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April 5, 2013

John Terell
City of Moreno Valley
14177 Frederick Street
Moreno Valley, CA 92553

Review of Traffic Impact Analysis for the World Logistic Center Riv-60-PM 21.38

Dear Mr. Terell,

We have completed our review for the noted project which is located south of State Route 60 (SR-60) between Redlands Boulevard and Gilman Springs Road extending to the southerly City boundary of Moreno Valley. The project is a proposed Master Plan for the future development of up to 41.6 million square feet of building area providing for modern high-cube logistics warehouse distribution facilities.

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when proposed development may impact our facilities. As the responsible agency under the California Environmental Quality Act (CEQA), it is also our responsibility to make recommendations to offset associated impacts with the proposed project. Although the project is under the jurisdiction of the City of Moreno Valley due to the Project's potential impact to State facilities it is also subject to the policies and regulations that govern the SHS.

We have the following concerns regarding the Traffic Impact Study:

Traffic Study

- Table 1: Other Development Project Assumed to be Completed by 2017 (page 8) – Please include a column that shows the area in square feet of residential usages.
- Table 17: Existing Freeway Ramp Level of Service (page 56) – At the segment of SR-60 EB Off-Ramp to Redlands Blvd, the AM peak hour volume is 119 vph whereas Figure 7 on page 30 shows 207 vph and the PM peak hour volume is 30 vph whereas Figure 7 shows 434 vph. Please verify.
- Figure 30: Turning Movement Volumes under Existing Plus Project Conditions (B) – At Intersection #30, the PM Peak hour volume is missing.

- Figure 30: Turning Movement Volumes under Existing Plus Project Conditions (B) – AT Intersection #15 and #16, why is the lane configuration different than that shown on Figure 7 on page 30?
- Figure 30: Turning Movement Volumes under Existing Plus Project Conditions (B) – Why are the following traffic volumes for Existing Plus Project Conditions less than the existing condition volumes shown on Figure 7?
    - Intersection #67, SBL PM volume is 230 vph whereas Existing shown 410 vph.
    - Intersection #68m WBR PM volume is 0 whereas Existing shown 234 vph.
    - Intersection #72, SBR PM volume is 0 whereas Existing show 44 vph.
    - Intersection #77, SBR AM/PM volumes are 0/0 whereas Existing shows 46/90 vph.

- Figure 30: Turning Movement Volumes under Existing Plus Project Conditions (B) – At Intersection #77, why are there two volumes for the EBT AM/PM volumes, 30/20 and 10/10 vph?
- Figure 32: Turning Movement Volumes under 2017 Plus Project Conditions (B) – Why is the SBL AM traffic volumes (250 vph) less than for Existing Plus Project Conditions (340 vph)?
- Table 28: Existing Plus Project Freeway Mainline LOS (page 113) – Why are the following traffic volumes for Existing Plus Project Conditions less than the Existing Conditions volumes?
    - ID #36, Gilman Springs Road to Jack Rabbit Trail, Existing Plus Project volume is 980 whereas No Project shows 1002 vph.
    - ID #37, Jack Rabbit Trail to I-10/Potrero Blvd, Existing Plus Project volumes is 980 whereas No Project shows 1002 vph.
    - ID #38, Potrero Blvd. to I-10, Existing Plus Project volumes is 980 whereas No Project shows 1002 vph.
- Please check the Turning Movement Volumes for all scenarios and revise the calculations, Figures, and Tables, where needed.
- Table 14: Existing Conditions LOS at Study Intersections – The LOS at Intersection #13 do not match with the data shown in Appendix B.
- For all unsignalized intersections, please use HCS software to calculate the LOS.
- Freeway Direct Impacts from 358, Table 43: 2017 Plus Project Freeway Mainline Impacts and Mitigations, and Table 57: 2022 Plus Project Freeway Mainline Impacts and Mitigations.

    - It is estimated that if World Logistic Center (WLC) is completely built out, the project will pay nearly $72 million in Riverside County Transportation Uniform Mitigation Fee (TUMF) fees (page 346). It is also estimated that the WLC could potentially pay $41 million in City of Moreno Valley's Development Impact Fees (DIF).

- It is recommended that a system of coordinating these fees with a state sponsored program of collecting transportation mitigation fees from development projects be developed to implement the necessary improvements and mitigation measures on the State Highway System as outlined in Table 43 and Table 57.

We appreciate the opportunity to offer comments concerning this project. If you have any questions regarding this letter, please contact Talvin Dennis at (909) 383-6908 or myself at (909) 383-4557 for assistance.

Sincerely,

DANIEL KOPULSKY
Office Chief
Community Planning/IGR-CEQA