

Appendices

Appendix K3 Transportation Impact Summary

Appendices

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September 29, 2019

Mr. Taher Jalai, PE
Transportation Manager
City of Jurupa Valley
8930 Limonite Avenue
Jurupa Valley, CA 92509

SUBJECT: AGUA MANSA COMMERCE PARK (AMCP) TRANSPORTATION IMPACT SUMMARY

Dear Mr. Taher Jalai, PE:

This document provides a Transportation Impact Summary for the proposed Agua Mansa Commerce Park (AMCP) Specific Plan project located in the City of Jurupa Valley, Riverside County. Urban Crossroads reviewed the approved project Traffic Impact Analysis (TIA) dated October 9, 2019 and the Supplemental Analysis (SA) dated August 7, 2019 and has used this information and other resources¹ to develop tables that identify and summarize the funding sources for the mitigation measures. Urban Crossroads used the existing funding sources for each mitigation measure identified in the TIA for the AMCP project, along with the fair share contributions at locations where the payment of fees did not cover the project mitigation. This review includes all the project alternatives. Exhibit A presents the general project location.

EXHIBIT A: PROJECT LOCATION



1. Resources include City DIF program, City of Jurupa Valley Municipal Code 3.75, WRCOG TUMF program, and SBCTA's 2017 10 Year Delivery Plan Measure I 2010-2040

PROJECT DESCRIPTION

The proposed AMCP Specific Plan project is located east of Rubidoux Boulevard between El Rivino Road, the West Riverside Canal, and Hall Avenue in the City of Jurupa Valley. The current Tentative Parcel Map TPM for the proposed AMCP project is included as Attachment A. The TIA/SA evaluated four project alternatives (1, 2, 1A & 2A). Alternatives 1A and 2A evaluate the project if connectivity between Buildings 1 to 5 (Industrial Park) and Rubidoux Boulevard does not exist because access is not possible across the railroad spur line. There is no difference in the land uses between Alternative 1 / Alternative 1A and Alternative 2 / Alternative 2A.

The TIA/SA indicated that the project site is proposed to include various uses for all project alternatives. The land uses that are common to all of the alternatives consist of five high-cube warehouse distribution center buildings totaling 4,216,000 square feet (SF), approximately 71.3 acre regional park (the current TPM shows a slightly lower total of 70.963 acres for the Regional Park [Parcel 10] and Cultural Piece [Parcel 11]), and 64,000 square feet of research and development (Cal Portland). The difference between Alternatives 1 / 1A and 2 / 2A is that Alternatives 1 / 1A also include 200,000 square feet of light industrial (Identified as “Business Park” in Exhibit “C-1” see below), while Alternatives 2 / 2A include 170,000 square feet of light industrial and 25,000 square feet of commercial retail. The warehouse distribution center buildings include 3,452,000 SF of “Core” building footprint with the potential for an additional 764,000 SF of mezzanine space. Building 6 consist of 200,000 SF of business park use and consists of 180,000 SF of “Core” building footprint with the potential for an additional 20,000 SF of mezzanine space for Alternative 1 or 150,000 SF of light industrial, 20,000 SF of mezzanine and 25,000 SF of commercial retail for Alternative 2. The resulting overall total building square footage is 3,632,000 SF of “Core” project with an “Additional” mezzanine area of 784,000 SF for Alternatives 1 / 1A or 3,627,000 SF of “Core” project with an “Additional” mezzanine area of 784,000 SF for Alternatives 2 / 2A. The Cal Portland building is not included in these totals, because it is under separate ownership.

Project access for the industrial park is proposed to be provided along Rubidoux Boulevard, Hall Avenue, Brown Avenue, and El Rivino Road. Access for the regional park is proposed to be provided from El Rivino Road via an internal roadway located east of and adjacent to the railroad spur line. The project opening year is planned for 2020.

The California Environmental Quality Act (CEQA) requires the State and Local Agencies to follow a protocol of analysis and public disclosure of environmental impacts of development projects. As part of this process, a project Traffic Impact Analysis (TIA) was developed and approved by the City of Jurupa Valley. The TIA analyzed the following scenarios to determine the projects impacts:

- Existing Conditions
- Existing Plus Project Conditions
- Opening Year (2020) Without Project Conditions

- Opening Year (2020) With Project Conditions
- Year (2035) Without Project Conditions
- Year (2035) With Project Conditions

The anticipated development parameters for each of the parcels considered as part of this evaluation is presented subsequently in the context of the anticipated fees that will be paid for each development parcel. Exhibit B-1 and B-2 contains the source table documenting the parcel sizes and building square footages used herein.

EXHIBIT B-1: ALTERNATIVES 1 & 1A PARCEL AND BUILDING SIZES

BULK STATISTICS Confirmed by DRC			LOT SIZES		BUILDING SIZES PER SDP		
	TPM Lot	Description	TPM Gross	TPM Net	Base	Mezz or CP Expansion	Total
DEVELOPMENT PARCELS							
INDUSTRIAL PARK							
	1	Building 1	57.652	56.887	1,187,000	313,000	1,500,000
	2	Building 2	52.739	50.398	1,026,000	304,000	1,330,000
	3	Building 3	28.440	28.440	604,000	86,000	690,000
	4	Building 4	22.545	22.545	425,000	40,000	465,000
	5	Building 5	11.693	11.693	210,000	21,000	231,000
	8	Detention	4.264	4.264	-	-	-
	9	Trailer Parking	12.365	12.365	-	-	-
TOTAL INDUSTRIAL PARK PARCELS			189.698	186.592	3,452,000	764,000	4,216,000
BUSINESS PARK							
	6	Building 6	14.135	13.330	180,000	20,000	200,000
	7	Building 6 Outlot	2.172	2.036	-	-	-
	12	Septic Field	3.621	3.621	-	-	-
	13	Boomerang	1.060	1.060	-	-	-
	Cal Port	Cal Portland	12.817	12.817	23,000	41,000	64,000
	Up/Canal	UP & Canal	8.357	8.357	-	-	-
TOTAL BUSINESS PARK			42.162	41.221	203,000	61,000	264,000
TOTAL DEVELOPMENT PARCELS			231.8602	227.8132	203,000	61,000	264,000
CULTURAL/RECREATION/OPEN SPACE							
	10	Recreation/Park	66.010	66.010	TBD	TBD	TBD
	11	Cultural Piece	4.953	4.953	TBD	TBD	TBD
TOTAL OPEN SPACE PARCELS			70.963	70.963	TBD	TBD	TBD
TOTAL SITE - Specific Plan Area			302.823	298.776	3,655,000	825,000	4,480,000

EXHIBIT B-2: ALTERNATIVES 2 & 2A PARCEL AND BUILDING SIZES

BULK STATISTICS Confirmed by DRC			LOT SIZES		BUILDING SIZES PER SDP		
	TPM Lot	Description	TPM Gross	TPM Net	Base	Mezz or CP Expansion	Total
DEVELOPMENT PARCELS							
INDUSTRIAL PARK							
	1	Building 1	57.652	56.887	1,187,000	313,000	1,500,000
	2	Building 2	52.739	50.398	1,026,000	304,000	1,330,000
	3	Building 3	28.440	28.440	604,000	86,000	690,000
	4	Building 4	22.545	22.545	425,000	40,000	465,000
	5	Building 5	11.693	11.693	210,000	21,000	231,000
	8	Detention	4.264	4.264	-	-	-
	9	Trailer Parking	12.365	12.365	-	-	-
TOTAL INDUSTRIAL PARK PARCELS			189.698	186.592	3,452,000	764,000	4,216,000
BUSINESS PARK							
	6	Building 6	14.135	13.330	150,000	20,000	170,000
	7	Building 6 Outlot	2.172	2.036	25,000	-	25,000
	12	Septic Field	3.621	3.621	-	-	-
	13	Boomerang	1.060	1.060	-	-	-
	Cal Port	Cal Portland	12.817	12.817	23,000	41,000	64,000
	Up/Canal	UP & Canal	8.357	8.357	-	-	-
TOTAL BUSINESS PARK			42.162	41.221	198,000	61,000	259,000
TOTAL DEVELOPMENT PARCELS			231.8602	227.8132	198,000	61,000	259,000
CULTURAL/RECREATION/OPEN SPACE							
	10	Recreation/Park	66.010	66.010	TBD	TBD	TBD
	11	Cultural Piece	4.953	4.953	TBD	TBD	TBD
TOTAL OPEN SPACE PARCELS			70.963	70.963	TBD	TBD	TBD
TOTAL SITE - Specific Plan Area			302.823	298.776	3,650,000	825,000	4,475,000

The focus of this Transportation Impact Summary are parcels 1-9 and 12-13. Parcels 10 & 11 are not addressed in this evaluation. Parcel 10 is an Open Space / Park parcel that does not generate project related traffic. The TIA included the traffic for the park site and therefore could be developed in the future by the City. Parcel 11 is designated as a Cultural Piece to be preserved and was included as "Open Space" (Regional Park) in the TIA and will not generate project related traffic. Additionally, outparcels belonging to Cal Portland and the Union Pacific Railroad are also excluded from this evaluation. The "canal" property (under separate ownership) located east of the project (Between the project and Agua Mansa Road) is also an outparcel and is omitted from consideration. The AMCP does not directly front Agua Mansa Road and does not have a vehicle access point to Agua Mansa Road.

TRANSPORTATION FEES

There are two distinct sets of fees that are collected for purposes of constructing transportation improvements to mitigate development project impacts to the transportation system. The two fee programs are the City of Jurupa Valley Development Impact Fee program and the Transportation Uniform Mitigation Fee (TUMF) program. The TUMF program is a Riverside County countywide program.

City of Jurupa Valley Development Impact Fees:

The City of Jurupa Valley incorporated on July 1, 2011. The City of Jurupa Valley's Municipal Code (JVMC) is codified by Ordinance 2018-12. The City's Development Impact Fees (DIF) are included in the JVMC, Chapter 3.75. Chapter 3.75.060 - Definitions, states that the City of Jurupa Valley utilizes the "Riverside County Public Facilities Needs List Through the Year 2010" (PFNL) as a basis to collect their DIF fees. Urban Crossroads, Inc. obtained the PFNL from the County the Riverside, as the City did not have a copy of this list in their possession. The relevant excerpts from the PFNL are provided as Attachment "B" to this letter. The full DIF program has been provided to the City. The City collects DIF fees from development projects, based on land-use, to ensure funds are available for the construction of all required infrastructure to support development/growth without impacting the City's General Fund (GF). Through the Public Records request process with the County of Riverside, a copy of the Riverside County Development Impact Fee program (Approved on August 14, 2001) was acquired which includes the PNFL through the year 2010 for the City of Jurupa Valley.

Transportation Uniform Mitigation Fees:

The City of Jurupa Valley is a member agency of the Western Riverside Council of Governments (WRCOG), which administers the TUMF program for its member agencies. The purpose of the WRCOG is to unify Western Riverside County so that it can speak with a collective voice on important issues that affect its members. Representatives from 18 cities, the Riverside County Board of Supervisors, the Eastern and Western Municipal Water Districts, and the Morongo Band of Mission Indians have seats on the WRCOG Executive Committee, the group that sets policy for the organization, and the Riverside County Superintendent of Schools is an ex-officio member. Recognizing that many issues related to growth are not constrained by political boundaries, WRCOG focuses on several regional matters which includes transportation infrastructure. WRCOG developed and administers the Transportation Uniform Mitigation Fee (TUMF), a program that ensures that new development pays its fair share for the increased traffic that it creates. WRCOG requires all member agencies to collect TUMF fees. Included in the TUMF program are projects within the City of Jurupa Valley (Attachment "C").

Both fee programs (DIF and TUMF) have been created and approved by the governing agencies to ensure sufficient funding is collected to construct the required infrastructure identified in each program. Therefore, by payment of each fee, project impacts are mitigated for improvements identified on each fee program. In cases where a project is conditioned to construct infrastructure identified on a fee program, the development project is eligible for fee credit.

Urban Crossroads (UXR) researched and applied information and conclusions from the project TIA/SA to present the project impacts and mitigation measures in the appropriate transportation DIF and TUMF fee programs. UXR did not re-analyze or modify any of the results from the project TIA/SA.

PROJECT IMPACTS

The project TIA summarizes the project impacts identified throughout the TIA in the Executive Summary of the TIA (Pages ES-1 thru ES-22) for Alternatives 1 and 2. The project TIA Alternatives 1A and 2A summary starts on page 172 of the TIA. Additionally, the SA updated the analysis of segments and intersections along El Rivino Road along the project frontage. Urban Crossroads has reviewed the project impacts, focusing on the various summaries from the TIA and the results from the SA.

Urban Crossroads summarized these impacts and mitigations on tables included in this document's appendices as follows:

Attachment D – Alternative 1

- Table A1-1 – Alternative 1 Roadway Segment Impact & Mitigation Summary
- Table A1-2 – Alternative 1 Intersection Impact & Mitigation Summary
- Table A1-FS – Alternative 1 Fair Share Summary

Attachment E – Alternative 2

- Table A2-1 - Alternative 2 Roadway Segment Impact & Mitigation Summary
- Table A2-2 – Alternative 2 Intersection Impact & Mitigation Summary
- Table A2-FS – Alternative 2 Fair Share Summary

Attachment F – Alternative 1A

- Table A1A-1 - Alternative 1A Roadway Segment Impact & Mitigation Summary
- Table A1A-2 – Alternative 1A Intersection Impact & Mitigation Summary
- Table A1A-FS – Alternative 1A Fair Share Summary

Attachment G – Alternative 2A

- Table A2A-1 - Alternative 2A Roadway Segment Impact & Mitigation Summary
- Table A2A-2 – Alternative 2A Intersection Impact & Mitigation Summary
- Table A2A-FS – Alternative 2A Fair Share Summary

Note: Urban Crossroads reorganized intersections per fee/credit type (e.g. AMCP 100% construction, DIF / TUMF eligible or Fair Share Contribution (with / without overriding considerations))

These tables summarize the impacts and mitigation measures (required improvements) for each scenario analyzed in the TIA/SA, and the anticipated funding sources (e.g., DIF, TUMF, or fair share contributions). The City's DIF program and the WRCOG TUMF program (included as Attachments "B" and "C" to this letter report) have been used as a source for these determinations.

Segments:

Tables A1-1, A2-1, A1A-1 and A2A-1 summarize the roadway segment impacts identified in the project TIA for each alternative. These tables show street segments impacted per each alternative. Tables A1-2, A2-2, A1A-2 and A2A-2 presents the recommended mitigation for roadway segments per each alternative. The impacted portions of these three roadways are generally included in the City of Jurupa Valley DIF program and/or TUMF program.

The entire impacted segment of Rubidoux Boulevard is included in the City DIF program. Any improvements constructed by the project along Rubidoux Boulevard could therefore be eligible for DIF program credit.

Market Street from Rubidoux Boulevard to the Santa Ana River is included in the City DIF program. The same segment of Market Street is also included in the County of Riverside TUMF program. Payment of fees will adequately mitigate project impacts for the Market Street segment(s) that are included in the fee programs. Market Street from the southeast side of the Santa Ana River to Rivera Street is not included in the fee programs. A portion of this approximately ¼ mile long roadway segment is already widened to four lanes.

Agua Mansa Road segment impacts are generally located within the area that is included in the City DIF program. There is a short segment from Holly Street to El Rivino Road that is not included within the City DIF program. This approximately 1,000-foot-long stretch of Agua Mansa Road is in unincorporated San Bernardino County. The fair share cost for this widening is addressed as part of the fair share cost estimate for the intersections of Agua Mansa Road at El Rivino Road (Intersection #24) and Agua Mansa Road at Holly Street (Intersection #25). Additionally, since Agua Mansa Road requires improvements (e.g. widening from a 2-lane facility to a 4-lane facility) for opening year (2020) without the project, the AMCP shall mitigate its impact by paying DIF fees since this roadway is included in the City's DIF program.

Intersections:

Tables A1-2, A2-2, A1A-2 and A2A-2 summarize the intersection impacts identified in the project TIA for each corresponding alternative, along with the appropriate mitigation at each location. The appropriate mitigation is either 100% project funded construction, payment of DIF / TUMF fees, or payment of a fair share contribution as discussed hereafter.

Project intersection responsibility:

For all Alternatives, the first group of intersections (Intersections 7, 8, 9, 18, 19, 20, 21, & 23) are locations where the project will be constructing 100% of the necessary “Half Width²” improvements (See Figure 113 (Alt. 1 & 2) page 243 and Figure 114 (Alt. 1A & 2A) page 244). These generally include locations that will provide project access. The project being constructed on the north side of El Rivino Road is responsible for all necessary improvements on the north side of the roadway (El Rivino Road). In addition to project access improvements, the project may also construct through lane improvements that are potentially eligible for DIF credit along Rubidoux Boulevard. All the recommended improvements have been reviewed in the context of County of Riverside roadway and intersection improvement standard plans to verify that the improvements are consistent with the standard plans and are therefore eligible for DIF/TUMF funding. The County of Riverside Standard Plans for all arterial roadway classifications (Secondary and greater) include explicit intersection treatments that address the need for additional width to accommodate turn lanes. The improvements identified in the project TIA/SA are all consistent with the standard cross-section exhibits and are therefore considered to be eligible for fee program credit / reimbursement.

Intersections eligible for fee-based mitigation:

For Alternatives 1 & 2, the second group of intersections (Intersections 10, 11, 12, 13, 14, 15, 16, 30, & 32) are locations that are included in the City of Jurupa Valley DIF program and/or the WRCOG TUMF program.

For Alternatives 1A & 2A, the second group of intersections (Intersections 6, 10 & 29) are locations that are included in the City of Jurupa Valley DIF program and/or the WRCOG TUMF program.

The project responsibility at these locations is to pay fees into the appropriate programs as described per each alternative. If the project constructs improvements at these intersections, credit / reimbursement for any such improvements is appropriate.

Fair Share Payments:

The third group of intersections (Alt. 1 & 2 - Intersections 22 & 33; Alt. 1A & 2A - Intersection 22) are locations where the project is not anticipating constructing the necessary improvements and the locations are not included in an improvement program wherein mitigation requirements are satisfied through the payment of appropriate fair share amounts. Intersections in this third group are typically only impacted under future conditions for both No Project and With Project conditions, meaning that the project is only a (small) part of a cumulative impact. Intersections in the third group are also locations where the City of Jurupa Valley is (at least partially) responsible and can control the timing of improvements. Therefore, payment of a fair share is sufficient to mitigate project impacts, with Jurupa Valley as the lead agency for this process.

The fourth and final group of intersections (Intersections 1, 2, 5, 24, & 36) are locations outside the city

boundaries where the project is not anticipating constructing the necessary improvements and the locations are not included in an improvement program. Therefore, mitigation requirements are not completely satisfied through the payment of appropriate fees, as Jurupa Valley is not the lead agency for these improvements.

It should be noted that the improvements at the I-10/Cedar Avenue interchange are fully funded per discussions with the San Bernardino County Transportation Authority (SBCTA). The design completed by SBCTA includes the lane requirements needed to mitigate the AMCP impacts. Construction completion is anticipated in 2021. It is recommended that the project offer a fair share contribution at all locations in this fourth group of intersections. A statement of overriding considerations will be required, given the uncertainty of the timing of improvements and the lack of control by the lead agency (City of Jurupa Valley). There are not impacts to this interchange for Alternatives 1A & 2A.

Exhibit C-1 summarizes the anticipated impacts for Alternatives 1 & 2 in graphic form. Exhibit C-2 summarizes the anticipated impacts for Alternatives 1A & 2A in graphic form. Exhibit C-1 and C-2 also identify locations where there is a shared impact with the Caterpillar project.

Project Fee and Fair Share Responsibilities:

The project TIA identifies impacts to segments and intersections which are **not** included in the DIF or TUMF fee programs. To mitigate these impacts, the AMCP is required to pay a fair share amount based on the **California Department of Transportation (Caltrans)** methodology which was calculated and included in the TIA. Recently, the City processed development project MA15146 known as the Caterpillar project. The Caterpillar project used a traditional fair share process for segments and intersections to develop their cost estimates. Due to this, the City will accept the traditional fair share process for calculating AMCP contributions (although it appears that all such locations are located along DIF/TUMF program roadways).

Tables A1-FS, A2-FS, A1A-FS and A2A-FS summarize the AMCP project intersection fair share contributions consistent with the project TIA/SA. Fair share percentages are presented only for those intersections where payment of a fair share contribution is anticipated. Impacts on intersections shared with the Caterpillar project are noted.

EXHIBIT C-1: AMCP ALTERNATIVES 1 & 2 PROJECT IMPACT SUMMARY

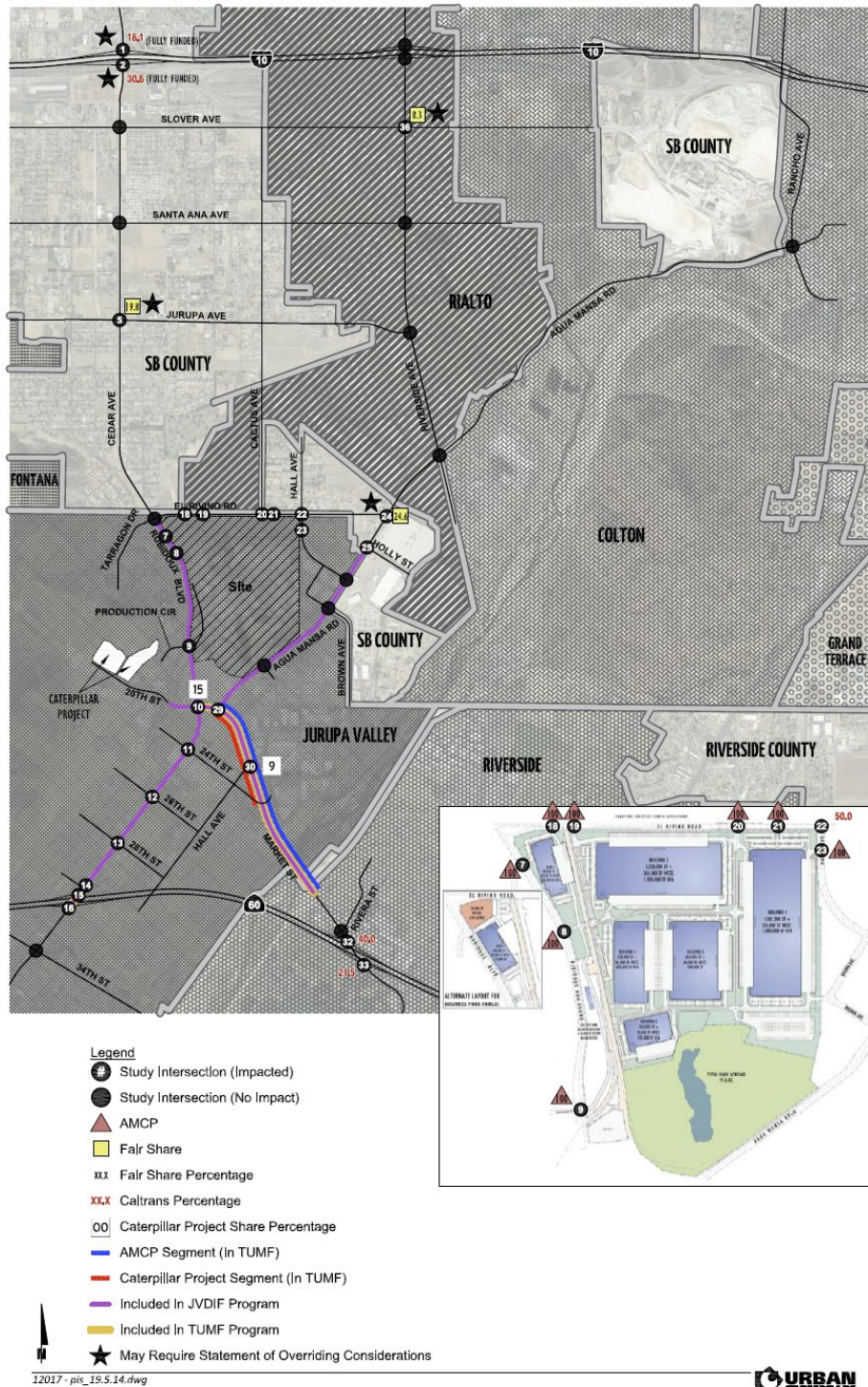
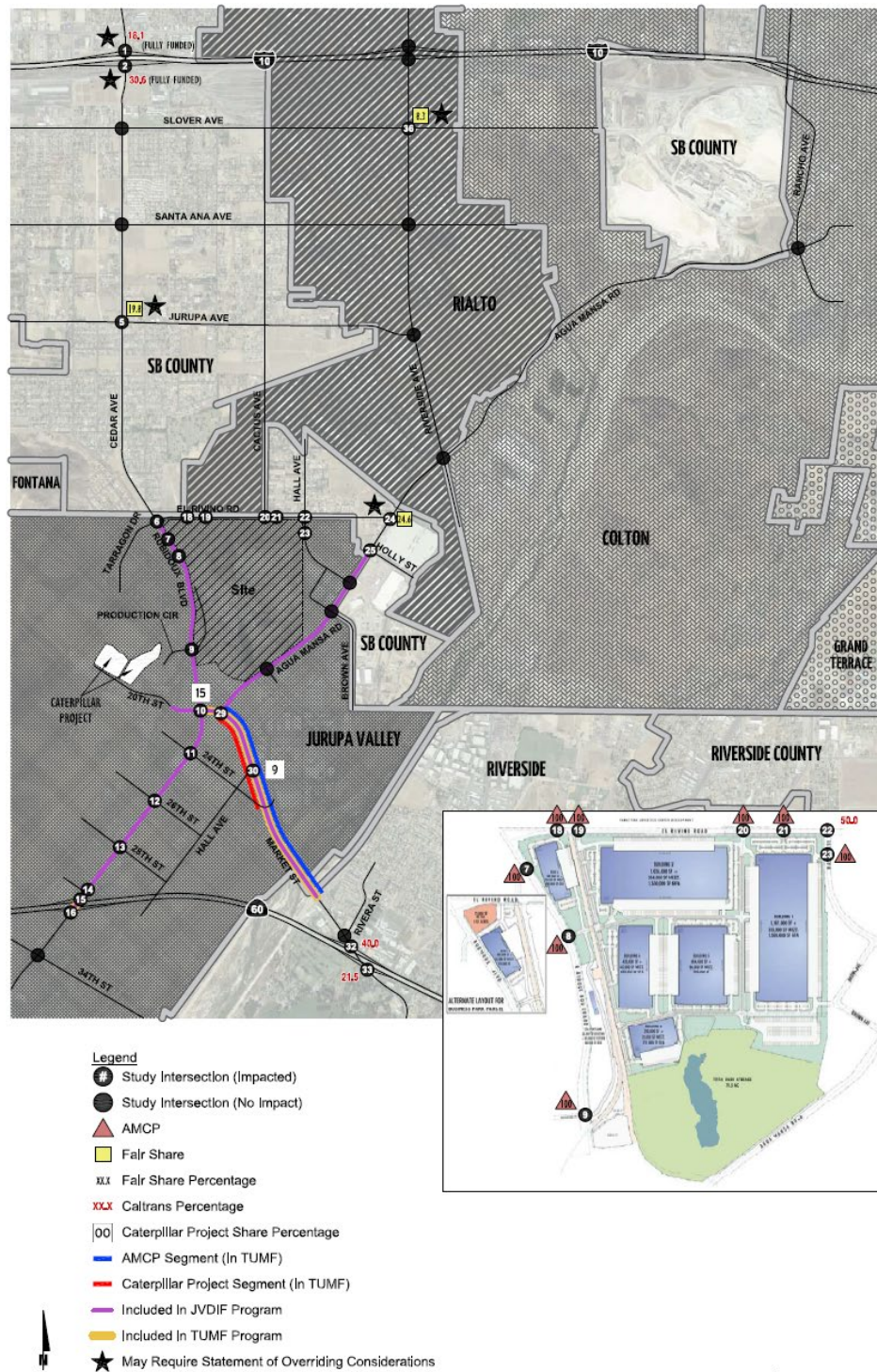


EXHIBIT C-2: AMCP ALTERNATIVES 1A & 2A PROJECT IMPACT SUMMARY



CONCLUSIONS

This evaluation is based upon our review of various relevant documents, including:

- The approved AMCP traffic impact analysis study report and supplemental analysis.
- City Municipal Code
- The City of Jurupa Valley DIF program
- The WRCOG TUMF program
- SBCTA's 2017 10 Year Delivery Plan Measure I 2010-2040

The project TIA/SA identify impacts and the required improvements to provide acceptable traffic operations for the various street segments and intersections that were studied. The TIA analysis results have been used to develop this project impact summary. Since the City has a DIF program and participates in the WRCOG TUMF program, payment of these fees will mitigate project impacts for locations included in these fee programs.

The AMCP project must also mitigate impacts to Intersections located outside the City of Jurupa Valley which requires a fair share payment per the project TIA/SA. Because the City of Jurupa Valley does not have plenary control over intersections that share a border with or are completely under the control of neighboring agencies, the City cannot guarantee that such improvements will be constructed. Thus, the following language will be added to mitigation measures where the project is required to pay its fair share to another jurisdiction:

The City of Jurupa Valley shall participate in a multi-jurisdictional effort with impacted agencies to develop a study to identify fair share contribution funding sources attributable to and paid by the AMCP development to supplement other regional and State funding sources necessary to implement the improvements identified in Table 4, that are located in neighboring agencies. The study shall include fair-share contributions related to private and or public development based on nexus requirements contained in the Mitigation Fee Act (Govt. Code § 66000 et seq.) and 14 Cal. Code of Regs. § 15126.4(a)(4) and, to this end, the study shall recognize that impacts attributable to these facilities that are not attributable to development located within the City of Jurupa Valley are not paying in excess of such developments' fair share obligations. The fee study shall also be compliant with Government Code § 66001(g) and any other applicable provisions of law. The study shall set forth a timeline and other agreed-upon relevant criteria for implementation of the recommendations contained within the study to the extent the other agencies agree to participate in the fee study program.

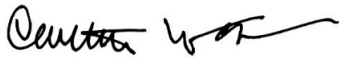
Because the City of Jurupa Valley and the neighboring agencies are responsible to implement this mitigation measure, Developer shall have no compliance obligations with respect to this Mitigation

Mr. Taher Jalai, PE
Transportation Manager
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Measure after their fair share payment to the City of Jurupa Valley.

This report summarizes all project impacts and mitigation measures as identified in the approved TIA. Additionally, locations included in the City's DIF program, WRCOG's TUMF program and locations where the AMCP project is required to make a fair share payment have also been categorized. If you have any questions, please contact me directly at (949) 336-5981.

Respectfully submitted,
URBAN CROSSROADS, INC.



Carleton Waters, PE
Senior Transportation Engineer



Jose Alire, PE
Senior Traffic Engineer

Attachment A – AMCP Tentative Parcel Map

Attachment B – Riverside County Public Facilities Needs List through the year 2010

Attachment C – TUMF Projects for City of Jurupa Valley

Attachment D – Alternative 1 Tables

Attachment E – Alternative 2 Tables

Attachment F – Alternative 1A Tables

Attachment G – Alternative 2A Tables

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**ATTACHMENT A:
TENTATIVE PARCEL MAP**

TENTATIVE PARCEL MAP NO. 37528

IN THE CITY OF JURUPA VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

BEING A SUBDIVISION OF PARCEL A OF NOTICE OF LOT LINE ADJUSTMENT NO. 1601 RECORDED OCTOBER 26, 2017 AS INSTRUMENT NO. 2017-0446791, TOGETHER WITH LOTS 3, 4, 8 AND A PORTION OF LOT 9 AS SHOWN ON MAP OF IRVINE HEIGHTS, BLOCK 1, IN BOOK 5, PAGE 145 OF MAPS, ALL RECORDS OF RIVERSIDE COUNTY, LYING WITHIN SECTION 3, TOWNSHIP 2 SOUTH, RANGE 5 WEST, SAN BERNARDINO MERIDIAN.

LINE LEGEND

	PROPERTY LINE
	CENTER LINE
	PROPOSED LOT LINE
	EXISTING LOT LINE/ RIGHT-OF-WAY LINE
	SECTION LINE
	EASEMENT
	TRACKS
	BUILDING FOOTPRINT

EXISTING UNDERGROUND UTILITY LEGEND

	FIRE WATER
	STORM DRAIN
	SEWER
	WATER

ABBREVIATIONS

DB	DETENTION BASIN
FFE	FINISHED FLOOR ELEVATION

SYMBOL LEGEND

	BUSH
	FIRE HYDRANT
	GATE
	GUY ANCHOR
	GUY ANCHOR POLE
	HOSE BIB
	LANDSCAPE LIGHT
	LIGHT POLE
	PALM TREE
	PEDESTRIAN CROSSING SIGNAL
	POWER POLE
	SIGN
	STREET LIGHT
	TREE
	TRAFFIC SIGNAL WITH ARM
	TRAFFIC SIGNAL ON POLE
	UTILITY PAINT MARK
	OBSERVATION MONITORING WELL
	GROUNDWATER WELL

METERS

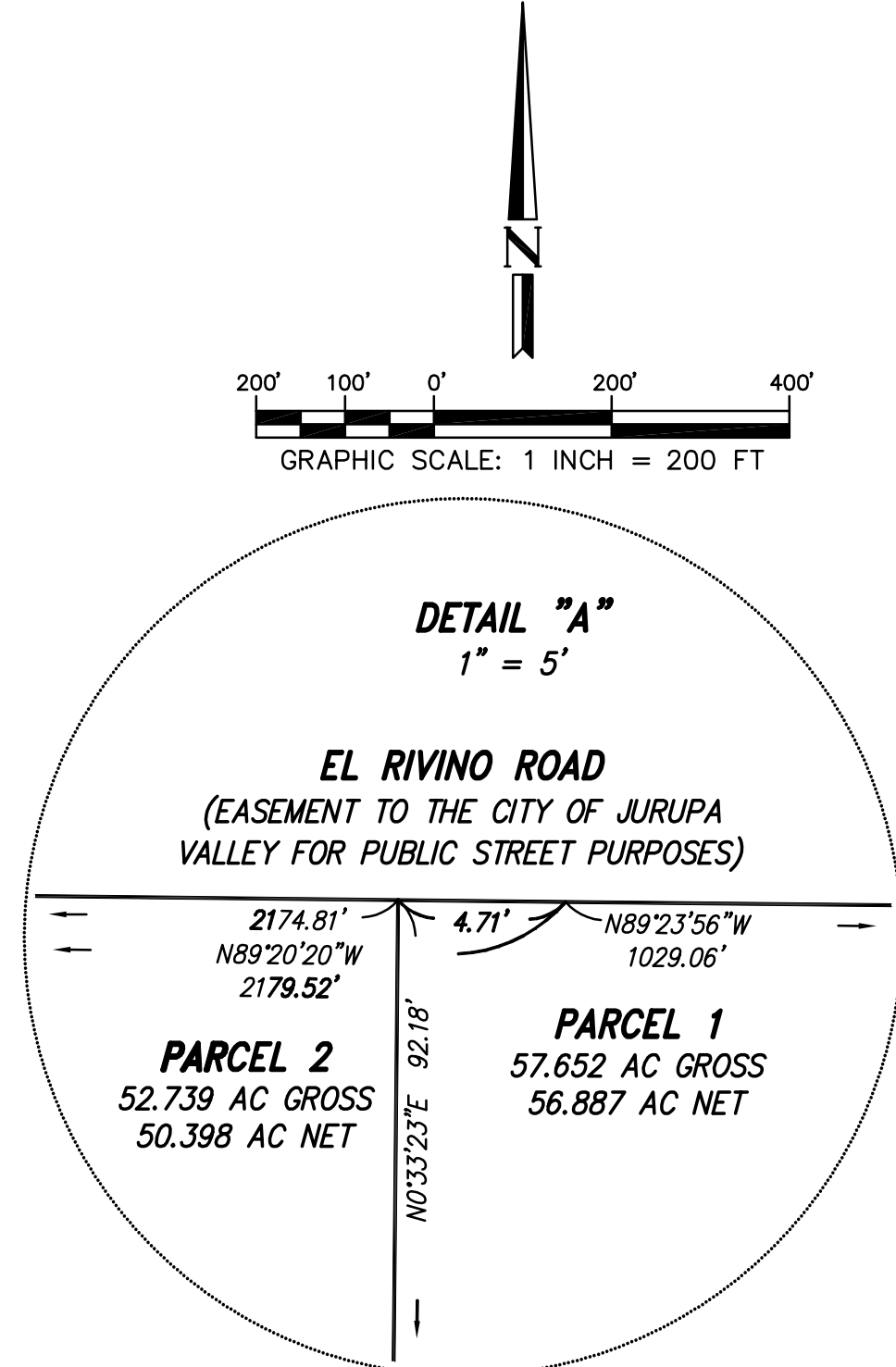
	ELECTRIC
	GAS
	WATER

MANHOLES

	CABLE TELEVISION
	ELECTRIC
	GREASE INTERCEPTOR
	SEWER
	SEWER CLEANOUT
	STORM DRAIN
	STORM DRAIN CLEANOUT
	TELEPHONE
	UNKNOWN UTILITY

VALVES

	BACKFLOW PREVENTER
	BLOW-OFF/AIR VAC VENT
	FIRE DEPARTMENT CONNECTOR
	GAS
	IRRIGATION CONTROL VALVE
	POST INDICATOR VALVE
	SEWER
	UNKNOWN UTILITY
	WATER



LINE	BEARING	DISTANCE	RECORD DATA
L1	N72°25'03"E	177.26'	(177.27' D1) (177.49' R2)
L2	N89°19'57"W	264.67'	-
L3	N00°40'03"E	44.00'	-
L4	N89°19'57"W	253.18'	(253.16' R2)
L5	N31°55'43"W	955.20'	(954.70' R2)
L6	N73°01'05"E	223.23'	(224.01' R2)
L7	N76°59'32"E	26.40'	-
L8	N67°15'29"E	167.83'	-
L9	N44°22'58"W	24.05'	-
L10	N01°22'59"E	68.69'	-
L11	N79°27'52"W	79.47'	-
L12	N54°38'44"E	425.90'	-
L13	N79°26'18"W	121.22'	-
L14	N40°42'36"W	9.20'	-
L15	N05°50'03"W	140.53'	-
L16	N79°04'24"E	163.95'	-
L17	N07°59'57"W	0.92'	-
L18	N72°25'03"E	179.23'	-

CURVE	DELTA	RADIUS	LENGTH	RECORD DELTA	RECORD LENGTH
C1	181°5'00"	656.00'	208.95'	(181°3'53" R2)	(208.95' D1) (208.74' R2)
C2	11°54'14"	930.00'	193.22'	-	-
C3	20°58'03"	2044.00'	748.00'	-	-
C4	9°51'17"	2059.00'	354.14'	-	-
C5	57°57'06"	880.00'	890.07'	(M&R3)	(M&R3)
C6	11°04'07"	2059.00'	397.77'	-	-
C7	9°44'04"	270.00'	45.87'	-	-
C8	7°43'05"	1402.69'	188.95'	-	-
C9	7°02'10"	2844.79'	349.34'	-	-
C10	12°00'00"	980.37'	205.33'	-	-
C11	01°11'15"	1400.40'	4.58'	-	-
C12	2°02'34"	4960.00'	176.83'	-	-
C13	181°5'00"	650.00'	207.04'	-	-

BASIS OF BEARINGS
THE BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF AGUA MANSA ROAD AS SHOWN ON RECORD OF SURVEY FILED IN BOOK 135, PAGES 19-46 OF RECORDS OF SURVEYS IN THE OFFICE OF THE ASSESSOR-COUNTY CLERK-RECORDER OF RIVERSIDE COUNTY, BEING NORTH 54°36'32" EAST.

MONUMENT AND ESTABLISHMENT NOTES

- INDICATES FOUND MONUMENT AS NOTED BELOW.
- INDICATES SEARCHED, FOUND NOTHING. ESTABLISHED BY TIES PER TIE BOOK 88, PAGE 10.
- INDICATES FOUND NAIL AND TAG STAMPED "RIV CO. SUR" PER RIV. CO. RS 92/54-56, FLUSH.
- INDICATES FOUND NAIL AND TAG STAMPED "RIV CO. SUR" PER RIV. CO. C.R. 90-185, FLUSH.
- INDICATES FOUND NAIL AND TAG STAMPED "RIV CO. SUR" PER RIV. CO. C.R. 90-186, FLUSH.
- INDICATES FOUND 1" I.P. STAMPED "SB CO. SUR." PER RS 84/91-93, FLUSH. SAID MONUMENT IS 578°34'27"E 0.32' FROM ESTABLISHED POSITION.
- INDICATES FOUND 1" BRASS DISK STAMPED "SAN BERNARDINO COUNTY SUR." PER R3.
- INDICATES FOUND 1" I.P. STAMPED "SB CO. SUR" PER R3, FLUSH.
- INDICATES FOUND 1" BRASS DISK STAMPED "SAN BERNARDINO COUNTY SUR." PER R3 AS PER MAP FILED IN BOOK 177, PAGES 32-36, OF PARCEL MAPS.
- INDICATES FOUND 1.25" I.P. WITH TACK & TAG, ILLEGIBLE, ACCEPTED AS 1.25" I.P. WITH L.S. 4453 TAG PER R3, FLUSH.
- INDICATES FOUND 1.25" I.P. WITH TACK & TAG STAMPED "LS 4453" PER R3, FLUSH.
- INDICATES FOUND 1.5" I.P. STAMPED "LS 4453" IN LIEU OF 1.25" I.P. WITH L.S. 4453 TAG PER R3, FLUSH.
- INDICATES FOUND 1.5" I.P., ILLEGIBLE, ACCEPTED AS 1.25" I.P. WITH L.S. 4453 TAG PER R3, FLUSH.

REFERENCES

- D1 INDICATES RECORD DATA PER GRANT DEED RECORDED AUGUST 7, 1962 AS INSTRUMENT NO. 74290, OF OFFICIAL RECORDS.
- R1 INDICATES RECORD DATA PER LOT LINE ADJUSTMENT NO. LLA 1601 RECORDED OCTOBER 26, 2017 AS DOCUMENT NO. 2017-0446791, OF OFFICIAL RECORDS.
- R2 INDICATES RECORD DATA PER LOT LINE ADJUSTMENT NO. 5218 RECORDED MAY 29, 2008 AS DOCUMENT NO. 2008-0291639, OF OFFICIAL RECORDS.
- R3 INDICATES RECORD DATA PER PARCEL MAP NO. 24088-2 AS PER MAP FILED IN BOOK 177, PAGES 32-36, OF PARCEL MAPS.
- (...) INDICATES RECORD DATA PER R1 UNLESS OTHERWISE NOTED.
- M&R INDICATES MEASURE DATA AND RECORD DATA ARE THE SAME.

SURVEYOR'S NOTES

- THE 16' WIDE NORTH RIVERSIDE & JURUPA CANAL RIGHT-OF-WAY IS DENOTED HEREON AS (A).
- UNION PACIFIC RAILROAD RIGHT-OF-WAY DENOTED HEREON AS (B).

TENTATIVE PARCEL MAP NO.37528 COMMERCIAL PROPERTY JURUPA VALLEY, CALIFORNIA

BOUNDARY & TOPOGRAPHIC INFORMATION

NO.	REVISION	DATE	ISSUE	FINAL
1	UPDATED PARK PARCEL AREAS	06/14/2018	DATE:	05/07/2018
2	UPDATED PER 1ST PLAN CHECK COMMENTS	09/27/2018	CHECKED: PRA	DRAWN: EFG
3	REVISED APN NUMBERS	10/04/2018	DRAWING FILE: 15-975ipm101	
				SHEET NUMBER:
				2
				OF 3 SHEETS
				SCALE: 1" = 200'

ORC Engineering, Inc.
Civil Engineering/Land Surveying/Land Planning

160 S. Old Springs Road, Ste. 210
Anaheim Hills, California 92808
(714) 685-6860

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ATTACHMENT B:

**CITY OF JURUPA VALLEY DEVELOPMENT IMPACT FEE PROGRAM
(RIVERSIDE COUNTY PUBLIC FACILITIES NEEDS LIST 2010)**

County of Riverside Comprehensive Mitigation Fee Review
Public Facilities Needs List Through the Year 2010

Facility Name	Facility Type	Size	Column No.	(1)	(2)	(3)	(4)	(5)
			Total Cost for Facility/[1]	Off-setting Revenues/[2]	Net Cost to County [(1) - (3)]	Portion of Cost Allocated to New Development (3) * (4)		
IV. FACILITIES SERVING THE JURUPA AREA PLAN (AP No. 1)								
A. <u>Public Facilities Component</u>								
This Area Plan is served by the County-wide and Western County Public Facilities								
B. <u>Fire Facilities</u>								
This Area Plan is served by Western County Fire Facilities								
C. <u>Transportation Component/[3]</u>								
1 Road Construction (excludes Right of Way)								
20th St.	From: Sierra Ave.	To: Van Dell Rd.	1.25 miles	\$2,025,000	\$0	\$2,025,000	40.60%	\$822,150
20th St.	Van Dell Rd.	Avalon Rd.	0.27 miles	\$218,700	\$0	\$218,700	40.60%	\$88,792
20th St.	Avalon Rd.	Rubidoux Blvd.	0.12 miles	\$97,200	\$0	\$97,200	40.60%	\$39,463
68th St.	Hamner Ave.	Schleisman Rd.	0.29 miles	\$469,800	\$0	\$469,800	40.60%	\$190,739
68th St.	Schleisman Rd.	Wineville Ave.	0.71 miles	\$575,100	\$0	\$575,100	40.60%	\$233,491
Agua Mansa Rd.	Market St.	SB county line	1.02 miles	\$826,200	\$0	\$826,200	40.60%	\$335,437
Armstrong Rd.	34th St.	S. B. Co. Line	1.51 miles	\$1,223,100	\$0	\$1,223,100	40.60%	\$496,579
Avon St.	Bellevue Ave.	Ben Nevis Blvd.	0.31 miles	\$295,740	\$0	\$295,740	40.60%	\$120,070
Bain St.	Bellevue Ave.	Limonite Ave	2.05 miles	\$1,660,500	\$0	\$1,660,500	40.60%	\$674,183
Bellevue Ave.	Van Buren Blvd.	Mission Blvd.	1.05 miles	\$1,020,600	\$0	\$1,020,600	40.60%	\$414,364
Bellevue Ave.	Mission Blvd.	Avon St.	0.30 miles	\$291,600	\$0	\$291,600	40.60%	\$118,390
Camino Real	Mission	Jurupa Rd.	0.40 miles	\$648,000	\$0	\$648,000	40.60%	\$263,088
Camino Real	Jurupa Rd.	Limonite Ave	1.69 miles	\$1,368,900	\$0	\$1,368,900	40.60%	\$555,773
Camino Real	Granite Hill	Mission Blvd.	0.21 miles	\$170,100	\$0	\$170,100	40.60%	\$69,061
Crestmore Rd.	Loring Ranch Rd.	Riverview Dr.	1.00 miles	\$1,620,000	\$0	\$1,620,000	40.60%	\$657,720
Crestmore Rd.	Mission Blvd.	Loring Ranch Rd.	1.27 miles	\$1,028,700	\$0	\$1,028,700	40.60%	\$417,852
Elwanda Ave	Bellevue Ave.	Limonite Ave.	1.70 miles	\$1,377,000	\$0	\$1,377,000	40.60%	\$559,062
Granite Hill Dr.	Country Village Rd.	Pyrite St.	2.67 miles	\$2,547,180	\$0	\$2,547,180	40.60%	\$1,034,155
Granite Hill Dr.	Pyrite St.	Dell Ave.	1.37 miles	\$1,308,980	\$0	\$1,308,980	40.60%	\$530,634
Granite Hill Dr.	Dell Ave.	Valley Way	0.35 miles	\$333,900	\$0	\$333,900	40.60%	\$135,583
Jurupa Rd.	Bain St.	Van Buren Blvd.	1.21 miles	\$1,154,340	\$0	\$1,154,340	40.60%	\$468,662
Jurupa Rd.	Van Buren Blvd.	Valley Way	2.60 miles	\$2,480,400	\$0	\$2,480,400	40.60%	\$1,007,042
Limonite Ave.	Wineville Rd.	Van Buren Blvd.	3.74 miles	\$3,635,280	\$0	\$3,635,280	40.60%	\$1,475,924
Limonite Ave	Van Buren Blvd.	Riverview Dr.	3.52 miles	\$3,421,440	\$0	\$3,421,440	40.60%	\$1,389,105
Market St.	Rubidoux Blvd.	Riverside City Limits	1.10 miles	\$1,135,280	\$0	\$1,135,280	40.60%	\$460,918
Mission Blvd.	Hwy 60	Pedley Rd.	1.96 miles	\$1,869,840	\$0	\$1,869,840	40.60%	\$759,155
Mission Blvd.	Pedley Rd.	Valley Way	2.50 miles	\$2,430,000	\$0	\$2,430,000	40.60%	\$986,580
Mission Blvd.	Valley Way	Riverview Dr.	1.35 miles	\$1,312,200	\$0	\$1,312,200	40.60%	\$532,753
Mission Blvd.	Riverview Dr.	City Limits - Riverside	1.55 miles	\$1,506,800	\$0	\$1,506,800	40.60%	\$611,680
N. Main St.	Bartlett Ave.	Riverside City Limits	0.16 miles	\$152,640	\$0	\$152,640	40.60%	\$61,972
N. Main St.	SB county line	Bartlett Ave.	0.43 miles	\$205,110	\$0	\$205,110	40.60%	\$83,275
Opel St.	Cul de sac	Connection to Hwy 60	0.05 miles	\$81,000	\$0	\$81,000	40.60%	\$32,888
Opel St.	Mission Blvd.	Cul de sac	0.17 miles	\$137,700	\$0	\$137,700	40.60%	\$55,906
Pacific Ave.	Mission Blvd.	Limonite Ave.	1.00 miles	\$810,000	\$0	\$810,000	40.60%	\$328,860
Pacific Ave.	La Canada Dr.	Mission Blvd.	0.46 miles	\$372,600	\$0	\$372,600	40.60%	\$151,276
Pedley Rd.	Jurupa Rd.	Limonite Ave	1.60 miles	\$1,296,000	\$0	\$1,296,000	40.60%	\$526,176
Pedley Rd.	Granite Hill	Jurupa Rd.	1.62 miles	\$1,545,480	\$0	\$1,545,480	40.60%	\$627,465
Pedley Ln..	N. Main St.	Riverside City Limits	0.20 miles	\$190,800	\$0	\$190,800	40.60%	\$77,465
Pyrite St.	Hwy 60	Jurupa Rd.	0.96 miles	\$777,600	\$0	\$777,600	40.60%	\$315,706
Pyrite St.	Granite Hill	Hwy 60	0.18 miles	\$145,800	\$0	\$145,800	40.60%	\$58,195
River Rd.	Archibald Ave.	River Rd. Bridge	0.20 miles	\$162,000	\$0	\$162,000	40.60%	\$65,772
River Rd.	River Rd. Bridge	City Limits - Norco	0.38 miles	\$153,900	\$0	\$153,900	40.60%	\$62,483
Riverview Dr.	Limonite Ave.	Mission Blvd.	0.65 miles	\$526,500	\$0	\$526,500	40.60%	\$213,759

*Facility on Needs List 2000

[1] Total cost includes construction, land acquisition, equipment as appropriate.

[2] Represents money currently available. Does not include expected funds.

[3] Excludes RBB 12/5/00 facilities.

[4] Excludes ADP facilities.

County of Riverside Comprehensive Mitigation Fee Review
Public Facilities Needs List Through the Year 2010

				Column No.	(1)	(2)	(3)	(4)	(5)	
Facility Name			Facility Type	Size	Total Cost for Facility/[1]	Off-setting Revenues/[2]	Net Cost to County ((1) - (3))	Portion of Cost Allocated to New Development (3) * (4)		
Rubidoux Blvd.	From:	Mission Blvd.	To:	Hwy 60	0.64 miles	\$822,080	\$0	\$822,080	40.60%	\$252,584
Rubidoux Blvd.		Hwy 60		S.B. Co. Line	2.36 miles	\$2,251,440	\$0	\$2,251,440	40.60%	\$914,085
Sierra Ave.		30th St.		La Canada Dr.	0.23 miles	\$447,120	\$0	\$447,120	40.60%	\$181,531
		County line San Bernardino		Armstrong Rd.	1.04 miles	\$1,010,880	\$0	\$1,010,880	40.60%	\$410,417
Sierra Ave.		Armstrong Rd.		30th St.	0.47 miles	\$456,840	\$0	\$456,840	40.60%	\$185,477
Valley Way		Jurupa Rd.		Hwy 60	0.39 miles	\$315,900	\$0	\$315,900	40.60%	\$128,255
Valley Way		Hwy 60		34th St.	0.42 miles	\$340,200	\$0	\$340,200	40.60%	\$138,121
Subtotal Road Construction						\$50,051,250	\$0	\$50,051,250		\$20,320,808
2 Right-of Way (for Roads identified above)						\$52,848,000	\$0	\$52,848,000	40.60%	\$21,456,288
3 Major Improvements (50% of costs)										
State Route 60 and Camino Real - interchange, ramp, signals, widen undercrossing						\$2,500,000	\$0	\$2,500,000	40.60%	\$1,015,000
State Route 60 and Country Villages Road - widen Ramps, install signals						\$250,000	\$0	\$250,000	40.60%	\$101,500
State Route 60 and Etiwanda Avenue - widen ramps, install signals						\$250,000	\$0	\$250,000	40.60%	\$101,500
State Route 60 and Pedley Road - install signals						\$100,000	\$0	\$100,000	40.60%	\$40,600
State Route 60 and Pyrite Road - widen ramps, install signals						\$250,000	\$0	\$250,000	40.60%	\$101,500
State Route 60 and Rubidoux Boulevard - reconfigure ramps						\$750,000	\$0	\$750,000	40.60%	\$304,500
State Route 60 and Milliken Avenue and County Line - widen ramps, install signals						\$500,000	\$0	\$500,000	40.60%	\$203,000
Subtotal Major Improvements						\$4,600,000	\$0	\$4,600,000		\$1,867,600
4 Area Plan Share of Improvements Spread on a Regional Basis						\$19,054,098	\$0	\$6,450,000	40.60%	\$2,818,700
5 Traffic Signals As warranted per formula										
Subtotal Transportation Component						\$126,553,348	\$0	\$113,949,250		\$46,263,396
D. <u>Conservation Land Bank Component</u>										
This Area Plan is served by the Western County Conservation and Land Bank Facilities										
E. <u>Regional Park, Community Center/Park Component</u>										
This Area Plan is served by Western County Regional Parks										
F. <u>Regional Multipurpose Trails Component</u>										
This Area Plan is served by Western County Regional Trails										
G. <u>Flood Control Component/[4]</u>										
No Flood Control Improvements for this Area Plan										
H. <u>Library Books</u>										
This Area Plan is charged the Western County Library Book Fee										
TOTAL ALL FACILITIES SERVING AREA PLAN						\$126,553,348	\$0	\$113,949,250		\$46,263,396

*Facility on Needs List 2000

[1] Total cost includes construction, land acquisition, equipment as appropriate.

[2] Represents money currently available. Does not include expected funds.

[3] Excludes RBB12/500 facilities.

[4] Excludes ADP facilities.

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ATTACHMENT C:
TUMF PROJECT CITY OF JURUPA VALLEY

EXHIBIT H-1 WRCOG TUMF 2016 Nexus Update - TUMF Network Detailed Cost Estimate

Updated: May 1, 2017

AREA	PLAN DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	NETWORK	MILES	EXISTINGLN	FUTURELN	% COMPLETE	INCREASELN	MILES	TOPO	LANDUSE	INTERCHG	BRIDGE	RRXING	NEWLN	COST	ROWCOST	INTCHG	COST	BRDGCOST	RRXCOST	PLNG	ENG	CONTIG	TOTAL COST	MAXIMUM TUMF SHARE		
Northwest	Corona	6th	SR-91	Magnolia	Secondary	4.50	4	4	0%	0.00	0.00	1	1		0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Corona	Auto Center	Railroad	SR-91	Secondary	0.48	4	4	0%	0.00	0.00	1	2		0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Corona	Cajalco	I-15	Bedford Canyon	Secondary	0.15	2	4	0%	0.30	0.30	1	2		0	0	0	0	\$208,000	\$679,000	\$0	\$0	\$0	\$0	\$0	\$21,000	\$52,000	\$89,000	\$1,049,000	\$1,049,000	
Northwest	Corona	Hidden Valley	Norco Hills	McKinley	Secondary	0.59	4	4	0%	0.00	0.00	2	2		0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Corona	Lincoln	Parkridge	Ontario	Secondary	3.20	4	4	0%	0.00	0.00	1	2		0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Corona	Magnolia	6th	Sherborn Bridge	Secondary	0.47	4	6	0%	0.94	0.94	1	2		0	0	0	0	\$650,000	\$2,127,000	\$0	\$0	\$0	\$0	\$0	\$65,000	\$163,000	\$278,000	\$3,283,000	\$3,283,000	
Northwest	Corona	Magnolia	bridge	Temescal Creek	Secondary	0.00	4	6	0%	0.00	0.00	1	2		0	300	0	0	\$0	\$0	\$0	\$0	\$1,908,000	\$0	\$191,000	\$477,000	\$191,000	\$2,767,000	\$2,767,000		
Northwest	Corona	Magnolia	Sherborn Bridge	Rimpau	Secondary	0.52	6	6	0%	0.00	0.00	1	2		0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Corona	Magnolia	Rimpau	Ontario	Secondary	1.17	6	6	0%	0.00	0.00	1	2		0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Corona	Main	Grand	Ontario	Secondary	0.88	2	4	0%	1.76	1.76	1	3		0	0	0	0	\$1,219,000	\$506,000	\$0	\$0	\$0	\$0	\$0	\$122,000	\$305,000	\$173,000	\$2,325,000	\$575,000	
Northwest	Corona	Main	Foothill	Ontario	Secondary	0.89	4	4	0%	0.00	0.00	1	2		0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Northwest	Corona	Main	Hidden Valley	Parkridge	Secondary	0.35	4	6	0%	0.70	0.70	1	2		0	0	0	0	\$481,000	\$1,573,000	\$0	\$0	\$0	\$0	\$0	\$48,000	\$120,000	\$205,000	\$2,427,000	\$1,912,000	
Northwest	Corona	Main	SR-91	Parkridge	Secondary	0.86	6	6	0%	0.00	0.00	1	1		0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest	Corona	Main	SR-91	S. Grand	Secondary	0.86	4	4	0%	0.00	0.00	1	1		0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest	Corona	McKinley	Hidden Valley	Promenade	Secondary	0.40	4	4	0%	0.00	0.00	1	2		0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest	Corona	McKinley	Promenade	SR-91	Secondary	0.33	6	6	0%	0.00	0.00	1	1		0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest	Corona	McKinley	SR-91	Magnolia	Secondary	0.31	4	6	0%	0.62	0.62	1	1		0	0	0	0	\$431,000	\$1,564,000	\$0	\$0	\$0	\$0	\$0	\$43,000	\$108,000	\$200,000	\$2,346,000	\$2,346,000	
Northwest	Corona	McKinley	bridge	Arlington Channel	Secondary	0.00	4	6	0%	0.00	0.00	1	1		0	100	0	0	\$0	\$0	\$0	\$0	\$636,000	\$0	\$64,000	\$159,000	\$64,000	\$923,000	\$923,000		
Northwest	Corona	McKinley	BNSF	railroad crossing	Secondary	0.00	4	6	0%	0.00	0.00	1	1		0	0	1	0	\$0	\$0	\$0	\$0	\$0	\$38,256,000	\$3,826,000	\$9,564,000	\$3,826,000	\$55,472,000	\$0		
Northwest	Corona	Ontario	I-15	El Cerrito	Secondary	0.89	4	6	0%	1.78	1.78	1	2		0	0	0	0	\$1,232,000	\$4,028,000	\$0	\$0	\$0	\$0	\$0	\$123,000	\$308,000	\$526,000	\$6,217,000	\$4,924,000	
Northwest	Corona	Ontario	Lincoln	Buena Vista	Secondary	0.32	4	6	0%	0.64	0.64	1	2		0	0	0	0	\$444,000	\$1,453,000	\$0	\$0	\$0	\$0	\$0	\$44,000	\$111,000	\$190,000	\$2,242,000	\$1,883,000	
Northwest	Corona	Ontario	Buena Vista	Main	Secondary	0.65	6	6	0%	0.00	0.00	1	2		0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest	Corona	Ontario	Main	Kellogg	Secondary	0.78	6	6	0%	0.00	0.00	1	1		0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest	Corona	Ontario	Kellogg	Fullerton	Secondary	0.32	4	6	0%	0.64	0.64	1	1		0	0	0	0	\$443,000	\$1,607,000	\$0	\$0	\$0	\$0	\$0	\$44,000	\$111,000	\$205,000	\$2,410,000	\$1,785,000	
Northwest	Corona	Ontario	Fullerton	Rimpau	Secondary	0.42	6	6	0%	0.00	0.00	1	1		0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest	Corona	Ontario	Rimpau	I-15	Secondary	0.60	6	6	0%	0.00	0.00	1	1		0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest	Corona	Railroad	Auto Club	Buena Vista	Secondary	2.45	4	4	0%	0.00	0.00	1	2		0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest	Corona	Railroad	BNSF	railroad crossing	Secondary	0.00	4	4	0%	0.00	0.00	1	2		0	0	2	0	\$0	\$0	\$0	\$0	\$0	\$10,932,000	\$1,093,000	\$2,733,000	\$1,093,000	\$15,851,000	\$15,851,000		
Northwest	Corona	Railroad	Buena Vista	Main (at Grand)	Secondary	0.58	2	4	0%	1.16	1.16	1	2		0	0	0	0	\$803,000	\$2,625,000	\$0	\$0	\$0	\$0	\$0	\$80,000	\$201,000	\$343,000	\$4,052,000	\$3,203,000	
Northwest	Corona	River	Corydon	Main	Secondary	2.27	4	4	0%	0.00	0.00	1	2		0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest	Corona	Serfas Club	SR-91	Green River	Secondary	0.96	4	4	0%	0.00	0.00	1	2		0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest	Eastvale	Archibald	San Bernardino County	River	Secondary	3.63	2	4	82%	1.31	1.31	1	3		0	0	0	0	\$905,000	\$375,000	\$0	\$0	\$0	\$0	\$0	\$91,000	\$226,000	\$128,000	\$1,725,000	\$1,725,000	
Northwest	Eastvale	Hamner	Mission	Bellevue	Secondary	3.03	2	6	73%	1.64	1.64	1	3		0	0	0	0	\$1,132,000	\$470,000	\$0	\$0	\$0	\$0	\$0	\$113,000	\$283,000	\$160,000	\$2,158,000	\$2,158,000	
Northwest	Eastvale	Hamner	Bellevue	Amberhill	Secondary	0.20	4	6	0%	0.40	0.40	1	3		0	0	0	0	\$277,000	\$115,000	\$0	\$0	\$0	\$0	\$0	\$28,000	\$69,000	\$39,000	\$528,000	\$528,000	
Northwest	Eastvale	Hamner	Amberhill	Limonite	Secondary	0.71	2	6	14%	2.44	2.44	1	3		0	0	0	0	\$1,690,000	\$701,000	\$0	\$0	\$0	\$0	\$0	\$169,000	\$423,000	\$239,000	\$3,222,000	\$3,222,000	
Northwest	Eastvale	Hamner	Limonite	Schleisman	Secondary	1.00	6	6	0%	0.00	0.00	1	3		0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest	Eastvale	Hamner	Schleisman	Santa Ana River	Secondary	1.00	2	6	50%	2.00	2.00	1	3		0	0	0	0	\$1,384,000	\$574,000	\$0	\$0	\$0	\$0	\$0	\$138,000	\$346,000	\$196,000	\$2,638,000	\$2,638,000	
Northwest	Eastvale	Limonite	I-15	East Center	Secondary	0.35	6	6	0%	0.00	0.00	1	3		0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest	Eastvale	Limonite	I-15	Interchange	Secondary	0.00	0	0	0%	0.00	0.00	1	3		3	0	0	0	\$0	\$0	\$12,343,000	\$0	\$0	\$0	\$0	\$1,234,000	\$3,086,000	\$1,234,000	\$17,897,000	\$0	
Northwest	Eastvale	Limonite	Hamner	Sumner	Secondary	0.27	5	6	100%	0.00	0.00	1	3		0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest	Eastvale	Limonite	Hamner	Sumner	Secondary	1.00	4	6	50%	1.00	1.00	1	3		0	0	0	0	\$692,000	\$287,000	\$0	\$0	\$0	\$0	\$0	\$69,000	\$173,000	\$98,000	\$1,319,000	\$1,319,000	
Northwest	Eastvale	Limonite	Sumner	Harrison	Secondary	0.50	6	6	0%	0.00	0.00	1	3		0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest	Eastvale	Limonite	Harrison	Archibald	Secondary	0.49	4	6	0%	0.98	0.98	1	3		0	0	0	0	\$678,000	\$281,000	\$0	\$0	\$0	\$0	\$0	\$68,000	\$170,000	\$96,000	\$1,293,000	\$1,293,000	
Northwest	Eastvale	Limonite	Archibald	Hellman (Keller SBD Co.)	Secondary	1.12	0	4	0%	4.48	4.48	1	3		0	0	0	0	\$3,100,000	\$1,286,000	\$0	\$0	\$0	\$0	\$0	\$310,000	\$775,000	\$439,000	\$5,910,000	\$5,910,000	
Northwest	Eastvale	Limonite	Cucamonga Creek	bridge	Secondary	0.00	0	4	0%	0.00	0.00	1	3		0	0	200	0	\$0	\$0	\$0	\$0	\$2,544,000	\$0	\$0	\$68,000	\$170,000	\$96,000	\$1,293,000	\$1,293,000	
Northwest	Jurupa Valley	Armstrong	San Bernardino County	Valley	Secondary	1.53	2	4	67%	1.01	1.01	2	3		0	0	0	0	\$885,000	\$289,000	\$0	\$0	\$0	\$0	\$0	\$0	\$254,000	\$636,000	\$254,000	\$3,688,000	\$3,688,000
Northwest	Jurupa Valley	Bellevue	Cantu-Galleano Ranch	Van Buren	Secondary	0.29	2	4	0%	0.58	0.58	1	3		0	0	0	0	\$398,000	\$165,000	\$0	\$0	\$0	\$0	\$0	\$0	\$89,000	\$221,000	\$117,000	\$1,601,000	\$1,601,000
Northwest	Jurupa Valley	Wineville	Bellevue	Van Buren	Secondary	1.82	0	4	75%	1.82	1.82	1	3		0	0	0	0	\$1,259,000	\$522,000	\$0	\$0	\$0	\$0	\$0	\$126,000	\$315,000	\$178,000	\$2,400,000	\$2,400,000	
Northwest	Jurupa Valley	Etiwanda	San Bernardino County	SR-60	Secondary	1.00	6	6	0%	0.00	0.00	1	3		0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest	Jurupa Valley	Etiwanda	SR-60	Limonite	Secondary	3.00	4	4	0%	0.00	0.00	1	3		0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest	Jurupa Valley	Limonite	I-15	Wineville	Secondary	0.40	4	4	0%	0.00	0.00	1	3		0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest	Jurupa Valley	Limonite	Etiwanda	Wineville	Secondary	0.99	3	4	100%	0.00	0.00	1	3		0	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Northwest	Jurupa Valley	Limonite	Etiwanda	Van Buren	Secondary	2.72	2	6	0%	10.87	10.87	1	3		0	0	0	0	\$7,525,000	\$3,121,000	\$0	\$0	\$0	\$0	\$0	\$753,000	\$1,881,000	\$1,065,000	\$14,345,000	\$12,319,000	
Northwest	Jurupa Valley	Limonite	Van Buren	Clay	Secondary	0.79	4	6</																							

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**ATTACHMENT D:
ALTERNATIVE 1 TABLES**

Table A1-1 Alternative 1 Roadway Segment Impact & Mitigation Summary												
Roadway	Segment Limits		Jurisdiction	Existing	Existing + Project (Alt. 1)	Opening Year (2020) No Project	Opening Year (2020) + Project (Alt. 1)	2035 No Project	2035 + Project (Alt. 1)	City DIF Category	Anticipated Funding Source	Caterpillar Share
Rubidoux Boulevard	El Rivino Road	Production Circle	JV				Deficient (V/C = 1.03) - At Ultimate Width		Deficient (V/C = 1.03) - At Ultimate Width		DIF / AMCP ¹	
	Production Circle	20th Street	JV				Deficient (V/C = 1.02) - At Ultimate Width		Deficient (V/C = 1.02) - At Ultimate Width		DIF	
Market Street	Agua Mansa Road	Hall Avenue	JV	2 Lanes (LOS E)	Construct two additional lanes to widen from two lanes to four lanes (Crosses SA River!)	Same	Same	Same	Same	Transportation Roads	TUMF / DIF	Yes
	Hall Avenue	Rivera Street	JV/RIV	2 Lanes (LOS F)	Construct two additional lanes to widen from two lanes to four lanes (Crosses SA River!)	Construct two additional lanes to widen from two lanes to four lanes	Construct two additional lanes to widen from two lanes to four lanes (Still Deficient, V/C=1.13)	Same (V/C=1.03)	Same (V/C=1.00)	Transportation Roads	TUMF / DIF/FS	Yes
Agua Mansa Road	Market Street	Brown Avenue	JV			Construct two additional lanes to widen from two lanes to four lanes	Same	Same	Same		DIF	
	Hall Street	El Rivino Road	JV/SB					Construct two additional lanes to widen from two lanes to four lanes (east side pavement currently at ultimate; west side widening only required from j. S/O El Rivino Rd. to j. S/O Holly Street (~1,200')	Same		Fair Share	

¹ AMCP to improve Rubidoux Blvd. along project frontage (East Side) from El Rivino Road to southerly edge of Parcel 7

² Agua Mansa - Market to Holly included in DIF (Includes Int. 25 improvements, See table 3)

Table A1-2													
Alternative 1 Intersection Impact & Mitigation Summary ¹													
#	Intersection Location		Jurisdiction	Existing	Existing + Project (Alt. 1)	Opening Year (2020) No Project	Opening Year (2020) + Project (Alt. 1)	2035 No Project	2035 + Project (Alt. 1)	City DIF Project No.	City DIF Category	Anticipated Funding Source	Caterpillar Share?
7	Rubidoux Blvd	Building 6 Access	JV	NA	Construct WB RT Lane	NA	Same	NA	Same			AMCP	
8	Rubidoux Blvd	Project Access (EW)	JV	NA	Construct NB RT Lane Construct SB LT Lane Construct WB LT Lane Construct WB RT Lane Construct New Signal	NA	Same Same Same Same Same	NA	Same Same Same Same Same			AMCP AMCP AMCP AMCP AMCP	
9	Rubidoux Blvd	Production Circle / Project Access	JV	CSS (TS Warranted)	Construct New Traffic Signal ³	Same	Same	Same	Construct New Signal		Signals	Cal Portland ³	
18	Building 6 Access (NS)	El Rivino Road	JV JV JV JV/RIA	NA	Construct NB RT Lane Construct 2nd EB Through Lane Construct EB RT Lane Construct WB LT Lane ⁵	NA	Same Same Same Same	NA	Same Same Same Same			AMCP AMCP AMCP AMCP	
19	Project Access (NS)	El Rivino Road	JV JV JV JV JV/RIA	NA	Construct NB LT Lane Construct NB RT Lane Construct 2nd EB Through Lane Construct EB RT Lane Construct WB LT Lane	NA	Same Same Same Same Same	NA	Same Same Same Same Same			AMCP AMCP AMCP AMCP AMCP	
20	Cactus Avenue / Project Access	El Rivino Road	JV JV JV JV JV/RIA		Construct NB LT Lane Construct NB Shared Thru/RT Lane Construct 2nd EB Through Lane Construct EB RT Lane Construct WB LT Lane		Same Same Same Same Same		Same Same Same Same Same			AMCP AMCP AMCP AMCP AMCP	
21	Building 1 Auto Access	El Rivino Road	JV JV JV JV/SB	NA	Construct NB RT Lane Construct 2nd EB Through Lane Construct EB RT Lane Construct WB LT Lane ⁵	NA	Same Same Same Same	NA	Same Same Same Same			AMCP AMCP AMCP Fair Share	
23	Hall Avenue	Building 1 Access (EW)	JV	NA	Construct NB LT Lane Construct SB RT Lane Construct EB LT Lane Construct EB RT Lane	NA	Same Same Same Same	NA	Same Same Same Same			AMCP AMCP AMCP AMCP	
10	Rubidoux Blvd	20th Street/Market Street	JV	TS	Install NB RT Overlap Modify Signal Phasing Construct 2 WB LT Lanes Traffic Signal Modification	Same Same Same Same	Install NB RT Overlap Same Same Construct 2nd SB LT Lane Same	Same Same Same Same Same	Same Same Same Same Same		Signals Signals Transportation Signals	DIF TUMF/DIF TUMF DIF TUMF/DIF	YES YES YES YES YES
11	Rubidoux Blvd	24th Street	JV	CSS (TS Warranted)	Construct New Traffic Signal	Construct NB LT Lane Construct SB LT Lane Construct New traffic Signal	Same Same Same	Same Same Same	Same Same Same		Signals Signals Signals	DIF DIF DIF	YES YES YES
12	Rubidoux Blvd	26th Street	JV	CSS (TS Warranted)	Construct New Traffic Signal	Same	Same	Same Construct NB LT Lane Construct SB LT Lane	Same Same Same		Signals Signals Signals	DIF DIF DIF	YES YES
13	Rubidoux Blvd	28th Street	JV	TS				Construct EB LT Lane Construct WB LT Lane	Same Same		Signals Signals	DIF DIF	

Table A1-2													
Alternative 1 Intersection Impact & Mitigation Summary ¹													
#	Intersection Location		Jurisdiction	Existing	Existing + Project (Alt. 1)	Opening Year (2020) No Project	Opening Year (2020) + Project (Alt. 1)	2035 No Project	2035 + Project (Alt. 1)	City DIF Project No.	City DIF Category	Anticipated Funding Source	Caterpillar Share?
14	Rubidoux Blvd	30th St. / SR-60 WB Off Ramp	CALTRANS	TS		Construct WB LT Lane	Same	Same	Same			TUMF/DIF	
15	Rubidoux Blvd	SR60 WB On Ramp	CALTRANS	CSS (TS Warranted)	Construct New Traffic Signal	Construct New Traffic Signal	Same	Same	Same			TUMF/DIF	
16	Rubidoux Blvd	SR60 EB Ramps	CALTRANS				Construct NB RT Lane Construct EB LT Lane	Same Same	Same Same			TUMF/DIF	
25	Agua Mansa Road	Holly Street	JV/SB	CSS				Construct New Traffic Signal	Same		Signals	DIF	
29	Agua Mansa Road	Market Street	JV	TS (Deficient) PM=LOS F	Construct SB LT Lane	Same Construct SB Through Lane	Same Same	Same Same Construct second SB RT Lane	Same Same Same		Signals Signals Transportation	DIF DIF DIF	
30	Market Street	Hall Avenue	JV	CSS PM=LOS F	Construct N/S 2-Way LT Median	Same	Same	Same Construct New Traffic Signal	Same Same		Transportation Signals	TUMF/DIF TUMF/DIF	YES
32	Market Street	SR60 WB Ramps	CALTRANS	TS					Restripe SB RT Lane to Shared Through/RT Lane		Transportation Roads	TUMF/DIF	
22	Hall Avenue	El Rivino Road	JV SB JV/SB JV/SB JV/SB				Construct NB LT Lane Construct SB LT Lane ⁷ Construct EB LT Lane ⁵ Construct WB LT Lane ⁵ Construct New Traffic Signal	Same Same Same Same Same	Same Same Same Same Same			AMCP Fair Share Fair Share Fair Share Fair Share	
33	Market Street	SR60 EB Ramps	CALTRANS	TS		Construct 2nd SB LT Lane	Same	Same	Same			Fair Share	
1	Cedar Avenue	I-10 WB Ramp	CALTRANS	TS	Construct 2nd WB RT Lane	Construct WB LT Lane Same	Same Same	Same Same	Same Same			Fair Share (Fully	
2	Cedar Avenue	I-10 EB Ramp	CALTRANS	TS		Construct EB RT Lane	Same	Same	Same			Fair Share	
5	Cedar Avenue	Jurupa Avenue	SB	TS		Construct WB LT Lane Construct EB LT Lane	Same Same	Same Same	Same Same			Override Override	
24	Agua Mansa Road	El Rivino Road	SB	CSS	Construct New Traffic Signal	Same	Same	Same	Same			Fair Share	
36	Riverside Avenue	Slover Avenue	RIA	TS				Construct SB RT lane	Same			Override	

¹ No impacts identified in the approved TIA at the following intersection #s 4, 6, 17, 26, 34, 35, 37, 38, 39, 40

² Although AMCP Traffic Study indicates this improvement is the responsibility of the Panattoni project on the north side of El Rivino Road, Panattoni project Street Improvement Plans do not show this 2nd WB Through Lane.

³ Cal Portland would be required to install traffic signal pending warrants and future additional development.

⁴ Supplemental analysis shows that 2nd westbound through lane is not required where Panattoni is not installing (West of RR ROW and east of Catus). Note: 2nd westbound through lane currently exists for approximately 500' west of Cactus.

⁵ These left turn lanes require slight expansion to north side of El Rivino in San Bernardino County or Rialto and will not be completed by Panattoni. We would propose Re-Design or Re-Striping of south side of El Rivino to accommodate the left turn without an improvement on the north side until those lots north of El Rivino develop.

⁶ Note: 2nd westbound through lane exists 500' west of Cactus and Panattoni building east of Cactus along their frontage. SA indicates this lane is not required for an acceptable LOS.

⁷ Supplemental Analysis dated August 7, 2019 indicates southbound left turn lane not required for an acceptable LOS.

Table A1-FS									
Alternative 1 Fair Share Summary									
#	Intersection Location		Jurisdiction ¹	Improvement	Anticipated Funding Source	City DIF Category	Caterpillar Share?	Fair Share %	Footnote
22	Hall Avenue	El Rivino Road	JV	Construct NB LT Lane	AMCP			100.0%	1
			SB	Construct SB LT Lane ⁷	Fair Share			50.0%	2
			JV/SB	Construct EB LT Lane	Fair Share			50.0%	1
			JV/SB	Construct WB LT Lane	Fair Share			50.0%	1
			JV/SB	Construct New Traffic Signal	Fair Share			50.0%	1
33	Market Street	SR60 EB Ramps	CAL	Construct 2nd SB LT Lane	Fair Share			21.5%	1
1	Cedar Avenue	I-10 WB Ramp	CALTRANS	Construct WB LT Lane	Fair Share (Fully Funded)			18.1%	1
				Construct 2nd WB RT Lane	OR Potential Override			18.1%	1
2	Cedar Avenue	I-10 EB Ramp	CALTRANS	Construct EB RT Lane	Fair Share (Fully Funded) or Potential Override			30.6%	1
5	Cedar Avenue	Jurupa Avenue	SB	Construct WB LT Lane	Override			19.8%	2
				Construct EB LT Lane	Override			19.8%	2
24	Agua Mansa Road	El Rivino Road	SB	Construct New Traffic Signal	Fair Share (Potential Override)			24.6%	1 3
36	Riverside Avenue	Slover Avenue	RIA	Construct SB RT lane	Override			8.3%	2

Notes: Required improvements shown as **BOLD** not called out in TS

¹ Fair Share cost has been calculated using the "CALTRANS" Methodology Per TIA unless otherwise noted.

² Responsible agency uses "traditional" fair share calculation methodology.

³ Detailed Cost Estimate per URX

⁴ Project Improvement (Site adjacent through lane or sight serving turn lane) at 100%

⁵ These left turn lanes require slight expansion to north side of El Rivino in San Bernardino County or Rialto and will not be completed by Panattoni. We would propose Re-Design or Re-Striping of south side to accommodate the left turn without an improvement on the north side until those lots north of El Rivino develop.

⁶ Note: 2nd westbound through lane exists 500' west of Cactus and Panattoni building east of Cactus along their frontage. SA indicates this lane is not required for an acceptable LOS.

⁷ Supplemental Analysis dated August 7, 2019 indicates southbound left turn lane not required for an acceptable LOS.

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**ATTACHMENT E:
ALTERNATIVE 2 TABLES**

<div>Table A2-1</div> <div>Alternative 2 Roadway Segment Impact & Mitigation Summary</div>												
Roadway	Segment Limits		Jurisdiction	Existing	Existing + Project (Alt. 2)	Opening Year (2020) No Project	Opening Year (2020) + Project (Alt. 2)	2035 No Project	2035 + Project (Alt. 2)	Anticipated Funding Source	City DIF Category	Caterpillar Share?
El Rivino ⁴	Cedar Avenue	Catus Avenue	SB/RIA/JV				Construct 1 additional EB lane to widen from 2 lanes to 3 lanes		Construct 1 additional EB lane to widen from 2 lanes to 3 lanes	Fair Share/AMCP		
Rubidoux Boulevard	El Rivino Road	Production Circle	JV				Deficient (V/C = 1.04) - At Ultimate Width		Deficient (V/C = 1.04) - At Ultimate Width	DIF/AMCP	Transportation Roads	
	Production Circle	20th Street	JV				Deficient (V/C = 1.03) - At Ultimate Width		Deficient (V/C = 1.03) - At Ultimate Width	DIF	Transportation Roads	
Market Street	Agua Mansa Road	Hall Avenue	JV	2 Lanes (LOS E)	Construct two additional lanes to widen from two lanes to four lanes	Same	Same	Same	Same	TUMF/DIF	Transportation Roads	Yes
	Hall Avenue	Rivera Street	JV/RIV	2 Lanes (LOS F)	Construct two additional lanes to widen from two lanes to four lanes (Crosses SA River!)	Construct two additional lanes to widen from two lanes to four lanes	Same (Deficient V/C=1.15)	Same (Still Deficient V/C=1.03)	Same	TUMF/DIF/Fair Share	Transportation Roads	Yes
Agua Mansa Road	Market Street	Brown Avenue	JV			Construct two additional lanes to widen from two lanes to four lanes	Same	Same	Same	DIF	Transportation Roads	
	Hall Street	El Rivino Road	JV/SB					Construct two additional lanes to widen from two lanes to four lanes (east side pavement currently at ultimate; west side widening only required from j. S/O El Rivino Rd. to j. S/O Holly Street (~1,200'))	Same	DIF/Fair Share	Transportation Roads	

⁴ Supplemental analysis shows that 2nd westbound through lane is not required where Panattoni is not installing (West of RR ROW and east of Catus).
Note: 2nd westbound through lane currently exists for approximately 500' west of Cactus.

Table A2-2 Alternative 2 Intersection Impact & Mitigation Summary ¹												
#	Intersection Location		Jurisdiction	Existing	Existing + Project (Alt. 2)	Opening Year (2020) No Project	Opening Year (2020) + Project (Alt. 2)	2035 No Project	2035 + Project (Alt. 2)	Anticipated Funding Source	City DIF Category	Caterpillar Share?
7	Rubidoux Blvd	Building 6 Access	JV	NA	Construct WB RT Lane	NA	Same	NA	Same	AMCP		
8	Rubidoux Blvd	Project Access (EW)	JV	NA	Construct NB RT Lane Construct SB LT Lane Construct WB LT Lane Construct WB RT Lane Construct New Signal	NA	Same Same Same Same Same	NA	Same Same Same Same Same	AMCP AMCP AMCP AMCP AMCP		
9	Rubidoux Blvd	Production Circle / Project Access	JV	CSS (TS Warranted)	Construct New Traffic Signal ³	Same	Same	Same	Construct New Signal	Cal Portland ³	Signals	
18	Building 6 Access (NS)	El Rivino Road	JV JV JV JV/RIA	NA	Construct NB RT Lane Construct 2nd EB Through Lane Construct EB RT Lane Construct WB LT Lane ⁵	NA	Same Same Same Same	NA	Same Same Same Same	AMCP AMCP AMCP AMCP		
19	Project Access (NS)	El Rivino Road	JV JV JV JV JV/RIA	NA	Construct NB LT Lane Construct NB RT Lane Construct 2nd EB Through Lane Construct EB RT Lane Construct WB LT Lane	NA	Same Same Same Same Same	NA	Same Same Same Same Same	AMCP AMCP AMCP AMCP AMCP		
20	Cactus Avenue / Project Access	El Rivino Road	JV JV JV JV JV/RIA		Construct NB LT Lane Construct NB Shared Thru/RT Lane Construct 2nd EB Through Lane Construct EB RT Lane Construct WB LT Lane		Same Same Same Same Same		Same Same Same Same Same	AMCP AMCP AMCP AMCP AMCP		
21	Building 1 Auto Access	El Rivino Road	JV JV JV JV/SB	NA	Construct NB RT Lane Construct 2nd EB Through Lane Construct EB RT Lane Construct WB LT Lane ⁵	NA	Same Same Same Same	NA	Same Same Same Same	AMCP AMCP AMCP AMCP		
23	Hall Avenue	Building 1 Access (EW)	JV	NA	Construct NB LT Lane Construct SB RT Lane Construct EB LT Lane Construct EB RT Lane	NA	Same Same Same Same	NA	Same Same Same Same	AMCP AMCP AMCP AMCP		
10	Rubidoux Blvd	20th Street/Market Street	JV	TS	Install NB RT Overlap Modify Signal Phasing Construct 2 WB LT Lanes Traffic Signal Modification	Same Same Same	Install NB RT Overlap Same Same Construct 2nd SB LT Lane	Same Same Same Same	Same Same Same Same	DIF TUMF/DIF TUMF DIF TUMF/DIF	Signals Signals Transportation Roads Signals	YES YES YES YES
11	Rubidoux Blvd	24th Street	JV	CSS (TS Warranted)	 Construct New Traffic Signal	Construct NB LT Lane Construct SB LT Lane Construct New traffic Signal	Same Same Same	Same Same Same	Same Same Same	DIF DIF DIF	Signals Signals Signals	YES YES YES
12	Rubidoux Blvd	26th Street	JV	CSS (TS Warranted)	Construct New Traffic Signal	Same	Same	Same Construct NB LT Lane	Same Same	DIF DIF	Signals Signals	YES YES
13	Rubidoux Blvd	28th Street	JV	TS				Construct EB LT Lane	Same	DIF	Signals	

Table A2-2												
Alternative 2 Intersection Impact & Mitigation Summary ¹												
#	Intersection Location		Jurisdiction	Existing	Existing + Project (Alt. 2)	Opening Year (2020) No Project	Opening Year (2020) + Project (Alt. 2)	2035 No Project	2035 + Project (Alt. 2)	Anticipated Funding Source	City DIF Category	Caterpillar Share?
14	Rubidoux Blvd	30th St. / SR-60 WB Off Ramp	CALTRANS	TS		Construct WB LT Lane	Same	Same	Same	TUMF/(DIF)		
15	Rubidoux Blvd	SR60 WB On Ramp	CALTRANS	CSS (TS Warranted) AM=LOS E	Construct New Traffic Signal	Construct New Traffic Signal	Same	Same	Same	TUMF/(DIF)		
16	Rubidoux Blvd	SR60 EB Ramps	CALTRANS				Construct NB RT Lane Construct EB LT Lane	Same Same	Same Same	TUMF/(DIF)		
25	Agua Mansa Road	Holly Street	JV/SB	CSS				Construct New Traffic Signal	Same	DIF	Signals	
29	Agua Mansa Road	Market Street	JV	TS (Deficient) PM=LOS F	Construct SB LT Lane	Same Construct SB Through Lane	Same Same	Same Same Construct second SB RT Lane	Same Same Same	DIF DIF DIF	Signals Signals Transportation Roads	
30	Market Street	Hall Avenue	JV	CSS PM=LOS F	Construct N/S 2-Way LT Median	Same	Same	Same Construct New Traffic Signal	Same Same	TUMF/(DIF) TUMF/(DIF)	Transportation Roads Signals	YES
32	Market Street	SR60 WB Ramps	CALTRANS	TS					Restripe SB RT Lane to Shared Through/RT Lane	TUMF/(DIF)	Transportation Roads	
22	Hall Avenue	El Rivino Road	JV SB JV/SB JV/SB JV/SB				Construct NB LT Lane Construct SB LT Lane ⁷ Construct EB LT Lane ⁵ Construct WB LT Lane ⁵ Construct New Traffic Signal	Same Same Same Same Same	Same Same Same Same Same	AMCP Fair Share Fair Share Fair Share Fair Share		
33	Market Street	SR60 EB Ramps	CALTRANS	TS		Construct 2nd SB LT Lane	Same	Same	Same	Fair Share		
1	Cedar Avenue	I-10 WB Ramp	CALTRANS	TS	Construct 2nd WB RT Lane	Construct WB LT Lane Same	Same Same	Same Same	Same Same	Fair Share (Fully Funded) or Potential Override		
2	Cedar Avenue	I-10 EB Ramp	CALTRANS	TS		Construct EB RT Lane	Same	Same	Same	Fair Share (Fully Funded) or Potential Override		
5	Cedar Avenue	Jurupa Avenue	SB	TS		Construct WB LT Lane Construct EB LT Lane	Same Same	Same Same	Same Same	Override Override		
24	Agua Mansa Road	El Rivino Road	SB	CSS	Construct New Traffic Signal	Same	Same	Same	Same	Fair Share		
36	Riverside Avenue	Slover Avenue	RIA	TS				Construct SB RT lane	Same	Override		

¹ No impacts identified in the approved TIA at the following intersection #s 4, 6, 17, 26, 34, 35, 37, 38, 39, 40

² Although AMCP Traffic Study indicates this improvement is the responsibility of the Panattoni project on the north side of El Rivino Road, Panattoni project Street Improvement Plans do not show this 2nd WB Through Lane.

³ Cal Portland would be required to install traffic signal pending warrants and future additional development.

⁴ Supplemental analysis shows that 2nd westbound through lane is not required where Panattoni is not installing (West of RR ROW and east of Catus). Note: 2nd westbound through lane currently exists for approximately 500' west of Cactus.

⁵ These left turn lanes require slight expansion to north side of El Rivino in San Bernardino County or Rialto and will not be completed by Panattoni. We would propose Re-Design or Re-Striping of south side of El Rivino to accommodate the left turn without an improvement on the north side until those lots north of El Rivino develop.

⁶ Note: 2nd westbound through lane exists 500' west of Cactus and Panattoni building east of Cactus along their frontage. SA indicates this lane is not required for an acceptable LOS.

⁷ Supplemental Analysis dated August 7, 2019 indicates southbound left turn lane not required for an acceptable LOS.

Table A2-FS									
Alternative 2 Fair Share Summary									
#	Intersection Location		Jurisdiction ¹	Improvement	Anticipated Funding Source	City DIF Category	Caterpillar Share?	Fair Share %	Footnote
22	Hall Avenue	El Rivino Road	JV	Construct NB LT Lane	AMCP			100.0%	1
			SB	Construct SB LT Lane ⁷	Fair Share			50.0%	2
			JV/SB	Construct EB LT Lane	Fair Share			50.0%	1
			JV/SB	Construct WB LT Lane	Fair Share			50.0%	1
			JV/SB	Construct New Traffic Signal	Fair Share			50.0%	1
33	Market Street	SR60 EB Ramps	CAL	Construct 2nd SB LT Lane	Fair Share			21.5%	1
1	Cedar Avenue	I-10 WB Ramp	CALTRANS	Construct WB LT Lane	Fair Share (Fully Funded)			18.1%	1
				Construct 2nd WB RT Lane	OR Potential Override			18.1%	1
2	Cedar Avenue	I-10 EB Ramp	CALTRANS	Construct EB RT Lane	Fair Share (Fully Funded) or Potential Override			30.6%	1
5	Cedar Avenue	Jurupa Avenue	SB	Construct WB LT Lane	Override			19.8%	2
				Construct EB LT Lane	Override			19.8%	2
24	Agua Mansa Road	El Rivino Road	SB	Construct New Traffic Signal	Fair Share (Potential Override)			24.6%	1 3
36	Riverside Avenue	Slover Avenue	RIA	Construct SB RT lane	Override			8.3%	2

Notes: Required improvements shown as **BOLD** not called out in TS

¹ Fair Share cost has been calculated using the "CALTRANS" Methodology Per TIA unless otherwise noted.

² Responsible agency uses "traditional" fair share calculation methodology.

³ Detailed Cost Estimate per URX

⁴ Project Improvement (Site adjacent through lane or sight serving turn lane) at 100%

⁵ These left turn lanes require slight expansion to north side of El Rivino in San Bernardino County or Rialto and will not be completed by Panattoni. We would propose Re-Design or Re-Striping of south side to accommodate the left turn without an improvement on the north side until those lots north of El Rivino develop.

⁶ Note: 2nd westbound through lane exists 500' west of Cactus and Panattoni building east of Cactus along their frontage. SA indicates this lane is not required for an acceptable LOS.

⁷ Supplemental Analysis dated August 7, 2019 indicates southbound left turn lane not required for an acceptable LOS.

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ATTACHMENT F:
ALTERNATIVE 1A TABLES

Table A1A-1 Alt. 1A Roadway Segment Impact & Mitigation Summary												
Roadway	Segment Limits		Jurisdiction	Existing	Existing + Project (Alt. 1A)	Opening Year (2020) No Project	Opening Year (2020) + Project (Alt. 1A)	2035 No Project	2035 + Project (Alt. 1A)	Anticipated Funding Source	City DIF Category	Caterpillar Share?
El Rivino ⁴	Cedar Avenue	Catus Avenue	SB/RIA/JV				Construct 1 additional EB lane to widen from 2 lanes to 3 lanes		Construct 1 additional EB lane to widen from 2 lanes to 3 lanes	Fair Share/AMCP		
Rubidoux Boulevard	El Rivino Road	Production Circle	JV				Deficient (V/C = 1.03) - At Ultimate Width		Deficient (V/C = 1.04) - At Ultimate Width	DIF/AMCP	Transportation Roads	
	Production Circle	20th Street	JV				Deficient (V/C = 1.02) - At Ultimate Width		Deficient (V/C = 1.03) - At Ultimate Width	DIF	Transportation Roads	
Market Street	Agua Mansa Road	Hall Avenue	JV	2 Lanes (LOS E)		Construct two additional lanes to widen from two lanes to four lanes	Same	Same	Same	TUMF/DIF	Transportation Roads	Yes
	Hall Avenue	Rivera Street	JV/RIV	2 Lanes (LOS F)		Construct two additional lanes to widen from two lanes to four lanes	Same	Same (Still Deficient V/C=1.03)	Same	TUMF/DIF/Fair Share	Transportation Roads	Yes
Agua Mansa Road	Market Street	Brown Avenue	JV			Construct two additional lanes to widen from two lanes to four lanes	Same	Same	Same	DIF	Transportation Roads	
	Hall Street	El Rivino Road	JV/SB					Construct two additional lanes to widen from two lanes to four lanes (east side pavement currently at ultimate; west side widening only required from j. S/O El Rivino Rd. to j. S/O Holly Street (~1,200'))	Same	DIF/Fair Share	Transportation Roads	

⁴ Three lane configuration (2EB, 1 WB) per Ganddini Supplemental Analysis Dated August 7, 2019

Table A1A-2												
Alternative 1A Intersection Impact & Mitigation Summary ¹												
#	Intersection Location		Jurisdiction	Existing	Existing + Project (Alt. 1)	Opening Year (2020) No Project	Opening Year (2020) + Project (Alt. 1)	2035 No Project	2035 + Project (Alt. 1)	City DIF Category	Anticipated Funding Source	Caterpillar Share?
7	Rubidoux Blvd	Building 6 Access	JV	NA	Construct WB RT Lane	NA	Same	NA	Same		AMCP	
8	Rubidoux Blvd	Project Access (EW)	JV	NA	Construct NB RT Lane Construct SB LT Lane Construct WB LT Lane Construct WB RT Lane Construct New Signal	NA	Same Same Same Same Same	NA	Same Same Same Same Same		AMCP AMCP AMCP AMCP AMCP	
9	Rubidoux Blvd	Production Circle / Project Access	JV	CSS (TS Warranted)	Construct New Traffic Signal ³	Same	Same	Same	Construct New Signal	Signals	Cal Portland ³	
18	Building 6 Access (NS)	El Rivino Road	JV JV JV JV/RIA	NA	Construct NB RT Lane Construct 2nd EB Through Lane Construct EB RT Lane Construct WB LT Lane ⁵	NA	Same Same Same Same	NA	Same Same Same Same		AMCP AMCP AMCP AMCP	
19	Project Access (NS)	El Rivino Road	JV JV JV JV JV/RIA	NA	Construct NB LT Lane Construct NB RT Lane Construct 2nd EB Through Lane Construct EB RT Lane Construct WB LT Lane	NA	Same Same Same Same Same	NA	Same Same Same Same Same		AMCP AMCP AMCP AMCP AMCP	
20	Cactus Avenue / Project Access	El Rivino Road	JV JV JV JV JV/RIA		Construct NB LT Lane Construct NB Shared Thru/RT Lane Construct 2nd EB Through Lane Construct EB RT Lane Construct WB LT Lane		Same Same Same Same Same		Same Same Same Same Same		AMCP AMCP AMCP AMCP AMCP	
21	Building 1 Auto Access	El Rivino Road	JV JV JV JV/SB	NA	Construct NB RT Lane Construct 2nd EB Through Lane Construct EB RT Lane Construct WB LT Lane ⁵	NA	Same Same Same Same	NA	Same Same Same Same		AMCP AMCP AMCP Fair Share	
23	Hall Avenue	Building 1 Access (EW)	JV	NA	Construct NB LT Lane Construct SB RT Lane Construct EB LT Lane Construct EB RT Lane	NA	Same Same Same Same	NA	Same Same Same Same		AMCP AMCP AMCP AMCP	
6	Rubidoux Blvd	Tarragon/El Rivino	JV				Construct NB Right Turn Lane Construct EB Left Turn Lane Restripe WB Left/Thru lane to shared Thru/Right turn lane Restripe WB Right turn lane to shared Thru/Right turn lane		Same Same Same Same	Transportation Roads Transportation Roads Transportation Roads Transportation Roads	DIF	

Table A1A-2												
Alternative 1A Intersection Impact & Mitigation Summary ¹												
#	Intersection Location		Jurisdiction	Existing	Existing + Project (Alt. 1)	Opening Year (2020) No Project	Opening Year (2020) + Project (Alt. 1)	2035 No Project	2035 + Project (Alt. 1)	City DIF Category	Anticipated Funding Source	Caterpillar Share?
10	Rubidoux Blvd	20th Street/Market Street	JV	TS	Install NB RT Overlap Modify Signal Phasing Construct 2 WB LT Lanes Traffic Signal Modification	Same Same Same	Install NB RT Overlap Same Same Construct 2nd SB LT Lane Same	Same Same Same Same	Same Same Same Same	Signals Signals Transportation Signals	DIF TUMF/DIF TUMF DIF TUMF/DIF	YES YES YES YES YES
11	Rubidoux Blvd	24th Street	JV	CSS (TS Warranted)	Construct New Traffic Signal	Construct NB LT Lane Construct SB LT Lane Construct New traffic Signal	Same Same Same	Same Same Same	Same Same Same	Signals Signals Signals	DIF DIF DIF	YES YES YES
12	Rubidoux Blvd	26th Street	JV	CSS (TS Warranted)	Construct New Traffic Signal	Same	Same	Same Construct NB LT Lane Construct SB LT Lane	Same Same Same	Signals Signals Signals	DIF DIF DIF	 YES YES
13	Rubidoux Blvd	28th Street	JV	TS				Construct EB LT Lane Construct WB LT Lane	Same Same	Signals Signals	DIF DIF	
14	Rubidoux Blvd	30th St. / SR-60 WB Off Ramp	CALTRANS	TS		Construct WB LT Lane	Same	Same	Same		TUMF/DIF	
15	Rubidoux Blvd	SR60 WB On Ramp	CALTRANS	CSS (TS Warranted)	Construct New Traffic Signal	Construct New Traffic Signal	Same	Same	Same		TUMF/DIF	
16	Rubidoux Blvd	SR60 EB Ramps	CALTRANS				Construct NB RT Lane Construct EB LT Lane	Same Same	Same Same		TUMF/DIF	
25	Agua Mansa Road	Holly Street	JV/SB	CSS				Construct New Traffic Signal	Same	Signals	DIF	
29	Agua Mansa Road	Market Street	JV	TS (Deficient) PM=LOS F	Construct SB LT Lane	Same Construct SB Through Lane	Same Same	Same Same Construct second SB RT Lane	Same Same Same	Signals Signals Transportation	DIF DIF DIF	
30	Market Street	Hall Avenue	JV	CSS PM=LOS F	Construct N/S 2-Way LT Median	Same	Same	Same Construct New Traffic Signal	Same Same	Transportation Signals	TUMF/DIF TUMF/DIF	YES
32	Market Street	SR60 WB Ramps	CALTRANS	TS					Restripe SB RT Lane to Shared Through/RT Lane	Transportation Roads	TUMF/DIF	
22	Hall Avenue	El Rivino Road	JV SB JV/SB JV/SB JV/SB				Construct NB LT Lane Construct SB LT Lane ⁷ Construct EB LT Lane ⁵ Construct WB LT Lane ⁵ Construct New Traffic Signal	Same Same Same Same Same	Same Same Same Same Same		AMCP Fair Share Fair Share Fair Share Fair Share	
33	Market Street	SR60 EB Ramps	CALTRANS	TS		Construct 2nd SB LT Lane	Same	Same	Same		Fair Share	
1	Cedar Avenue	I-10 WB Ramp	CALTRANS	TS	Construct 2nd WB RT Lane	Construct WB LT Lane Same	Same Same	Same Same	Same Same		Fair Share (Fully	
2	Cedar Avenue	I-10 EB Ramp	CALTRANS	TS		Construct EB RT Lane	Same	Same	Same		Fair Share	
5	Cedar Avenue	Jurupa Avenue	SB	TS		Construct WB LT Lane Construct EB LT Lane	Same Same	Same Same	Same Same		Override Override	
24	Agua Mansa Road	El Rivino Road	SB	CSS	Construct New Traffic Signal	Same	Same	Same	Same		Fair Share	
36	Riverside Avenue	Slover Avenue	RIA	TS				Construct SB RT lane	Same		Override	

¹ No impacts identified in the approved TIA at the following intersection #s 4, 6, 17, 26, 34, 35, 37, 38, 39, 40

² Although AMCP Traffic Study indicates this improvement is the responsibility of the Panattoni project on the north side of El Rivino Road, Panattoni project Street Improvement Plans do not show this 2nd WB Through Lane.

³ Cal Portland would be required to install traffic signal pending warrants and future additional development.

⁴ Supplemental analysis shows that 2nd westbound through lane is not required where Panattoni is not installing (West of RR ROW and east of Catus). Note: 2nd westbound through lane currently exists for approximately 500' west of Cactus.

⁵ These left turn lanes require slight expansion to north side of El Rivino in San Bernardino County or Rialto and will not be completed by Panattoni. We would propose Re-Design or Re-Striping of south side of El Rivino to accommodate the left turn without an improvement on the north side until those lots north of El Rivino develop.

⁶ Note: 2nd westbound through lane exists 500' west of Cactus and Panattoni building east of Cactus along their frontage. SA indicates this lane is not required for an acceptable LOS.

⁷ Supplemental Analysis dated August 7, 2019 indicates southbound left turn lane not required for an acceptable LOS.

Table A1A-FS									
Alternative 1A Fair Share Summary									
#	Intersection Location		Jurisdiction ¹	Improvement	Anticipated Funding Source	City DIF Category	Caterpillar Share?	Fair Share %	Footnote
22	Hall Avenue	El Rivino Road	JV	Construct NB LT Lane	AMCP			100.0%	1
			SB	Construct SB LT Lane ⁷	Fair Share			50.0%	2
			JV/SB	Construct EB LT Lane	Fair Share			50.0%	1
			JV/SB	Construct WB LT Lane	Fair Share			50.0%	1
			JV/SB	Construct New Traffic Signal	Fair Share			50.0%	1
33	Market Street	SR60 EB Ramps	CAL	Construct 2nd SB LT Lane	Fair Share			21.5%	1
1	Cedar Avenue	I-10 WB Ramp	CALTRANS	Construct WB LT Lane	Fair Share (Fully Funded)			18.1%	1
				Construct 2nd WB RT Lane	OR Potential Override			18.1%	1
2	Cedar Avenue	I-10 EB Ramp	CALTRANS	Construct EB RT Lane	Fair Share (Fully Funded) or Potential Override			30.6%	1
5	Cedar Avenue	Jurupa Avenue	SB	Construct WB LT Lane	Override			19.8%	2
				Construct EB LT Lane	Override			19.8%	2
24	Agua Mansa Road	El Rivino Road	SB	Construct New Traffic Signal	Fair Share (Potential Override)			24.6%	1
36	Riverside Avenue	Slover Avenue	RIA	Construct SB RT lane	Override			8.3%	2

Notes: Required improvements shown as **BOLD** not called out in TS

¹ Fair Share cost has been calculated using the "CALTRANS" Methodology Per TIA unless otherwise noted.

² Responsible agency uses "traditional" fair share calculation methodology.

³ Detailed Cost Estimate per URX

⁴ Project Improvement (Site adjacent through lane or sight serving turn lane) at 100%

⁵ These left turn lanes require slight expansion to north side of El Rivino in San Bernardino County or Rialto and will not be completed by Panattoni. We would propose Re-Design or Re-Striping of south side to accommodate the left turn without an improvement on the north side until those lots north of El Rivino develop.

⁶ Note: 2nd westbound through lane exists 500' west of Cactus and Panattoni building east of Cactus along their frontage. SA indicates this lane is not required for an acceptable LOS.

⁷ Supplemental Analysis dated August 7, 2019 indicates southbound left turn lane not required for an acceptable LOS.

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ATTACHMENT G:
ALTERNATIVE 2A TABLES

Table A2A-1 Alternative 2A Roadway Segment Impact & Mitigation Summary												
Roadway	Segment Limits		Jurisdiction	Existing	E+P (Alt. 2A)	Opening Year (2020) No Project	Opening Year (2020) + Project (Alt. 2A)	2035 No Project	2035 + Project (Alt. 2A)	Anticipated Funding Source	City DIF Category	Caterpillar Share?
El Rivino ⁴	Cedar Avenue	Catus Avenue	SB/RIA/JV				Construct 1 additional EB lane to widen from 2 lanes to 3 lanes		Construct 1 additional EB lane to widen from 2 lanes to 3 lanes	Fair Share/AMCP		
Rubidoux Boulevard	El Rivino Road	Production Circle	JV				Deficient (V/C = 1.03) - At Ultimate Width		Deficient (V/C = 1.03) - At Ultimate Width	DIF/AMCP	Transportation Roads	
	Production Circle	20th Street	JV				Deficient (V/C = 1.02) - At Ultimate Width		Deficient (V/C = 1.02) - At Ultimate Width	DIF	Transportation Roads	
Market Street	Agua Mansa Road	Hall Avenue	JV	2 Lanes (LOS E)		Construct two additional lanes to widen from two lanes to four lanes	Same	Same	Same	TUMF/DIF	Transportation Roads	Yes
	Hall Avenue	Rivera Street	JV/RIV	2 Lanes (LOS F)		Construct two additional lanes to widen from two lanes to four lanes	Same	Same (Still Deficient V/C=1.03)	Same	TUMF/DIF/Fair Share	Transportation Roads	Yes
Agua Mansa Road ²	Market Street	Brown Avenue	JV		Construct two additional lanes to widen from two lanes to four lanes	Same	Same	Same	Same	DIF	Transportation Roads	
	Hall Street	El Rivino Road	JV/SB					Construct two additional lanes to widen from two lanes to four lanes (east side pavement currently at ultimate; west side widening only required from j. S/O El Rivino Rd. to S/O Holly Street (~1,200')	Same	DIF/Fair Share	Transportation Roads	

¹ AMCP to improve Rubidoux Blvd. along project frontage (East Side) from El Rivino Road to southerly edge of Parcel 7

² Agua Mansa - Market to Holly included in DIF (Includes Int. 25 improvements, See table 3)

³ AMCP Frontage cost estimate included in 100% construction cost totaling \$12,041,000

⁴ Three lane configuration (2EB, 1 WB) per Ganddini Supplemental Analysis Dated August 7, 2019

Ganddini Analysis (8-7-19) documents acceptable LOS for Segment and intersections with 2-EB lanes and 1-WB lane.

Table A2A-2												
Alternative 2A Intersection Impact & Mitigation Summary ¹												
#	Intersection Location		Jurisdiction	Existing	Existing + Project (Alt. 2)	Opening Year (2020) No Project	Opening Year (2020) + Project (Alt. 2)	2035 No Project	2035 + Project (Alt. 2)	Anticipated Funding Source	City DIF Category	Caterpillar Share?
7	Rubidoux Blvd	Building 6 Access	JV	NA	Construct WB RT Lane	NA	Same	NA	Same	AMCP		
8	Rubidoux Blvd	Project Access (EW)	JV	NA	Construct NB RT Lane Construct SB LT Lane Construct WB LT Lane Construct WB RT Lane Construct New Signal	NA	Same Same Same Same Same	NA	Same Same Same Same Same	AMCP AMCP AMCP AMCP AMCP		
9	Rubidoux Blvd	Production Circle / Project Access	JV	CSS (TS Warranted)	Construct New Traffic Signal ³	Same	Same	Same	Construct New Signal	Cal Portland ³	Signals	
18	Building 6 Access (NS)	El Rivino Road	JV JV JV JV/RIA	NA	Construct NB RT Lane Construct 2nd EB Through Lane Construct EB RT Lane Construct WB LT Lane ⁵	NA	Same Same Same Same	NA	Same Same Same Same	AMCP AMCP AMCP AMCP		
19	Project Access (NS)	El Rivino Road	JV JV JV JV JV/RIA	NA	Construct NB LT Lane Construct NB RT Lane Construct 2nd EB Through Lane Construct EB RT Lane Construct WB LT Lane	NA	Same Same Same Same Same	NA	Same Same Same Same Same	AMCP AMCP AMCP AMCP AMCP		
20	Cactus Avenue / Project Access	El Rivino Road	JV JV JV JV JV/RIA		Construct NB LT Lane Construct NB Shared Thru/RT Lane Construct 2nd EB Through Lane Construct EB RT Lane Construct WB LT Lane		Same Same Same Same Same		Same Same Same Same Same	AMCP AMCP AMCP AMCP AMCP		
21	Building 1 Auto Access	El Rivino Road	JV JV JV JV/SB	NA	Construct NB RT Lane Construct 2nd EB Through Lane Construct EB RT Lane Construct WB LT Lane ⁵	NA	Same Same Same Same	NA	Same Same Same Same	AMCP AMCP AMCP AMCP		
23	Hall Avenue	Building 1 Access (EW)	JV	NA	Construct NB LT Lane Construct SB RT Lane Construct EB LT Lane Construct EB RT Lane	NA	Same Same Same Same	NA	Same Same Same Same	AMCP AMCP AMCP AMCP		
6	Rubidoux Blvd	Tarragon/El Rivino	JV				Construct NB Right Turn Lane Construct EB Left Turn Lane Restripe WB Left/Thru lane to shared Thru/Right turn lane Restripe WB Right turn lane to shared Thru/Right turn lane		Same Same Same Same	DIF	Transportation Roads Transportation Roads Transportation Roads Transportation Roads	
10	Rubidoux Blvd	20th Street/Market Street	JV	TS	Install NB RT Overlap Modify Signal Phasing Construct 2 WB LT Lanes Traffic Signal Modification	Same Same Same Same	Install NB RT Overlap Same Same Construct 2nd SB LT Lane Same	Same Same Same Same Same	Same Same Same Same Same	DIF TUMF/DIF TUMF DIF TUMF/DIF	Signals Signals Transportation Roads Signals	YES YES YES YES
11	Rubidoux Blvd	24th Street	JV	CSS (TS Warranted)	 Construct New Traffic Signal	Construct NB LT Lane Construct SB LT Lane Construct New traffic Signal	Same Same Same	Same Same Same	Same Same Same	DIF DIF DIF	Signals Signals Signals	YES YES YES

Table A2A-2												
Alternative 2A Intersection Impact & Mitigation Summary ¹												
#	Intersection Location		Jurisdiction	Existing	Existing + Project (Alt. 2)	Opening Year (2020) No Project	Opening Year (2020) + Project (Alt. 2)	2035 No Project	2035 + Project (Alt. 2)	Anticipated Funding Source	City DIF Category	Caterpillar Share?
12	Rubidoux Blvd	26th Street	JV	CSS (TS Warranted)	Construct New Traffic Signal	Same	Same	Same Construct NB LT Lane Construct SB LT Lane	Same Same Same	DIF DIF	Signals Signals	YES YES
13	Rubidoux Blvd	28th Street	JV	TS				Construct EB LT Lane	Same	DIF	Signals	
14	Rubidoux Blvd	30th St. / SR-60 WB Off Ramp	CALTRANS	TS		Construct WB LT Lane	Same	Same	Same	TUMF/(DIF)		
15	Rubidoux Blvd	SR60 WB On Ramp	CALTRANS	CSS (TS Warranted) AM=LOS E	Construct New Traffic Signal	Construct New Traffic Signal	Same	Same	Same	TUMF/(DIF)		
16	Rubidoux Blvd	SR60 EB Ramps	CALTRANS				Construct NB RT Lane Construct EB LT Lane	Same Same	Same Same	TUMF/(DIF)		
25	Agua Mansa Road	Holly Street	JV/SB	CSS				Construct New Traffic Signal	Same	DIF	Signals	
29	Agua Mansa Road	Market Street	JV	TS (Deficient) PM=LOS F	Construct SB LT Lane	Same Construct SB Through Lane	Same Same	Same Same Construct second SB RT Lane	Same Same Same	DIF DIF DIF	Signals Signals Transportation Roads	
30	Market Street	Hall Avenue	JV	CSS PM=LOS F	Construct N/S 2-Way LT Median	Same	Same	Same Construct New Traffic Signal	Same Same	TUMF/(DIF) TUMF/(DIF)	Transportation Roads Signals	YES
32	Market Street	SR60 WB Ramps	CALTRANS	TS					Restripe SB RT Lane to Shared Through/RT Lane	TUMF/(DIF)	Transportation Roads	
22	Hall Avenue	El Rivino Road	JV SB JV/SB JV/SB JV/SB				Construct NB LT Lane Construct SB LT Lane ⁷ Construct EB LT Lane ⁵ Construct WB LT Lane ⁵ Construct New Traffic Signal	Same Same Same Same Same	Same Same Same Same Same	AMCP Fair Share Fair Share Fair Share Fair Share		
33	Market Street	SR60 EB Ramps	CALTRANS	TS		Construct 2nd SB LT Lane	Same	Same	Same	Fair Share		
1	Cedar Avenue	I-10 WB Ramp	CALTRANS	TS	Construct 2nd WB RT Lane	Construct WB LT Lane Same	Same Same	Same Same	Same Same	Fair Share (Fully Funded) or Potential Override		
2	Cedar Avenue	I-10 EB Ramp	CALTRANS	TS		Construct EB RT Lane	Same	Same	Same	Fair Share (Fully Funded) or Potential Override		
5	Cedar Avenue	Jurupa Avenue	SB	TS		Construct WB LT Lane Construct EB LT Lane	Same Same	Same Same	Same Same	Override Override		
24	Agua Mansa Road	El Rivino Road	SB	CSS	Construct New Traffic Signal	Same	Same	Same	Same	Fair Share		
36	Riverside Avenue	Slover Avenue	RIA	TS				Construct SB RT lane	Same	Override		

¹ No impacts identified in the approved TIA at the following intersection #s 4, 6, 17, 26, 34, 35, 37, 38, 39, 40

² Although AMCP Traffic Study indicates this improvement is the responsibility of the Panattoni project on the north side of El Rivino Road, Panattoni project Street Improvement Plans do not show this 2nd WB Through Lane.

³ Cal Portland would be required to install traffic signal pending warrants and future additional development.

⁴ Supplemental analysis shows that 2nd westbound through lane is not required where Panattoni is not installing (West of RR ROW and east of Catus). Note: 2nd westbound through lane currently exists for approximately 500' west of Cactus.

⁵ These left turn lanes require slight expansion to north side of El Rivino in San Bernardino County or Rialto and will not be completed by Panattoni. We would propose Re-Design or Re-Striping of south side of El Rivino to accommodate the left turn without an improvement on the north side until those lots north of El Rivino develop.

⁶ Note: 2nd westbound through lane exists 500' west of Cactus and Panattoni building east of Cactus along their frontage. SA indicates this lane is not required for an acceptable LOS.

⁷ Supplemental Analysis dated August 7, 2019 indicates southbound left turn lane not required for an acceptable LOS.

Table A2A-FS									
Alternative 1 Fair Share Summary									
#	Intersection Location		Jurisdiction ¹	Improvement	Anticipated Funding Source	City DIF Category	Caterpillar Share?	Fair Share %	Footnote
22	Hall Avenue	El Rivino Road	JV	Construct NB LT Lane	AMCP			100.0%	1
			SB	Construct SB LT Lane ⁷	Fair Share			50.0%	2
			JV/SB	Construct EB LT Lane	Fair Share			50.0%	1
			JV/SB	Construct WB LT Lane	Fair Share			50.0%	1
			JV/SB	Construct New Traffic Signal	Fair Share			50.0%	1
33	Market Street	SR60 EB Ramps	CAL	Construct 2nd SB LT Lane	Fair Share			21.5%	1
1	Cedar Avenue	I-10 WB Ramp	CALTRANS	Construct WB LT Lane Construct 2nd WB RT Lane	Fair Share (Fully Funded) OR Potential Override			18.1%	1
								18.1%	1
2	Cedar Avenue	I-10 EB Ramp	CALTRANS	Construct EB RT Lane	Fair Share (Fully Funded) or Potential Override			30.6%	1
5	Cedar Avenue	Jurupa Avenue	SB	Construct WB LT Lane Construct EB LT Lane	Override Override			19.8%	2
								19.8%	2
24	Agua Mansa Road	El Rivino Road	SB	Construct New Traffic Signal	Fair Share (Potential Override)			24.6%	1 3
36	Riverside Avenue	Slover Avenue	RIA	Construct SB RT lane	Override			8.3%	2

Notes: Required improvements shown as **BOLD** not called out in TS

¹ Fair Share cost has been calculated using the "CALTRANS" Methodology Per TIA unless otherwise noted.

² Responsible agency uses "traditional" fair share calculation methodology.

³ Detailed Cost Estimate per URX

⁴ Project Improvement (Site adjacent through lane or sight serving turn lane) at 100%

⁵ These left turn lanes require slight expansion to north side of El Rivino in San Bernardino County or Rialto and will not be completed by Panattoni. We would propose Re-Design or Re-Striping of south side to accommodate the left turn without an improvement on the north side until those lots north of El Rivino develop.

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