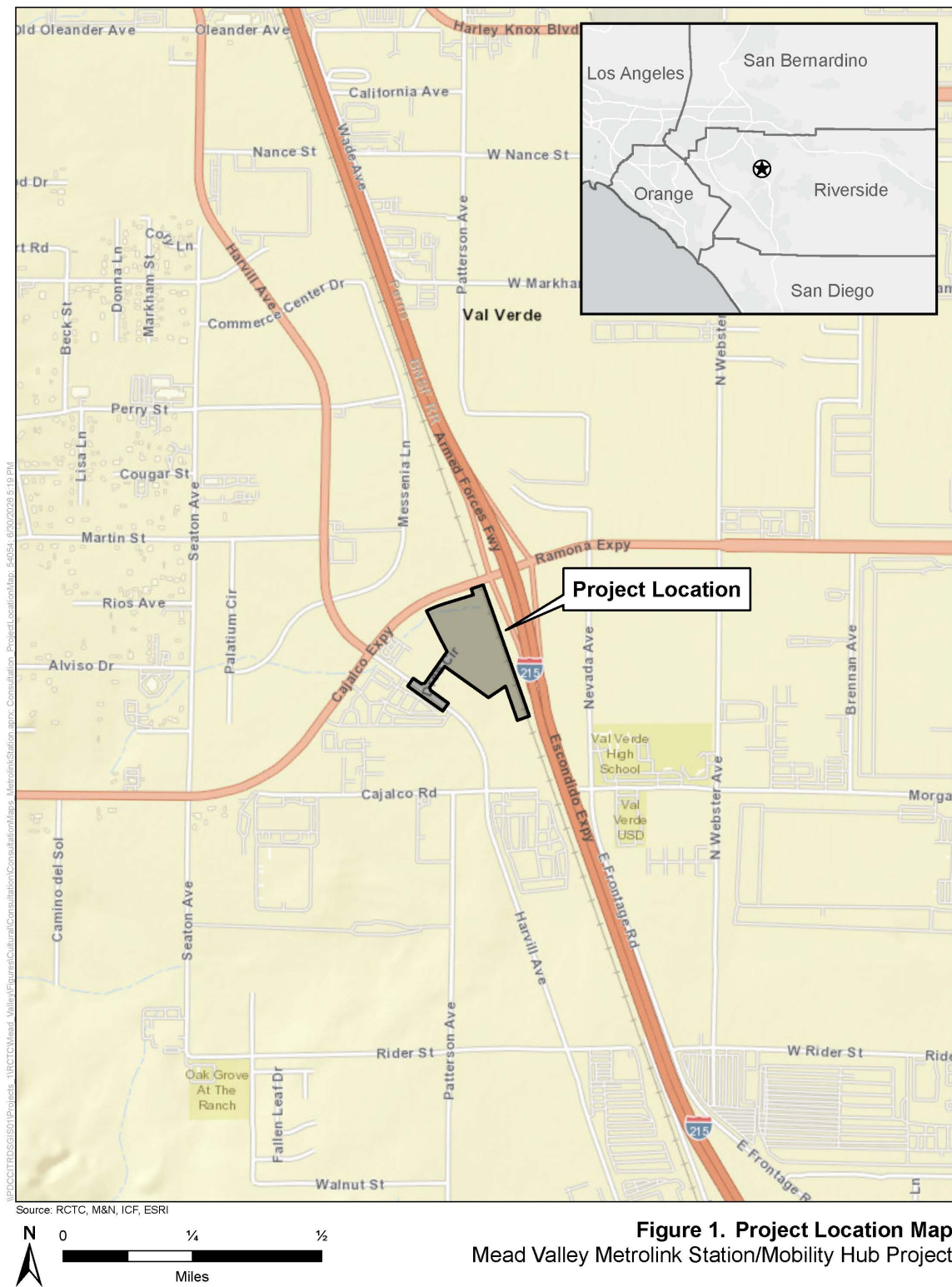
According to 40 CFR Part 93.123(b)(1), the following are Projects of Air Quality Concern (POAQC):

- i. New highway projects have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;
- ii. Projects affecting intersections that are at a Level of Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level of Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
- iii. New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;
- iv. Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- v. Projects in or affecting locations, areas or categories of sites which are identified in the PM_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The Project does not qualify as a POAQC because of the following reasons:

- i. The Project proposes a new commuter rail station designed to accommodate current operations and planned future expansion of the PVL. The Project does not include any development or alteration of the state highway system and therefore is not a highway project. Furthermore, operation of the Project would not result in an increase in traffic volumes from a significant number of diesel vehicles related to the Project.
- ii. The Traffic Impact Analysis determined that all study intersections would continue to operate at LOS D or better under Existing Plus Project and Cumulative Plus Project conditions (Jacobs 2026). Operation of the Project would not result in an increase in traffic volumes from a significant number of diesel vehicles related to the Project.
- iii. The Project includes construction of a new rail transfer point but would not result in a significant number of diesel vehicles congregating at a single location.
- iv. The Project does not expand an existing bus or rail terminal or transfer point.
- v. The Project is not in or affecting locations, areas, or categories of sites that are identified in the PM_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the Project would not be considered a POAQC with respect to PM₁₀ or PM_{2.5} emissions as defined by 40 CFR 93.123(b)(1). The steel-on-steel interaction between the train wheels and the rails is not expected to cause any fugitive dust. As such, the Project is not expected to create a new, or worsen an existing, PM_{2.5} or PM₁₀ violation.



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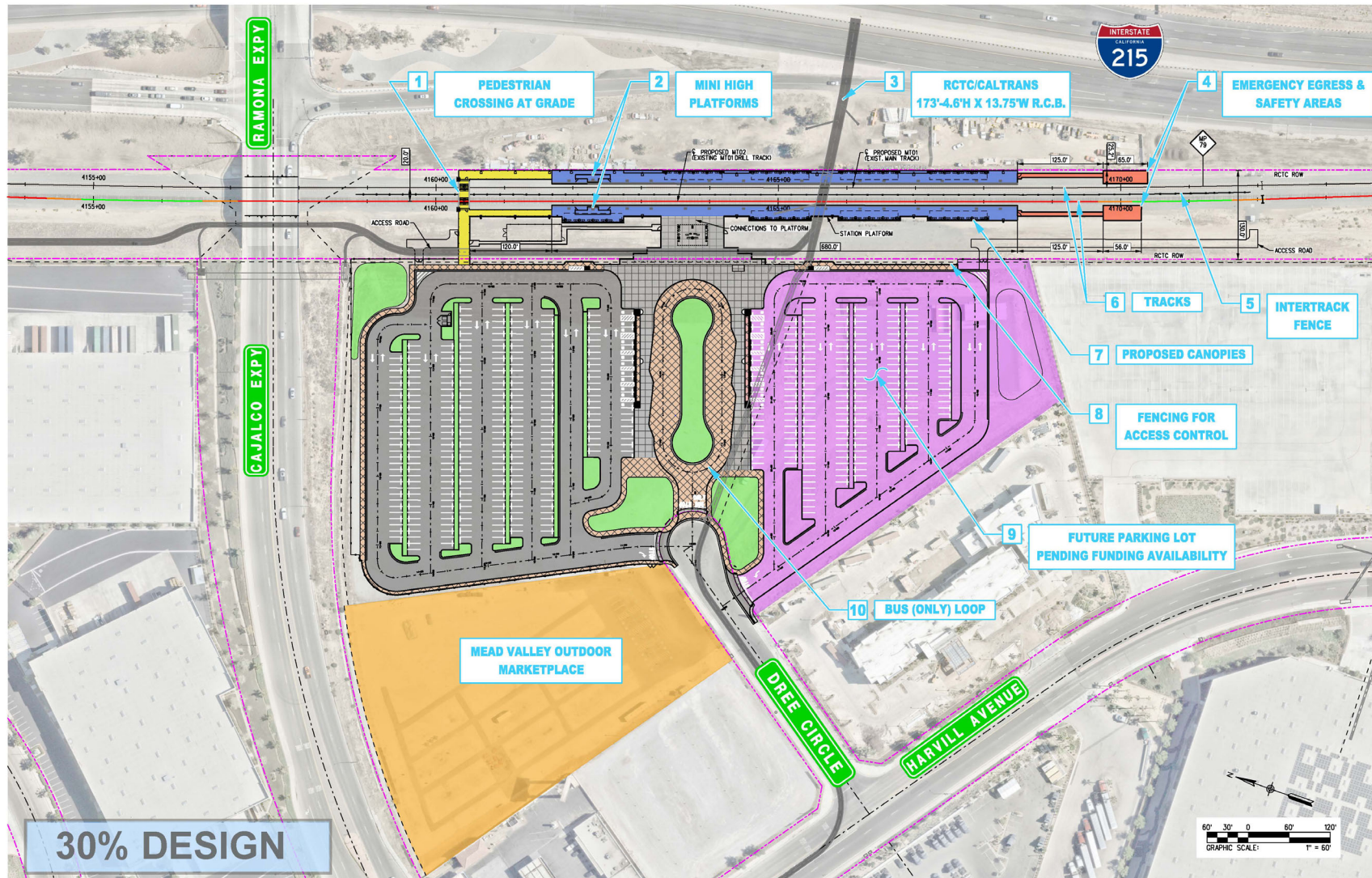


Figure 2. Site Plan
Mead Valley Metrolink Station/Mobility Hub Project

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