



## CITY COUNCIL CLOSED & REGULAR SESSION

550 E. 6th Street, Beaumont, CA

Tuesday, March 16, 2021

Closed Session: 5:00 PM | Regular Meeting: 6:00 PM

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Materials related to an item on this agenda submitted to the City Council after distribution of the agenda packets are available for public inspection in the City Clerk's office at 550 E. 6th Street during normal business hours.

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### AGENDA

#### MEETING PARTICIPATION NOTICE

This meeting will be conducted utilizing teleconference communications and will be recorded for live streaming as well as open to public attendance subject to social distancing and applicable health orders. All City of Beaumont public meetings will be available via live streaming and made available on the City's official YouTube webpage. Please use the following link during the meeting for live stream access.

**[beaumontca.gov/livestream](https://beaumontca.gov/livestream)**

Public comments will be accepted using the following options.

1. Written comments will be accepted via email and will be read aloud during the corresponding item of the meeting. Public comments shall not exceed three (3) minutes unless otherwise authorized by City Council. Comments can be submitted anytime prior to the meeting as well as during the meeting up until the end of the corresponding item. Please submit your comments to: **[nicolew@beaumontca.gov](mailto:nicolew@beaumontca.gov)**
2. Phone-in comments will be accepted by joining a conference line prior to the corresponding item of the meeting. Public comments shall not exceed three (3) minutes unless otherwise authorized by City Council. Please use the following phone number to join the call **(951) 922 - 4845.**
3. In person comments subject to the adherence of the applicable health orders and social distancing requirements.

In compliance with the American Disabilities Act, if you require special assistance to participate in this meeting, please contact the City Clerk's office using the above email or call **(951) 572 - 3196.** Notification 48 hours prior to a meeting will ensure the best reasonable accommodation arrangements.

## **CLOSED SESSION - 5:00 PM**

*A Closed Session of the City Council / Beaumont Financing Authority / Beaumont Utility Authority / Beaumont Successor Agency (formerly RDA)/Beaumont Parking Authority / Beaumont Public Improvement Authority may be held in accordance with state law which may include, but is not limited to, the following types of items: personnel matters, labor negotiations, security matters, providing instructions to real property negotiators and conference with legal counsel regarding pending litigation. Any public comment on Closed Session items will be taken prior to the Closed Session. Any required announcements or discussion of Closed Session items or actions following the Closed Session will be made in the City Council Chambers.*

### **CALL TO ORDER**

Mayor Lara, Mayor Pro Tem White, Council Member Martinez, Council Member Fenn, Council Member Santos

Public Comments Regarding Closed Session

- 1. Conference with Labor Negotiators - Pursuant to Government Code Section 54957.6 City Designated Representatives City Manager Todd Parton and Administrative Services Director Kari Mendoza. Employee Organizations: Beaumont Police Officers Association and SEIU**
- 2. Conference with Real property Negotiator Pursuant to Government Code Section 54956.8 for Property Known as Portions of APNs 418-190-004, 418-190-005, and 418-190-006. Agency Negotiator: City Manager Todd Parton or his Designee. Negotiating Parties: City of Beaumont and Orum Capital. Under Negotiation: Price and Terms**

Adjourn to Regular Session

## **REGULAR SESSION - 6:00 PM**

### **CALL TO ORDER**

Mayor Lara, Mayor Pro Tem White, Council Member Martinez, Council Member Fenn, Council Member Santos

Report out from Closed Session  
Action on any Closed Session Items  
Action of any Requests for Excused Absence  
Pledge of Allegiance  
Approval / Adjustments to the Agenda  
Conflict of Interest Disclosure

### **ANNOUNCEMENTS/ RECOGNITION / PROCLAMATIONS / CORRESPONDENCE**

#### **PUBLIC COMMENT PERIOD (ITEMS NOT ON THE AGENDA)**

*Any one person may address the City Council on any matter not on this agenda. If you wish to speak, please fill out a "Public Comment Form" provided at the back table and give it to the City Clerk. There is a three (3) minute time limit on*

public comments. There will be no sharing or passing of time to another person. State Law prohibits the City Council from discussing or taking actions brought up by your comments.

## **CONSENT CALENDAR**

Items on the consent calendar are taken as one action item unless an item is pulled for further discussion here or at the end of action items. Approval of all Ordinances and Resolutions to be read by title only.

### **1. Ratification of Warrants**

#### **Recommended Action:**

Ratify warrants dated December 10, 2020.

### **2. Approval of Minutes**

#### **Recommended Action:**

Approve Minutes dated March 2, 2021.

### **3. Resolution of the City of Beaumont Authorizing the City Manager to Accept an Offer of Dedication of Parcels for Street, Public Utility, Drainage, and Landscape Purposes; Approve and Record the Certificate of Acceptance from Cougar Ranch LLC to the City of Beaumont**

#### **Recommended Action:**

Waive the full reading and adopt by title only, "A Resolution of the City of Beaumont Authorizing the City manager to Accept the Offers of Dedication for Street, Public Utility, Drainage and Landscape Purposes Thereof," and

Authorize the City Manager to execute the Certificate of Acceptance.

### **4. A Resolution of the City Council of the City of Beaumont for Authorization of the Execution of the Certifications of Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for the Following Project: Video Camera Purchase and Install, \$40,000**

#### **Recommended Action:**

Waive the full reading and adopt by title only, "A Resolution of the City Council of the City of Beaumont for Authorization of the Execution of the Certifications of Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for the Following Project: Video Camera Purchase and Install, \$40,000," and

Authorize the Execution of the Certifications and Assurances.

### **5. Resolution Approving the 2020 General Plan Annual Progress Report**

#### **Recommended Action:**

Waive the full reading adopt by title only, "A Resolution of the City Council of the City of Beaumont Approving the 2020 General Plan Annual Progress Report," and

Authorize staff to file the Annual Progress Report with the State of California.

## **ACTION ITEMS**

Approval of all Ordinances and Resolutions to be read by title only.

**6. Council Appointment to the Finance Audit Committee**

**Recommended Action:**

Consider the appointment of Cesar Marrufo to the Finance and Audit Committee.

**7. FY2021 General Fund/ PEG Fund Budget Adjustments and Allocation of Unassigned General Fund Reserves (One-Time Allocation)**

**Recommended Action:**

Approve the proposed operating budget adjustments for the FY2021 General Funds as highlighted in this report,  
Approve the proposed Public Education Government Fund budget adjustments as highlighted in this report, and  
Approve the proposed allocations of Unassigned General Fund dollars as highlighted in this report through FY2021 budget amendments, allocation of funds to the Building Maintenance Internal Service Fund and commitment of funds to identified CIP projects and a future pension trust fund.

**PUBLIC HEARINGS**

*Approval of all Ordinances and Resolutions to be read by title only.*

**8. Public Hearing to Consider a Resolution for the Second Amendment of the Prior Year Capital Improvement Plan and the 5-Year FY21-25 Capital Improvement Plan**

**Recommended Action:**

Continue the Public Hearing opened on March 2, 2021, and receive any testimony, and

Waive the full reading and adopt by title only, “A Resolution of the City Council of the City of Beaumont Amending the Five-Year Capital Improvement Plan for Fiscal Years 2021/2022 – 2024/2025 and Related Prior Year CIP Project Lists.”

**9. Hold a Public Hearing and Consider Approval of the First Reading of an Ordinance Amending Beaumont Municipal Code Chapter 12.08 to Establish City Specific Supervisory Control and Data Acquisition, and Adopt East Valley Water District’s Wet Weather Flow Criteria**

**Recommended Action:**

Hold a Public Hearing, and

Waive the full first reading and approve by title only, “An Ordinance of the City Council of the City of Beaumont Amending Section 12.08.010 of the Beaumont Municipal Code Concerning SCADA Design and Wet Weather Flow Calculation for Public Sewer Systems Within the City.”

**10. Hold A Public Hearing and Consider a Proposed Ordinance to Update the Local Development Mitigation Fee (LDMF) for Funding the Preservation of the Natural Ecosystems in Accordance with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and Consider Adopting a Resolution Establishing the**

## **Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Local Development Mitigation Fee Applicable to all Developments in the Plan Area**

### **Recommended Action:**

Hold a Public Hearing,

Waive the full reading and approve by title only, "A Resolution of the City of Beaumont Establishing the Western Riverside County Multiple Species Habitat Conservation Plan Local Development Mitigation Fee Applicable to all Developments in the Plan Area," and

Waive the first full reading and approve by title only, "An Ordinance of the City Council of the City of Beaumont to Update the Local Development Mitigation Fee for Funding the Preservation of Natural Ecosystems in Accordance with the Western Riverside County Multiple Species Habitat Conservation Plan."

## **CONTINUATION OF ACTION ITEMS**

*Approval of all Ordinances and Resolutions to be read by title only.*

### **11. Approval of Invoice from Riverside County Fire Department for Second Quarter Fire Services**

#### **Recommended Action:**

Approve payment of the FY 2021 Second Quarter Fire Services invoice from Riverside County Fire Department in the amount of \$1,146,793.33.

### **12. Police Department Vehicle Purchases to Replace Five Patrol Vehicles and One Animal Control Truck**

#### **Recommended Action:**

Authorize City staff to purchase five Chevrolet Malibu LS sedans in the total amount of \$105,256 from Rotolo Chevrolet,

To purchase emergency equipment and installation thereof for the Chevrolet Malibu Sedans in the amount of \$22,646.25 from 10-8 Retrofit,

To purchase one Ford F-350 truck in the amount of \$32,423.18 from Ken Grody Ford,

To authorize payment for removal and reinstallation of current animal control equipment and box and reinstallation in the amount of \$10,400.50 to California Truck Equipment Co.,

To purchase and install graphics in the amount of 609.02. from Graphix Systems, Authorize the removal of equipment and auctioning of four vehicles in the amount of \$2,940, and

Approve the transfer of one 2009 Toyota Prius to the Community Services fleet.

### **13. Second Street Extension (CIP 2019-009) Project Update and Direction**

#### **Recommended Action:**

Receive and file the Second Street Extension (CIP 2019-009) Project update,  
and  
Provide staff direction on whether to proceed with final engineering.

**14. Consideration of an IH-10 Corridor Strategic Plan and Authorize Mayor Lara to Coordinate with Area Stakeholders**

**Recommended Action:**

City staff recommends that the City Council accept the IH-10 Corridor Strategic Plan concept and authorize Mayor Lara to coordinate with area stakeholders to secure formal support for this cooperative effort.

**15. 2021 Legislation Tracking List**

**Recommended Action:**

Review and take action to establish formal positions on behalf of City Council on each bill.

**16. Law Enforcement Legislative Update 2021**

**Recommended Action:**

Receive and file.

**17. City Attorney Invoices for the Month of February 2021**

**Recommended Action:**

Approve invoices in the amount of \$79,714.70.

**18. Direction to City Staff to Establish a Rotation List for City Council Meeting Invocation**

**COUNCIL REPORTS**

- Santos
- Fenn
- Martinez
- White
- Lara

**ECONOMIC DEVELOPMENT UPDATE**

Economic Development Committee Report Out and City Council Direction

**CITY TREASURER REPORT**

Finance and Audit Committee Report Out and City Council Direction

**CITY CLERK REPORT**

**CITY ATTORNEY REPORT**

**19. Status of Litigation**

## **CITY MANAGER REPORT**

## **FUTURE AGENDA ITEMS**

## **ADJOURNMENT**

The next regular meeting of the Beaumont City Council, Beaumont Financing Authority, the Beaumont Successor Agency (formerly RDA), the Beaumont Utility Authority, the Beaumont Parking Authority and the Beaumont Public Improvement Agency is scheduled for Tuesday, April 6, 2021, at 5:00 p.m., unless otherwise posted.

Beaumont City Hall – Online [www.BeaumontCa.gov](http://www.BeaumontCa.gov)

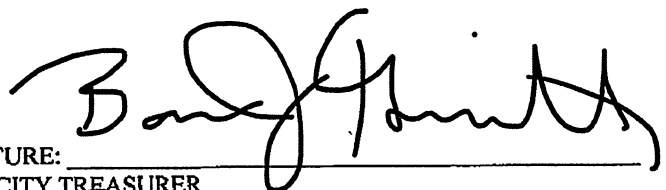
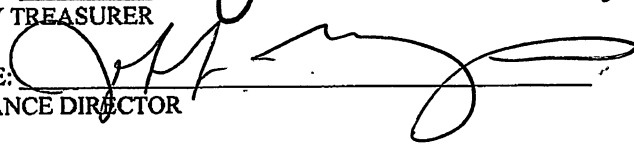


WARRANTS TO BE RATIFIED

Thursday, December 10, 2020

<b>Printed Checks</b>	107749-107834	\$	380,565.95	FY 20/21
<b>ACH</b>	358-360,362	\$	<u>1,870,053.10</u>	
	<b>A/P Total</b>	\$	<u>2,250,619.05</u>	
<b>Bank Draft</b>	<b>Kaiser</b>	\$	178.00	HSA Paydate 12/04/20
	<b>Guardian</b>	\$	20,157.89	July 2020
		\$	20,157.89	November 2020
	<b>CalPERS</b>	\$	46,951.56	742 Classic
		\$	44,347.15	743 Classic
		\$	14,982.49	27308 PEPR
		\$	10,855.15	25763 PEPR
		\$	11.81	Retro Pay
	<b>MG Trust</b>	\$	23,291.47	457 Paydate 12/4/2020
		\$	5,273.32	401-A Paydate 12/4/2020
		\$	607.53	FICA Paydate 12/4/2020
	<b>Returned bank drafts</b>	\$	3,757.53	
<b>Wire</b>	<b>LAIF</b>	\$	14,000,000.00	

I DO HEREBY CERTIFY THIS WARRANT LIST HAS BEEN COMPILED AND PREPARED TO MEET THE DAILY OPERATIONS FOR THE FISCAL YEAR JULY 1, 2020 - JUNE 30, 2021

  
 SIGNATURE: \_\_\_\_\_  
 TITLE: CITY TREASURER  
  
  
 SIGNATURE: \_\_\_\_\_  
 TITLE: FINANCE DIRECTOR





City of Beaumont, CA

Item 1.  
**Check report**

By Check Number

Date Range: 12/05/2020 - 12/10/2020

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Bank Code: APBNK-AP Bank						
3229	ICMA - RC	12/10/2020	EFT	0.00	18,435.17	358
2264	SEIU	12/10/2020	EFT	0.00	4,398.81	359
2725	US BANK CORPORATE PAYMENT SYSTEMS	12/10/2020	EFT	0.00	6,538.93	360
3396	W.M. LYLES CO.	12/10/2020	EFT	0.00	1,840,680.19	362
4287	ALBERTO LEONEL MORENO	12/10/2020	Regular	0.00	1,500.00	107749
1050	AMAZON CAPITAL SERVICES	12/10/2020	Regular	0.00	420.84	107750
1053	AMERICAN FORENSIC NURSES	12/10/2020	Regular	0.00	407.68	107751
4280	ANGELICA PRECIADO	12/10/2020	Regular	0.00	1,500.00	107752
1100	AUTOZONE	12/10/2020	Regular	0.00	24.21	107753
3129	BC RENTALS, INC	12/10/2020	Regular	0.00	57.11	107754
1147	BEAUMONT CHERRY VALLEY WATER DIST.	12/10/2020	Regular	0.00	54,277.62	107755
1139	BEAUMONT POLICE OFFICERS ASSOCIATION	12/10/2020	Regular	0.00	5,140.00	107756
1161	BIO-TOX LABORATORIES	12/10/2020	Regular	0.00	1,803.00	107757
4286	BRIAN PAYNE	12/10/2020	Regular	0.00	1,500.00	107758
3602	BURRTEC WASTE GROUP, INC	12/10/2020	Regular	0.00	45,677.37	107759
4288	CASSANDRA QUINTON	12/10/2020	Regular	0.00	1,500.00	107760
3780	CDCE INCORPORATED	12/10/2020	Regular	0.00	3,725.00	107761
1276	CHRISTOPHER WALSH	12/10/2020	Regular	0.00	4,348.93	107762
1279	CIGNA HEALTH CARE	12/10/2020	Regular	0.00	22,403.88	107763
1298	CLASS ACTS AUTOBODY	12/10/2020	Regular	0.00	2,594.94	107764
1310	COLONIAL LIFE	12/10/2020	Regular	0.00	1,089.72	107765
3299	CONVERGEONE	12/10/2020	Regular	0.00	291.86	107766
4273	CYNTHIA REYES	12/10/2020	Regular	0.00	1,500.00	107767
1237	DANIEL WILLIAM DOPP	12/10/2020	Regular	0.00	755.00	107768
1384	DEANNA PLOEHN	12/10/2020	Regular	0.00	1,500.00	107769
1402	DEPARTMENT OF JUSTICE	12/10/2020	Regular	0.00	300.00	107770
4275	DIANA M CARDENAS	12/10/2020	Regular	0.00	1,500.00	107771
1424	DIRECTV	12/10/2020	Regular	0.00	110.99	107772
1468	EMERGENCY RESPONSE CRIME SCENE	12/10/2020	Regular	0.00	450.00	107773
3799	ENKO SYSTEMS INC	12/10/2020	Regular	0.00	2,000.00	107774
1499	EVIDENT	12/10/2020	Regular	0.00	691.34	107775
1501	FAIRVIEW FORD	12/10/2020	Regular	0.00	861.82	107776
1533	FRONTIER COMMUNICATIONS	12/10/2020	Regular	0.00	2,161.69	107777
1550	G&G ENVIRONMENTAL COMPLIANCE, INC	12/10/2020	Regular	0.00	358.73	107778
1583	GRAFIX SYSTEMS	12/10/2020	Regular	0.00	5,850.08	107779
4181	HASA, INC	12/10/2020	Regular	0.00	2,769.21	107780
1628	HINDERLITER, de LLAMAS, & ASSOC	12/10/2020	Regular	0.00	6,633.90	107781
4185	JACOB CASTRO MADRID	12/10/2020	Regular	0.00	625.00	107782
4269	JASON D SHAW	12/10/2020	Regular	0.00	1,500.00	107783
4277	JENNIFER BRUNING	12/10/2020	Regular	0.00	1,500.00	107784
2527	JESUS CAMACHO	12/10/2020	Regular	0.00	240.00	107785
4281	JILLIAN DANAE BUCK-ROBINSON	12/10/2020	Regular	0.00	1,500.00	107786
4276	JOSE M VARGAS	12/10/2020	Regular	0.00	1,500.00	107787
4268	K. CHRISTOPHER WALTERS	12/10/2020	Regular	0.00	1,500.00	107788
4283	KARA DUNCAN	12/10/2020	Regular	0.00	1,500.00	107789
1806	KONICA MINOLTA PREMIER FINANCE	12/10/2020	Regular	0.00	600.17	107790
4278	LARRY C HILL	12/10/2020	Regular	0.00	1,500.00	107791
1856	LEXISNEXIS RISK SOLUTIONS	12/10/2020	Regular	0.00	171.70	107792
3506	LISA LEACH	12/10/2020	Regular	0.00	751.40	107793
1901	MANNING & KASS, ELLROD, RAMIREZ	12/10/2020	Regular	0.00	200.00	107794
4289	MICHELLETT WHITNEY	12/10/2020	Regular	0.00	1,500.00	107795
1984	NAPA AUTO PARTS	12/10/2020	Regular	0.00	1,212.49	107796
2009	O'REILLY AUTO PARTS	12/10/2020	Regular	0.00	1,015.85	107797
4282	OWEN ALAN KLAAS	12/10/2020	Regular	0.00	1,500.00	107798

Check Report

Date Range: 12/05/2020 Item 1. 020

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
4170	PACIFIC STAR CHEMICAL, LLC	12/10/2020	Regular	0.00	3,775.56	107799
2039	PARKHOUSE TIRE, INC.	12/10/2020	Regular	0.00	407.05	107800
2074	PRE-PAID LEGAL SERVICES INC	12/10/2020	Regular	0.00	1,322.10	107801
3455	PRISTINE UNIFORMS, LLC	12/10/2020	Regular	0.00	949.41	107802
2083	PROFORMA	12/10/2020	Regular	0.00	239.85	107803
3652	PRUDENTIAL OVERALL SUPPLY	12/10/2020	Regular	0.00	81.81	107804
4270	RACQUEL REYNAGA	12/10/2020	Regular	0.00	1,500.00	107805
3681	RIVERSIDE COUNTY DEPARTMENT OF WASTE R	12/10/2020	Regular	0.00	28.95	107806
2170	RIVERSIDE COUNTY SHERIFF DEPARTMENT	12/10/2020	Regular	0.00	460.00	107807
2196	ROBERTSON'S	12/10/2020	Regular	0.00	52.93	107808
4199	ROGERS, ANDERSON, MALODY & SCOTT, LLP	12/10/2020	Regular	0.00	24,750.00	107809
2218	RYAN BRIEDA	12/10/2020	Regular	0.00	150.00	107810
1113	RYAN M. WESTBROOK INC	12/10/2020	Regular	0.00	764.78	107811
4279	SANDI DVORAK	12/10/2020	Regular	0.00	1,500.00	107812
2267	SGP DESIGN AND PRINT	12/10/2020	Regular	0.00	30.47	107813
4274	SHERRY MANLEY	12/10/2020	Regular	0.00	1,500.00	107814
2289	SIMPLIFILE	12/10/2020	Regular	0.00	849.00	107815
2311	SOUTHERN CALIFORNIA EDISON	12/10/2020	Regular	0.00	10,517.40	107816
4202	SOUTHWEST MATERIAL HANDLING, INC.	12/10/2020	Regular	0.00	24,319.18	107817
2344	STATE WATER RESOURCES CONTROL BOARD	12/10/2020	Regular	0.00	25,543.00	107818
2360	STRADLING YOCCA CARLSON & RAUTH	12/10/2020	Regular	0.00	3,920.00	107819
4271	SUSAN A KELLY	12/10/2020	Regular	0.00	1,500.00	107820
4285	TED GLENN SIZEMORE	12/10/2020	Regular	0.00	1,500.00	107821
2407	THE GAS COMPANY	12/10/2020	Regular	0.00	27.90	107822
2430	TIME WARNER CABLE	12/10/2020	Regular	0.00	2,883.46	107823
4284	TONYA MARIE MOSS	12/10/2020	Regular	0.00	1,500.00	107824
4272	TONYA SHERRICE GADSDEN-NELSON	12/10/2020	Regular	0.00	1,500.00	107825
2873	TPX COMMUNICATIONS	12/10/2020	Regular	0.00	469.51	107826
2484	VERIZON	12/10/2020	Regular	0.00	7,218.07	107827
2490	VERIZON BUSINESS SERVICE	12/10/2020	Regular	0.00	1,540.46	107828
2516	VOHNE LICHE KENNELS INC	12/10/2020	Regular	0.00	125.00	107829
2520	WALMART	12/10/2020	Regular	0.00	70.89	107830
2535	WEAVER GRADING, INC	12/10/2020	Regular	0.00	60,000.00	107831
3254	WOOD ENVIRONMENT & INFRASTRUCTURE SO	12/10/2020	Regular	0.00	371.47	107832
2555	XYLEM DEWATERING SOLUTIONS U.S.A INC	12/10/2020	Regular	0.00	5,152.61	107833
3675	ZENITH AMERICAN SOLUTIONS	12/10/2020	Regular	0.00	23.56	107834

Bank Code APBNK Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	118	86	0.00	380,565.95
Manual Checks	0	0	0.00	0.00
Voided Checks	0	0	0.00	0.00
Bank Drafts	0	0	0.00	0.00
EFT's	39	4	0.00	1,870,053.10
	<b>157</b>	<b>90</b>	<b>0.00</b>	<b>2,250,619.05</b>

### All Bank Codes Check Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	118	86	0.00	380,565.95
Manual Checks	0	0	0.00	0.00
Voided Checks	0	0	0.00	0.00
Bank Drafts	0	0	0.00	0.00
EFT's	39	4	0.00	1,870,053.10
	<u>157</u>	<u>90</u>	<u>0.00</u>	<u>2,250,619.05</u>

### Fund Summary

Fund	Name	Period	Amount
999	POOLED CASH	12/2020	<u>2,250,619.05</u>
			<u>2,250,619.05</u>



## CITY COUNCIL CLOSED & REGULAR SESSION

550 E. 6th Street, Beaumont, CA

Tuesday, March 02, 2021

Closed Session: 5:00 PM | Regular Meeting: 6:00 PM

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### MINUTES

#### CLOSED SESSION - 5:00 PM

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#### CALL TO ORDER at 5:05 p.m.

**Present:** Mayor Lara, Mayor Pro Tem White, Council Member Martinez, Council Member Fenn, Council Member Santos

#### Public Comments Regarding Closed Session

1. Conference with Legal Counsel Regarding Potential Initiation of Litigation Pursuant to Government Code Section 54956.9(d)(4) - One Potential Case

**No reportable action.**

2. Conference with Labor Negotiators - Pursuant to Government Code Section 54957.6 City Designated Representatives City Manager Todd Parton and Administrative Services Director Kari Mendoza. Employee Organizations: Beaumont Police Officers Association and SEIU

**No reportable action.**

3. Conference with Legal Counsel Regarding Anticipated/Existing Litigation - Pursuant to Government Code Section Page 1 of 271 54956.9(d)(1)and/or(2) and/or (3) (Worker's Compensation Case No. COBM-0084)

**No reportable action.**

Adjourn to Regular Session

## **REGULAR SESSION - 6:00 PM**

### **CALL TO ORDER at 6:37 p.m.**

**Present:** Mayor Lara, Mayor Pro Tem White, Council Member Martinez, Council Member Fenn, Council Member Santos

Report out from Closed Session: **See above**

Action on any Closed Session Items: **None**

Action of any Requests for Excused Absence: **None**

Pledge of Allegiance

Approval / Adjustments to the Agenda: **None**

Conflict of Interest Disclosure: **None**

### **ANNOUNCEMENTS/ RECOGNITION / PROCLAMATIONS / CORRESPONDENCE**

#### **PUBLIC COMMENT PERIOD (ITEMS NOT ON THE AGENDA)**

*Any one person may address the City Council on any matter not on this agenda. If you wish to speak, please fill out a "Public Comment Form" provided at the back table and give it to the City Clerk. There is a three (3) minute time limit on public comments. There will be no sharing or passing of time to another person. State Law prohibits the City Council from discussing or taking actions brought up by your comments.*

**S. Scissons** - *Representing SEIU employees shared a petition of support for a fairness agreement.*

#### **CONSENT CALENDAR**

*Items on the consent calendar are taken as one action item unless an item is pulled for further discussion here or at the end of action items. Approval of all Ordinances and Resolutions to be read by title only.*

1. Approval of Minutes

##### **Recommended Action:**

**Approve minutes dated February 16, 2021, and February 23, 2021.**

2. Accept Performance Bonds and Security Agreements for Survey Monuments from Woodside 05S, LP and Final Approval of Tract Map Nos. 37697 and 37698, Located in the Oak Valley and SCPGA Golf Course Specific Plan

##### **Recommended Action:**

**Accept performance bonds and security agreements for survey monuments from Woodside 05S, LP;**

**Approve Tract Map No. 37697 as it is in substantial conformance with the approved tentative map; and**

**Approve Tract Map No. 37698 as it is in substantial conformance with the approved tentative map.**

3. Authorize the Purchase of a Ford Fusion SEL Hybrid for Environmental Compliance Manager in the Amount of \$28,839.10 from Fairview Ford

**Recommended Action:**

**Approve and authorize the issue of a purchase order to Fairview Ford for one Ford Fusion SEL Hybrid in the amount of \$28,839.10.**

4. Approve the Purchase of a Ford F150 Super Crew Work Truck for the Community Services Department in the Amount of \$28,019.44 from Fairview Ford

**Recommended Action:**

**Approve and authorize the issue of a purchase order to Fairview Ford for one F150 Super Crew in the amount of \$28,019.44.**

5. FY 2021 General Fund and Wastewater Fund Budget to Actual through January 2021

**Recommended Action:**

**Receive and file the attached reports.**

**Motion by Council Member Martinez**

**Second by Council Member Santos**

**To approve the Consent Calendar**

**Approved by a unanimous vote.**

## **PUBLIC HEARINGS**

*Approval of all Ordinances and Resolutions to be read by title only.*

6. Public Hearing Continued to March 16, 2021, Regarding Revisions to the Approved City Prior Year Capital Improvement Project Plan and the Fiscal Year 2021 – 2025 Capital Improvement Project Plans

**Public Hearing opened and closed at 6:48 pm**

**Motion by Mayor Pro Tem White**

**Second by Council Member Fenn**

**To continue to the City Council Meeting of March 16, 2021.**

**Approved by a unanimous vote.**

## **ACTION ITEMS**

*Approval of all Ordinances and Resolutions to be read by title only.*

7. Authorize a Contract with Nth Generations in the Amount of \$179,897.12 for a Disaster Recovery and Backup Solution to Include Implementation and a 5-Year Support Service

**Motion by Mayor Pro Tem White**

**Second by Council Member Martinez**

**To authorize the City Manager to execute a contract with Nth Generation, Computing, Inc., in the amount of \$179,897.12 for a disaster recovery and backup solution to include implementation and a 5-year support service.**

**Approved by a unanimous vote.**

8. Mayoral Appointment of Liaisons to Beaumont Basin Watermaster Board

**Appointment of Mayor Pro Tem White and Council Member Martinez as liaisons and Council Member Fenn as the alternate.**

9. Consideration of Cooperative Agreements Between the City of Beaumont, City of Banning, Riverside County and State of California for the Provision of Fire Protection, Rescue, Fire Marshal and Emergency Medical Services

**Consensus to direct the Mayor to formally request in writing Riverside County's basis for administrative overhead costs and budgetary forecasts associated with the fire protection, fire prevention, rescue, fire marshal and emergency medical services cooperative agreements.**

## **LEGISLATIVE UPDATES AND DISCUSSION**

### **COUNCIL REPORTS**

**Santos** - *Attended a first responders appreciation and the City employee appreciation.*

**Fenn** - *Attended the City's employee appreciation.*

**Martinez** - *Gave a report out from the RCA meeting.*

**White** - *Gave report out from a RCTC meeting.*

**Lara** - *Gave a report out from a WRCOG meeting and attended the City employee appreciation.*

### **ECONOMIC DEVELOPMENT UPDATE**

Economic Development Committee Report Out

**CITY TREASURER REPORT**

No report

**CITY CLERK REPORT**

Report of January Public Records Requests.

**CITY ATTORNEY REPORT**

No report

**CITY MANAGER REPORT**

**10. February 2021 Department Project Updates**

**FUTURE AGENDA ITEMS**

**ADJOURNMENT at 7:43pm**





## Staff Report

**TO:** City Council

**FROM:** Elizabeth Gibbs, Community Services Director

**DATE:** March 16, 2021

**SUBJECT:** **Resolution of the City of Beaumont Authorizing the City Manager to Accept an Offer of Dedication of Parcels for Street, Public Utility, Drainage, and Landscape Purposes; Approve and Record the Certificate of Acceptance from Cougar Ranch LLC to the City of Beaumont**

### Background and Analysis:

The City of Beaumont Parks and Recreation staff members have been systematically going through the tracts in the City of Beaumont to ensure that parcels dedicated and being maintained by the City are recorded in the City of Beaumont's legal name.

City staff has identified a parcel from Cougar Ranch, LLC that was dedicated to the City in 2006 but has not yet been recorded in the City's name (Attachment A). This parcel is part of the storm drain system more commonly referred to as Marshall Creek.

Government Code Section 27281 outlines the process for recording a certificate of acceptance and gives City Council the ability to adopt a resolution to authorize one or more officers to accept instruments conveying an interest in real property by executing a Certificate of Acceptance (Attachment B).

### Fiscal Impact:

City staff estimates that it cost approximately \$330 to prepare this report. All maintenance for these lots has been included in the current budget.

### Recommended Action:

Waive the full reading and adopt by title only, "A Resolution of the City of Beaumont Authorizing the City manager to Accept the Offers of Dedication for Street, Public Utility, Drainage and Landscape Purposes Thereof," and Authorize the City Manager to execute the Certificate of Acceptance.

**Attachments:**

- A. Tract Map 30388
- B. Resolution
- C. Certificate of Acceptance

NUMBERED LOTS: 38  
LETTERED LOTS: 3  
TOTAL GROSS AREA: 14.16 ACRES

# TRACT NO. 30388

SHEET 1 OF 4 SHEETS.

IN THE CITY OF BEAUMONT  
BEING A SUBDIVISION OF THE SOUTHWEST 1/4 OF THE  
NORTHEAST 1/4 OF SECTION 34, TOWNSHIP 2 SOUTH,  
RANGE 1 WEST, S.B.M., IN CITY OF BEAUMONT, COUNTY OF  
RIVERSIDE, CALIFORNIA  
W.J. McKEEVER, INC - CIVIL ENGINEERING - APRIL 2003

RECORDER'S STATEMENT:  
FILED THIS 3rd DAY OF March, 2006  
AT 3:10 PM IN BOOK 318 OF MAPS,  
AT PAGES 37-40 AT THE REQUEST  
OF THE CLERK OF THE BOARD  
NO. 2006-0155685  
FEE: \$ 13.00  
LARRY WARD, COUNTY ASSESSOR-CLERK  
DANIEL A. FULTON, DEPUTY  
SUBDIVISION GUARANTEE: LAWYERS TITLE COMPANY  
LAWLOR & PETERSON

### OWNERS' STATEMENT:

WE HEREBY STATE THAT WE ARE THE OWNERS OF THE LAND INCLUDED WITHIN THE SUBDIVISION SHOWN HEREON; THAT WE ARE THE ONLY PARTIES WHOSE CONSENT IS NECESSARY TO PASS A CLEAR TITLE TO SAID LAND, THAT WE CONSENT TO THE MAKING AND RECORDING OF THIS SUBDIVISION MAP AS SHOWN WITHIN THE DISTINCTIVE BORDER LINE.

- WE HEREBY DEDICATE FOR PUBLIC USE:
1. FOR STREET, PUBLIC UTILITY, DRAINAGE AND LANDSCAPE PURPOSES, LOTS "A", "B", AND "C" INCLUSIVE.
  2. FOR DRAINAGE PURPOSES TWENTY FOOT WIDE EASEMENTS NOTED BY THE SYMBOL [DE].
  3. FOR PUBLIC UTILITY PURPOSES A THIRTY FOOT WIDE EASEMENT NOTED BY THE SYMBOL [E].

COUGAR RANCH LLC, A CALIFORNIA LIMITED LIABILITY COMPANY  
BY SUN PACIFIC CORPORATION A DELAWARE CORPORATION  
MANAGING MEMBER  
*Robin Stone*  
GEO. ROBIN STONE

### BENEFICIARY: PFF BANK AND TRUST, A CALIFORNIA

CORPORATION, BENEFICIARY OF DEED OF TRUST RECORDED JANUARY 21, 2006 AS INSTRUMENT NO. 2006-060504 O.R.  
*Stacy*  
NAME: Stacey L. Hahn TITLE: Vice President  
NAME: Sylvia A. Faber TITLE: Vice President

### NOTARY ACKNOWLEDGMENT:

STATE OF CALIFORNIA SS.  
COUNTY OF Los Angeles  
ON March 4, 2006 BEFORE ME Howard R. Sauer  
Notary Public Los Angeles County  
PERSONALLY APPEARED Kristal Strala  
PERSONALLY KNOWN TO ME (OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE) TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY (IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S), ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

WITNESS MY HAND  
SIGNATURE: *Howard R. Sauer*  
MY COMMISSION EXPIRES: 7/4/09  
MY PRINCIPLE PLACE OF BUSINESS IS IN LOS ANGELES COUNTY.

NOTARY ACKNOWLEDGMENT:  
STATE OF CALIFORNIA SS.  
COUNTY OF \_\_\_\_\_  
ON \_\_\_\_\_ BEFORE ME \_\_\_\_\_  
PERSONALLY APPEARED \_\_\_\_\_  
PERSONALLY KNOWN TO ME (OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE) TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY (IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S), ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

WITNESS MY HAND  
SIGNATURE: \_\_\_\_\_  
MY COMMISSION EXPIRES: \_\_\_\_\_  
MY PRINCIPLE PLACE OF BUSINESS IS IN \_\_\_\_\_ COUNTY.

NOTARY ACKNOWLEDGMENT:  
STATE OF CALIFORNIA SS.  
COUNTY OF San Bernardino  
ON February 2, 2006 BEFORE ME Lois G. Wiksten, Attorney  
Lois G. Wiksten  
PERSONALLY APPEARED Barbara D. Brown and Sylvia A. Faber  
PERSONALLY KNOWN TO ME (OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE) TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY (IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S), ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

### CITY ENGINEER'S STATEMENT:

I HEREBY STATE THAT I HAVE EXAMINED THE WITHIN MAP. THAT THE SUBDIVISION AS SHOWN HEREON IS SUBSTANTIALLY THE SAME AS IT APPEARED ON THE TENTATIVE MAP OF TRACT NO. 30388 APPROVED BY THE BEAUMONT CITY COUNCIL ON JANUARY 15, 2002, AND ANY APPROVED ALTERATION THEREOF. THAT ALL PROVISIONS OF THE SUBDIVISION MAP ACT AND OF TITLE 16 OF THE BEAUMONT MUNICIPAL CODE APPLICABLE AT THE TIME OF THE APPROVAL OF THE TENTATIVE MAP HAVE BEEN COMPLIED WITH. THAT I AM SATISFIED THAT THE MAP IS TECHNICALLY CORRECT. THAT PLANS FOR DRAINS, DRAINAGE WORKS AND SEWERS SUFFICIENT TO PROTECT ALL LOTS IN THE SUBDIVISION FROM FLOODS HAVE BEEN APPROVED. THAT A COMPLETE SET OF PLANS FOR THE CONSTRUCTION OF ALL REQUIRED IMPROVEMENTS HAS BEEN FILED WITH THE COMMUNITY DEVELOPMENT DEPARTMENT AND THAT THE SAME HAVE BEEN CHECKED AND APPROVED. AND THAT ALL IMPROVEMENTS HAVE BEEN COMPLETED IN ACCORDANCE WITH THE APPROVED PLANS OR THAT THE SUBDIVIDER HAS ENTERED INTO AGREEMENT WITH THE CITY OF BEAUMONT COVERING COMPLETION OF ALL IMPROVEMENTS AND SPECIFYING THE TIME FOR COMPLETING SAME.

FOR: DEEPAK MOORJANI, R.C.E. 51047  
CITY ENGINEER, CITY OF BEAUMONT  
DATED: 19 JAN, 2006  
BY: *Denise Wayne Janda*  
DENISE WAYNE JANDA, U.S. 6339  
(LIC. EXPIRES 12/31/2006)



### TAX COLLECTOR'S CERTIFICATE:

I HEREBY CERTIFY THAT ACCORDING TO THE RECORDS OF THIS OFFICE, AS OF THIS DATE, THERE ARE NO LIENS AGAINST THE REAL PROPERTY SHOWN UPON THE ANNEXED MAP FOR UNPAID STATE, COUNTY, MUNICIPAL, OR LOCAL TAXES OR SPECIAL ASSESSMENTS COLLECTED AS TAXES, EXCEPT TAXES OR SPECIAL ASSESSMENTS NOT YET PAYABLE, ESTIMATED TO BE \$ 116,000.00  
DATED: March 1, 2006  
BY: *Paul McDonnell*  
PAUL McDONNELL, COUNTY TAX COLLECTOR  
DEPUTY

### TAX BOND CERTIFICATE:

I HEREBY CERTIFY THAT A BOND IN THE SUM OF \$ 116,000.00 HAS BEEN EXECUTED AND FILED WITH THE BOARD OF SUPERVISORS OF THE COUNTY OF RIVERSIDE, CALIFORNIA, CONDITIONED UPON THE PAYMENT OF ALL TAXES, STATE, COUNTY, MUNICIPAL, OR LOCAL, AND ALL SPECIAL ASSESSMENTS, COLLECTED AS TAXES, WHICH AT THE TIME OF FILING OF THIS MAP WITH THE COUNTY RECORDER ARE A LIEN AGAINST SAID PROPERTY, BUT NOT YET PAYABLE AND SAID BOND HAS BEEN DULY APPROVED BY SAID BOARD OF SUPERVISORS.

DATED: March 1, 2006  
BY: *Nancy Romero*  
NANCY ROMERO, CLERK OF THE BOARD OF SUPERVISORS  
DEPUTY  
CASH TAX BOND  
PAUL McDONNELL, COUNTY TAX COLLECTOR  
BY: *Debra Delle*  
DEBRA DELLE, DEPUTY

### CITY CLERK'S STATEMENT

I HEREBY CERTIFY THAT THIS MAP WAS PRESENTED FOR APPROVAL TO THE CITY OF BEAUMONT AT A REGULAR MEETING THEREOF HELD OF THE 21 DAY OF February, 2006 AND THAT THERE UPON SAID COUNCIL DID BY THE ORDER DULY PASSED AND ENTERED, APPROVED SAID MAP AND DID ACCEPT OF BEHALF OF THE PUBLIC, SUBJECT TO IMPROVEMENTS, THE DEDICATION TO THE PUBLIC USE FOR STREET, PUBLIC UTILITY, DRAINAGE AND LANDSCAPE PURPOSES, LOTS "A", "B", AND "C" INCLUSIVE. ALSO DID ACCEPT FOR DRAINAGE PURPOSES, THOSE EASEMENTS NOTED BY THE SYMBOL [DE] ALSO DID ACCEPT FOR PUBLIC UTILITY PURPOSES, THE EASEMENT NOTED BY THE SYMBOL [E].

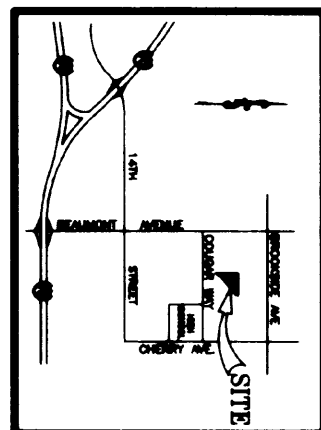
### PRELIMINARY GEOTECHNICAL REPORT:

A PRELIMINARY GEOTECHNICAL REPORT FOR TENTATIVE TRACT NO. 30388 WAS PREPARED BY HILTOP GEOTECHNICAL INC., DATED OCTOBER 10, 2001. A COPY OF SAID REPORT IS ON FILE IN THE OFFICE OF THE CITY ENGINEER.

### ENGINEER'S STATEMENT:

I HEREBY STATE THAT I AM A REGISTERED CIVIL ENGINEER OF THE STATE OF CALIFORNIA, AND THAT THIS MAP, CONSISTING OF 4 SHEETS, CORRECTLY REPRESENTS A SURVEY MADE UNDER MY SUPERVISION DURING APRIL, 2003. THAT ALL MONUMENTS SHOWN HEREON ACTUALLY EXIST AND THEIR POSITIONS ARE CORRECTLY SHOWN, OR WILL BE IN ACCORDANCE WITH THE TERMS OF THE MONUMENT AGREEMENT FOR THE MAP. THE MONUMENTS WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THE SURVEY IS TRUE AND COMPLETE AS SHOWN.  
DATED: 7/1/05  
*William J. McKeever*  
WILLIAM J. McKEEVER, R.C.E. 22502





VICINITY MAP N.T.S.

# TRACT NO. 30388

IN THE CITY OF BEAUMONT  
BEING A SUBDIVISION OF THE SOUTHWEST 1/4 OF THE  
NORTHEAST 1/4 OF SECTION 34, TOWNSHIP 2 SOUTH,  
RANGE 1 WEST, S.B.M., IN CITY OF BEAUMONT, COUNTY OF  
RIVERSIDE, CALIFORNIA

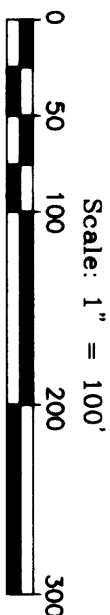
W. J. McKEEVER, INC. - CIVIL ENGINEERING - APRIL 2003

### ENGINEER'S NOTES:

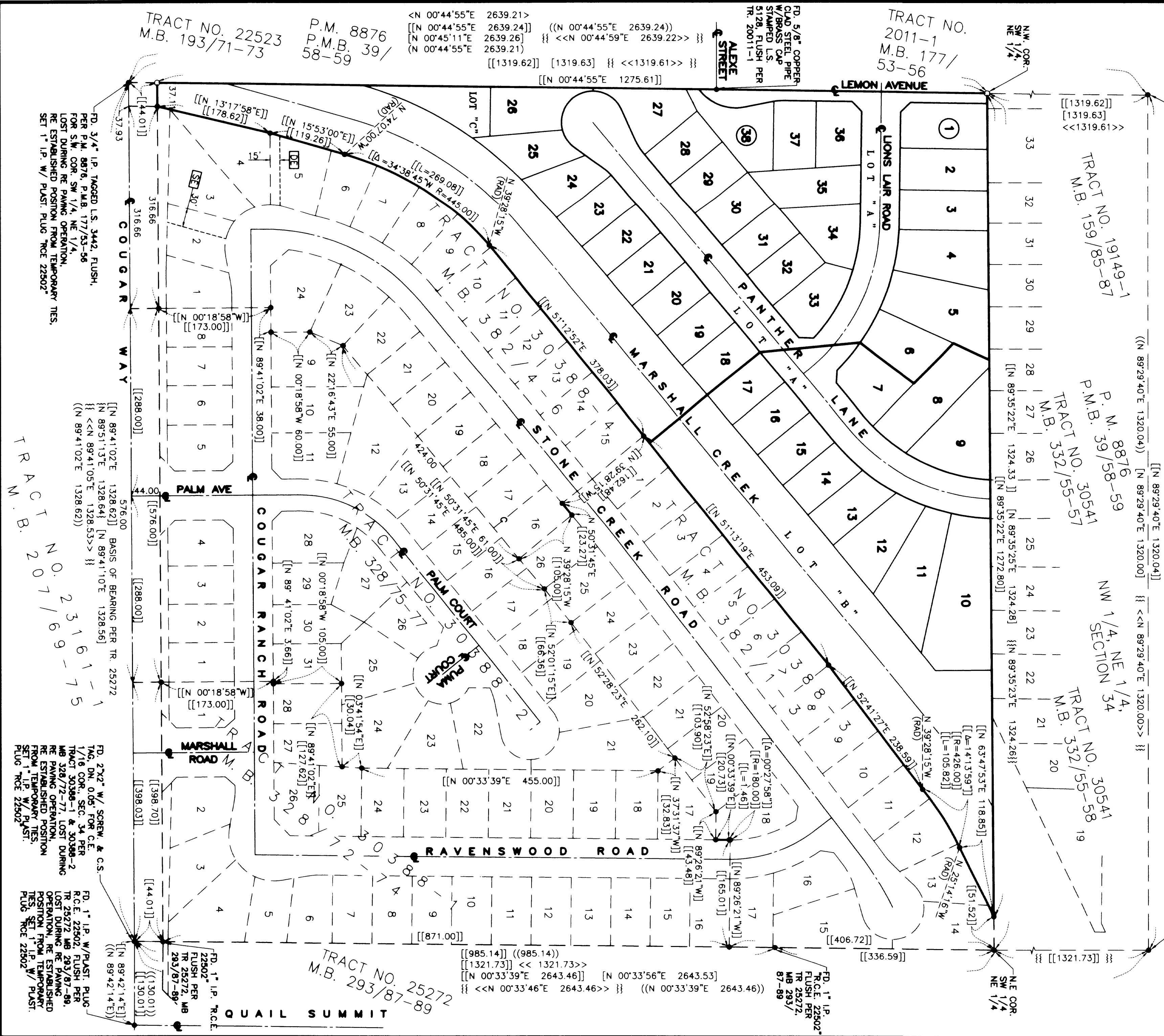
- INDICATES FOUND 1" I.P. "RCE 22502" FLUSH PER TR 30388-1 M.B. 328/72-74 AND TR 30388-2 M.B. 328/75-77 AND TR 30388-3 M.B. 382/1-3 AND TR 30388-4 M.B. 382/4-6.
- INDICATES SET 1" I.P. W/ PLAST. PLUG, "R.C.E. 22502" FLUSH, AND AT ALL LOT CORNERS, EXCEPT AS NOTED HEREON, A NAIL & TAG "R.C.E. 22502" MAY BE AFFIXED IN WOOD, CONCRETE, STONE, IF NECESSARY AT TRUE POSITION SHOWN.
- NOTE: SET NAIL & TAG "R.C.E. 22502" IN TOP OF CURB ON THE PROJECTION OF SIDE LOT LINES IN LIEU OF FRONT LOT CORNERS.
- [[ ]] INDICATES MEAS. AND RECORD DATA PER TR 30388-1 M.B. 328/72-74 AND TR 30388-2 M.B. 328/75-77 AND TR 30388-3 M.B. 382/1-3 AND TR 30388-4 M.B. 382/4-6.

### ENGINEER'S NOTES (CONTINUED):

- ( ) INDICATES RECORD DATA PER TR 20011-1, M.B. 177/53-56
- < > INDICATES RECORD DATA PER TR. 22523 M.B. 193/71-73
- [[ ]] INDICATES RECORD DATA PER P.M. 8876, P.M.B. 39/58-59
- [[ ]] INDICATES RECORD DATA PER TR. 23161-1, M.B. 207/69-75
- <<<>> INDICATES RECORD DATA PER TR. 19149-1 M.B. 159/85-87
- (( )) INDICATES RECORD DATA PER TR. 25272, M.B. 293/87-89
- [[ ]] INDICATES RECORD DATA PER TR. 30541 M.B. 332/55-58
- GROSS ACREAGE = 14.16 ACRES
- BASIS OF BEARING DERIVED FROM THE CENTERLINE OF COUGAR WAY AS SHOWN ON TR. NO. 25272, M.B. 293/87-89, BEING: N 89°41'02"E.



FD. 1" I.P. W/ NAIL & TAG L.S. 7301 DN. 0.8' NO REF. ACCEPTED AS E. 1/16, SEC. 34/27.



TRACT NO. 22523  
M.B. 193/71-73

P.M. 8876  
P.M.B. 39/  
58-59

TRACT NO.  
2011-1  
M.B. 177/  
53-56

TRACT NO. 19149-1  
M.B. 159/85-87

P.M. 8876  
P.M.B. 39/58-59  
TRACT NO. 30541  
M.B. 332/55-57

NW 1/4, NE 1/4,  
SECTION 34

TRACT NO. 30541  
M.B. 332/55-58  
19

TRACT NO. 25272  
M.B. 293/87-89

FD. 3/4" I.P. TAGGED L.S. 3442, FLUSH,  
PER P.M. 8876, P.M.B. 177/53-56  
FOR S.W. COR. SW 1/4, NE 1/4,  
LOST DURING RE PAVING OPERATION,  
RE ESTABLISHED POSITION FROM TEMPORARY TIES,  
SET 1" I.P. W/ PLAST. PLUG "RCE 22502"

TRACT NO. 207/69-75

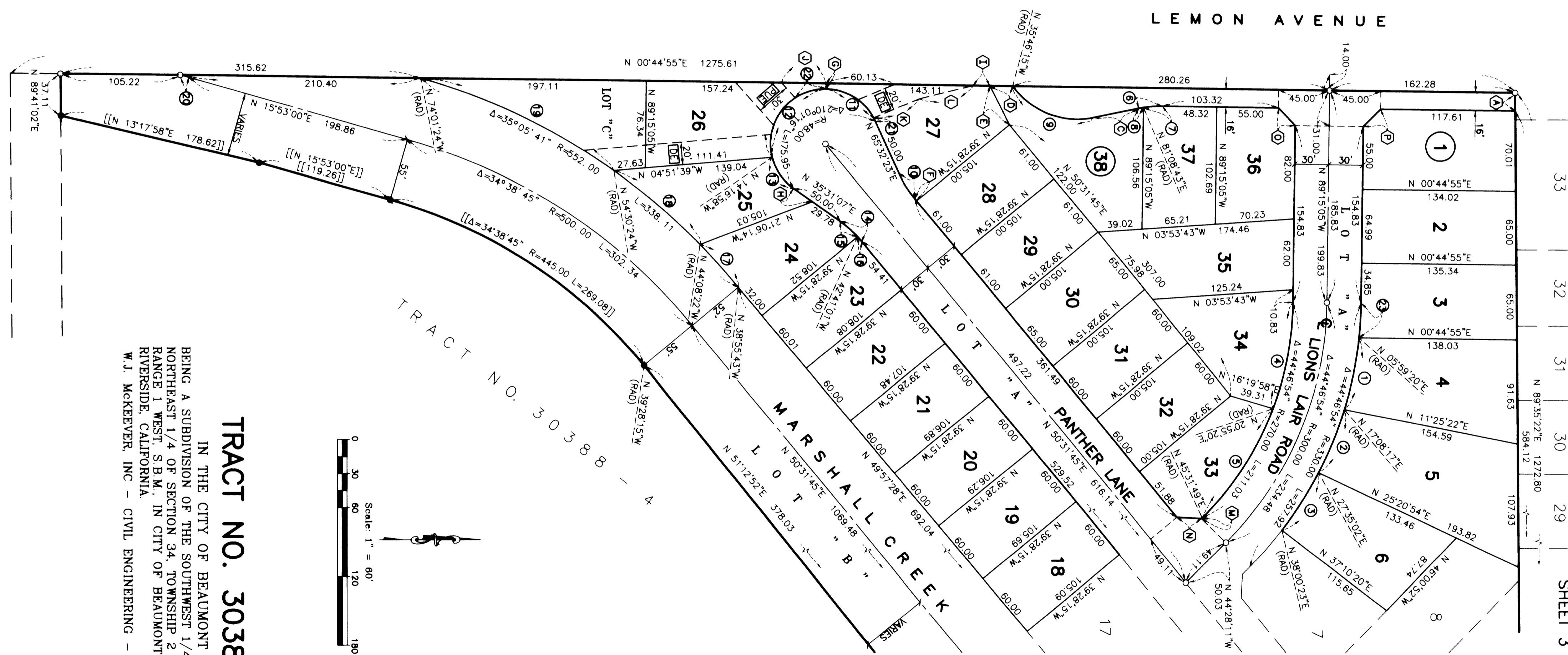
FD. 2 1/2" W/ SCREW & C.S.  
TAG, DN. 0.05' FOR C.E.  
1/16 COR., SEC. 34 PER  
TRACT 30388-1 & 30388-2  
MB 328/72-77, LOST DURING  
RE PAVING OPERATION,  
RE ESTABLISHED POSITION  
FROM TEMPORARY TIES,  
SET 1" I.P. W/ PLAST.  
PLUG "RCE 22502"

FD. 1" I.P. W/ PLAST. PLUG  
RCE 22502 PER  
TR 25272, MB  
293/87-89

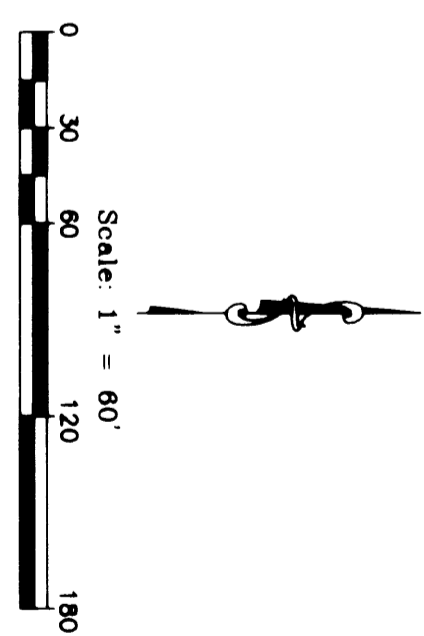
FD. 1" I.P.  
R.C.E. 22502  
FLUSH PER  
TR 25272,  
MB 293/  
87-89

C U R V E D A T A			
○	DELTA	RADIUS	LENGTH
1	11°08'57"	330.00	64.21
2	10°26'45"	330.00	60.16
3	10°25'21"	330.00	60.03
4	20°10'25"	270.00	95.07
5	24°36'29"	270.00	115.96
6	12°04'21"	100.00	21.07
7	09°36'12"	100.00	16.76
8	02°28'09"	100.00	4.31
9	69°33'11"	70.00	80.09
10	15°00'36"	100.00	26.20
11	64°47'28"	48.00	54.28
12	105°01'53"	48.00	87.99
13	40°11'55"	48.00	33.68
14	15°00'36"	100.00	26.20
15	11°47'52"	100.00	20.59
16	03°12'46"	100.00	5.61
17	05°12'39"	552.00	50.20
18	10°22'02"	552.00	99.88
19	19°31'00"	552.00	186.03
20	00°52'23"	500.00	7.62
21	03°43'15"	48.00	3.12
22	34°02'26"	48.00	28.52
23	05°14'25"	330.00	30.18

L I N E D A T A		
○	BEARING	LENGTH
A	N 89°35'22"E	16.00
C	N 11°19'26"W	41.04
D	N 00°44'55"E	20.00
E	N 63°21'51"E	38.26
F	N 50°31'45"E	2.61
G	N 89°15'05"W (RAD)	5.00
H	N 35°31'07"E	20.22
I	N 00°44'55"E	14.52
J	N 00°44'55"E	38.84
K	N 22°56'09"W	43.26
L	N 14°03'50"W	48.58
M	N 44°28'11"W	0.93
N	N 03°01'47"E	22.12
O	N 45°44'55"E	21.21
P	N 44°15'05"W	21.21



**TRACT NO. 30388**  
 IN THE CITY OF BEAUMONT  
 BEING A SUBDIVISION OF THE SOUTHWEST 1/4 OF THE  
 NORTHEAST 1/4 OF SECTION 34, TOWNSHIP 2 SOUTH,  
 RANGE 1 WEST, S.B.M. IN CITY OF BEAUMONT, COUNTY OF  
 RIVERSIDE, CALIFORNIA  
 W. J. MCKEYVER, INC. - CIVIL ENGINEERING - APRIL 2003





**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION OF THE CITY OF BEAUMONT AUTHORIZING  
THE CITY MANAGER TO ACCEPT THE OFFERS OF  
DEDICATION FOR STREET, PUBLIC UTILITY, DRAINAGE,  
AND LANDSCAPE PURPOSES THEREOF**

WHEREAS, Cougar Ranch LLC, A California Limited Liability Company by Sun Pacific Corporation, A Delaware Corporation Managing Member, executed offers of dedication by the following instrument: Tract Map Number 30388 filed March 3, 2006 in Book 398 of Maps at Pages 37-40 for street, public utility, drainage, and landscape purposes thereof with regards to lots “A, B, and C”; and

WHEREAS, the improvements have been completed and are ready to accept; and

WHEREAS, Government Code Section 27281 provides that instruments conveying an interest in real property to the City may not be recorded without a Certificate of Acceptance approved by the City Council; and

WHEREAS, Government Code Section 27281 also provides that the City Council may, by a resolution, authorize one or more officers to accept instruments conveying an interest in real property by executing a Certificate of Acceptance; and

WHEREAS, the City Council desires to delegate to the City Manager the authority to accept the within described real property interests on behalf of the City.

WHEREAS, a certificate of acceptance for accepting the aforementioned Lots will be recorded with the Riverside County Clerk Recorder’s Office once this resolution is adopted by City Council; and

**NOW, THEREFORE, BE IT RESOLVED**, that the City of Beaumont does authorize accepting offers of dedication under the following instrument: Tract Map Number 30388 filed March 3, 2006 in Book 398 of Maps at Pages 37-40 for street, public utility, drainage, and landscape purposes thereof with regards to lots “A, B and C”:

**Provision 1.** Recordation of the aforementioned certificate of acceptance shall be executed by the City Manager and recorded with the Riverside County Clerk Recorder’s Office.

**MOVED, PASSED AND ADOPTED** this \_\_\_\_ day of March 2021.

AYES:

NOES:

ABSTAIN:

ABSENT:

By: \_\_\_\_\_

Mike Lara, Mayor, City of Beaumont

ATTEST:

Steven Mehlman  
CITY CLERK

By: \_\_\_\_\_



**When Recorded Return  
Original To:**

City Clerk  
City of Beaumont  
550 East 6<sup>th</sup> Street  
Beaumont, CA 92223

---

**NO RECORDING FEE REQUIRED PER GOVERNMENT CODE SECTIONS 6103 AND 27383**

**CERTIFICATE OF ACCEPTANCE OF AN INTEREST IN REAL  
PROPERTY BY THE CITY OF BEAUMONT**  
(GOVERNMENT CODE SECTION 27281)

This is to certify that the fee interest in real property conveyed by the following instrument: Tract Map Number 30388 filed March 3, 2006 in Book 398 of Maps at Pages 37-40 for street, public utility, drainage and landscape purposes with regards to lots "A, B, and C" to the City of Beaumont, a general law city in the State of California, is hereby accepted by order of City Council of the City, pursuant to the authority conferred by City Council Resolution No. 2021-\_\_\_\_\_adopted on March \_\_\_\_\_, 2021, and the City as grantee further consents to its recordation thereof by its duly authorized officer, the City Manager.

City of Beaumont, a general law city

\_\_\_\_\_  
Dated

By: \_\_\_\_\_  
Todd Parton, City Manager

ATTEST:

\_\_\_\_\_  
Steven Mehlman, City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
John Pinkney, City Attorney



## Staff Report

**TO:** City Council

**FROM:** Elizabeth Gibbs, Community Services Director

**DATE:** March 16, 2021

**SUBJECT:** **A Resolution of the City Council of the City of Beaumont for Authorization of the Execution of the Certifications of Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for the Following Project: Video Camera Purchase and Install, \$40,000**

### Background and Analysis:

The City of Beaumont Transit Services is eligible for Low Carbon Transit Operations Program (LCTOP) grant funds for FY 2020/2021 in the amount of \$40,000 for the project of purchasing and installing video cameras on Beaumont Transit's public transportation fleet.

New camera technology has been installed on the four newest buses as part of the purchase within the past two years. Current, older buses have outdated and unreliable camera and DVR equipment installed on them. This grant funding will be used in combination with Capital Project Funding from RCTC to upgrade the remaining 16 buses with new reliable and updated equipment.

To proceed with securing funds for the project, the City must submit the following documents:

1. Authorized City Council Resolution (Attachment A)
2. Certifications and Assurances (Attachment B)

### Fiscal Impact:

City staff estimates that its cost is approximately \$585 to prepare this report. Purchase and installation of the video camera system will be covered by grant dollars.

**Recommended Action:**

Waive the full reading and adopt by title only “A Resolution of the City Council of the City of Beaumont for Authorization of the Execution of the Certifications of Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for the Following Project: Video Camera Purchase and Install, \$40,000,” and  
Authorize the Execution of the Certifications and Assurances.

**Attachments:**

- A. Resolution
- B. Certificate and Assurances

RESOLUTION # \_\_\_\_\_

AUTHORIZATION FOR THE EXECUTION OF THE  
CERTIFICATIONS AND ASSURANCES  
FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)  
FOR THE FOLLOWING PROJECT(S):  
VIDEO CAMERA PURCHASE AND INSTALLATION \$40,000

**WHEREAS**, the City of Beaumont is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

**WHEREAS**, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

**WHEREAS**, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

**WHEREAS**, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

**WHEREAS**, the City of Beaumont wishes to delegate authorization to execute these documents and any amendments thereto to the City Manager or his designee; and

**WHEREAS**, the City of Beaumont wishes to implement the following LCTOP project(s) listed above,

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Beaumont that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

**NOW THEREFORE, BE IT FURTHER RESOLVED** that the City of Beaumont City Manager or his/her designee be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Beaumont that it hereby authorizes the submittal of the following project nomination(s) and allocation request(s) to the Department in FY 2020-2021 LCTOP funds:

Project Name: Video Camera Purchase and Installation

Amount of LCTOP funds requested: \$40,000

Short description of project: Purchase and install video cameras on Beaumont Transit vehicles to encourage increased transit ridership.

Benefit to a Priority Population: Project provides incentives to disadvantaged community, promotes the use of public transportation, and provides an increased safety and comfort for passengers.

**MOVED, PASSED, and ADOPTED** this 16<sup>th</sup> day of March, 2021 by the following roll call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

---

Mike Lara, Mayor

ATTEST:

---

Steven Mehlman, City Clerk

# FY 2020-2021 LCTOP

## Attachment B

### Certifications and Assurances

Lead Agency: City of Beaumont

Project Title: Video Camera Purchase and Install

Prepared by: Elizabeth Gibbs

The California Department of Transportation (Caltrans) has adopted the following Certifications and Assurances for the Low Carbon Transit Operations Program (LCTOP). As a condition of the receipt of LCTOP funds, Lead Agency must comply with these terms and conditions.

#### A. General

1. The Lead Agency agrees to abide by the current LCTOP Guidelines and applicable legal requirements.
2. The Lead Agency must submit to Caltrans a signed Authorized Agent form designating the representative who can submit documents on behalf of the project sponsor and a copy of the board resolution appointing the Authorized Agent.

#### B. Project Administration

1. The Lead Agency certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The Lead Agency assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.
2. The Lead Agency certifies that a dedicated bank account for LCTOP funds only will be established within 30 days of receipt of LCTOP funds.
3. The Lead Agency certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.
4. The Lead Agency certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.
5. The Lead Agency certifies that they will notify Caltrans of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.
6. The Lead Agency must maintain satisfactory continuing control over the use of project equipment and facilities and will adequately maintain project equipment and facilities for the useful life of the project.
7. Any interest the Lead Agency earns on LCTOP funds must be used only on approved LCTOP projects.
8. The Lead Agency must notify Caltrans of any changes to the approved project with a Corrective Action Plan (CAP).

## FY 2020-2021 LCTOP

9. Under extraordinary circumstances, a Lead Agency may terminate a project prior to completion. In the event the Lead Agency terminates a project prior to completion, the Lead Agency must (1) contact Caltrans in writing and follow-up with a phone call verifying receipt of such notice; (2) pursuant to verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.

### C. Reporting

1. The Lead Agency must submit the following LCTOP reports:
  - a. Semi-Annual Progress Reports by May 15th and November 15th each year.
  - b. A Close Out Report within six months of project completion.
  - c. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to Caltrans within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.
  - d. Project Outcome Reporting as defined by CARB Funding Guidelines.
  - e. Jobs Reporting as defined by CARB Funding Guidelines.
2. Other Reporting Requirements: CARB develops and revises Funding Guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with CARB's Funding Guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

### D. Cost Principles

1. The Lead Agency agrees to comply with Title 2 of the Code of Federal Regulations 225 (2 CFR 225), Cost Principles for State and Local Government, and 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
2. The Lead Agency agrees, and will assure that its contractors and subcontractors will be obligated to agree, that:
  - a. Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allow ability of individual project cost items and
  - b. Those parties shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving LCTOP funds as a contractor or sub-contractor shall comply with

## FY 2020-2021 LCTOP

Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

3. Any project cost for which the Lead Agency has received funds that are determined by subsequent audit to be unallowable under 2 CFR 225, 48 CFR, Chapter 1, Part 31 or 2 CFR, Part 200, are subject to repayment by the Lead Agency to the State of California (State). All projects must reduce greenhouse gas emissions, as required under Public Resources Code section 75230, and any project that fails to reduce greenhouse gases shall also have its project costs submit to repayment by the Lead Agency to the State. Should the Lead Agency fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the Lead Agency from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

### E. Record Retention

1. The Lead Agency agrees and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the Lead Agency, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP) and enable the determination of incurred costs at interim points of completion. All accounting records and other supporting papers of the Lead Agency, its contractors and subcontractors connected with LCTOP funding shall be maintained for a minimum of three (3) years after the "Project Closeout" report or final Phase 2 report is submitted (per ARB Funding Guidelines, Vol. 3, page 3.A-16), and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the Lead Agency, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the Lead Agency pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the Lead Agency's external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
2. For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the Lead Agency's contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times



**FY 2020-2021 LCTOP**

during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the Lead Agency shall furnish copies thereof if requested.

- 3. The Lead Agency, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

F. Special Situations

Caltrans may perform an audit and/or request detailed project information of the project sponsor’s LCTOP funded projects at Caltrans’ discretion at any time prior to the completion of the LCTOP.

I certify all of these conditions will be met.

Todd Parton  
*(Print Authorized Agent)*

City Manager  
*(Title)*

\_\_\_\_\_  
*(Signature)*

\_\_\_\_\_  
*(Date)*



## Staff Report

**TO:** City Council  
**FROM:** Christina Taylor, Community Development Director  
**DATE:** March 16, 2021  
**SUBJECT:** Resolution Approving the 2020 General Plan Annual Progress Report

---

### Background and Analysis:

California Government Code Section 65300 requires each city and county to adopt a general plan for the physical development of the jurisdiction. The City of Beaumont General Plan establishes a vision for the City's long-term growth and enhancement and provides strategies and implementing actions to achieve this vision. State law requires that general plans include seven elements which must cover the following topics: Land Use, Circulation, Housing, Safety, Noise, Conservation, and Open Space.

The City of Beaumont adopted its General Plan in 2007; the Housing Element update was subsequently adopted in 2013. Section 65400 of the California Government Code requires the City to prepare an annual report addressing the status of the General Plan and progress made toward implementing its goals and policies, including the City's progress in meeting its share of regional housing needs. The progress report must be submitted to the City Council, the Governor's Office of Planning and Research (OPR), and the Housing and Community Development Department (HCD) by April 1, 2021.

The 2020 General Plan Annual Progress Report is attached for Council's review. The annual Housing Element report is included with the General Plan Annual Progress Report. Progress on the other General Plan elements is contained in the body of the report. The Governor's Office of Planning and Research requires that the City Council review and adopt a resolution approving the General Plan Annual Progress Report prior to staff submitting it to the State.

### Fiscal Impact:

Cost to prepare the staff report and progress report is estimated to be \$1,000.

**Recommended Action:**

Waive the full reading adopt by title only, "A Resolution of the City Council of the City of Beaumont Approving the 2020 General Plan Annual Progress Report," and

Authorize staff to file the Annual Progress Report with the State of California.

**Attachments:**

- A. Resolution
- B. 2020 General Plan Annual Progress Report

**RESOLUTION 2021-**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BEAUMONT  
APPROVING THE 2020 GENERAL PLAN ANNUAL PROGRESS REPORT**

**WHEREAS** Government Code 65400(a)(2) mandates that all cities and counties provide an annual report to their legislative bodies, the Office of Planning and Research (OPR), and the Department of Housing and Community Development (HCD) on the status of the General Plan and the progress of its implementation, including the progress on meeting its share of regional housing needs pursuant to Section 65584 and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing pursuant to Government Code Section 65583(c)(3); and

**WHEREAS**, the report is not subject to the California Environmental Quality Act (CEQA) because the report does not meet the definition of a “project” per Section 21065 of the CEQA Guidelines; and

**WHEREAS**, on March 16, 2021 a public meeting was held by the Beaumont City Council; and

**WHEREAS**, the City Council has reviewed the 2020 General Plan Annual Progress Report and finds that it accurately reflects the status of the City’s General Plan implementation.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BEAUMONT, CALIFORNIA, RESOLVES AS FOLLOWS:**

**Section 1.** The 2020 General Plan Annual Progress Report, as set forth in Exhibit “A” attached hereto, is hereby approved.

**Section 2.** The City Council directs staff to submit the Report to the Office of Planning and Research (OPR) and the Department of Housing and Community Development (HCD).

**MOVED, PASSED, and ADOPTED** this 16th day of March 2021 by the following roll call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

\_\_\_\_\_  
Mike Lara, Mayor

ATTEST:

APPROVED AS TO FORM:

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Steven Mehlman, City Clerk

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John Pinkney, City Attorney

# CITY OF BEAUMONT

## GENERAL PLAN ANNUAL PROGRESS REPORT

Calendar Year 2020

Prepared by the  
Community Development Department



Government Code Section 65400(b)(1) mandates that all cities and counties submit to their legislative bodies an annual report on the status of the general plan and progress in its implementation. This document satisfies the Government Code requirement.

**City of Beaumont**  
**General Plan Annual Progress Report**  
**Calendar Year 2020**

**City Council**

Mayor Mike Lara

Mayor Pro Tempore Lloyd White

Council Member Julio Martinez III

Council Member Rey Santos

Council Member David Fenn

**City Manager**

Todd Parton

**Assistant City Manager**

Kristine Day

**Community Development Director**

Christina Taylor

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Appendix A Government Code Section 65400

Appendix B Annual Housing Element Progress Report



## INTRODUCTION

Government Code Section 65400 (b)(1) mandates that all cities and counties submit to their legislative bodies an annual report (Progress Report) on the status of the general plan and progress in its implementation. Only charter cities are exempt from the requirement to prepare progress reports. A copy of this progress report must be sent to the Governor's Office of Planning and Research (OPR) and the Department of Housing and Community Development (HCD).

The General Plan Annual Progress Report summarizes the City of Beaumont's progress towards implementing the goals, policies and programs of the City's 2007 General Plan. This report covers the period of January 1, 2020, through December 31, 2020. This will be the final report based on the 2007 General Plan and the 5<sup>th</sup> Cycle Housing Element. Reporting on the 2040 General Plan and the 6<sup>th</sup> Cycle Housing Element will begin with calendar year 2021. This report also provides an overview of the activities of the Community Development Department which includes Planning, Building and Safety, Code Enforcement and Fire Inspections.

### **Review and Acceptance by Local Legislative Body**

The State of California Governor's Office of Planning and Research and the State Department of Housing and Community Development will also receive a copy of The City of Beaumont's General Plan progress report after it is reviewed and accepted by the Beaumont City Council. The City Council can accept this on consent, or as a discussion item.

## BACKGROUND

The City of Beaumont was incorporated on November 18, 1912. Beaumont is a General Law City under the Council/Manager form of government. Located in the Riverside County, Beaumont is located 110 miles north of San Diego, 50 miles east of Los Angeles, 50 miles northeast of the heart of Orange County and 15 miles west of the City of San Bernardino.

The City and its designated sphere of influence encompass approximately 48 square miles. The land area within the City's corporate boundaries is approximately 26 square miles. In the coming years, the City will likely be among the fastest growing areas of the Southern California region due to the availability of developable land, the relatively low housing costs, and its desirability as a retirement community. The City's location in relation to the major regional transportation facilities that include the I-10 and SR-60 freeway and the Union Pacific railroad, has also enhanced its desirability as an industrial location.

The geographic area governed by the Beaumont General Plan includes the City's corporate boundaries as they existed in 2005 and the City's established Sphere of Influence. Because there is considerable variation within the area governed by this General Plan, the larger Beaumont Planning Area has been subdivided into eight smaller Planning Areas. These planning areas are described below and this is the last annual report where these designations will be used:

*Town Center Planning Area.* This planning area corresponds to the original, older residential section of the City. The Planning Area is bounded by 8th Street on the south, Cherry Avenue on the east, Elm Avenue on the west, and Oak Valley Parkway on the north. Residential development within this Planning Area largely consists of single-family residential development with multiple family residential development occupying infill lots.

*Oak Valley Planning Area.* This Planning Area is dominated by the Oak Valley development, located north of the Oak Valley Parkway and east of the I-10 Freeway and the Three Rings Ranch and Kirkwood developments located to the south of Oak Valley Parkway. The Planning Area is bounded by the I-10 Freeway on the west and south, Elm Avenue on the east, and Brookside Avenue on the north.

*North Beaumont Planning Area.* This Planning Area is also dominated by residential land uses generally characterized by newer single-family developments such as the Mountain

Meadows and Cougar Ranch developments. The Planning Area is bounded by Beaumont Avenue on the west, Cherry Avenue on the east, the Oak Valley Parkway on the south, and Brookside Avenue on the north.

*East Beaumont Planning Area.* This Planning Area includes the Sundance development. The Planning Area is generally bounded by Brookside Avenue on the north, Cherry Avenue on the west, 8<sup>th</sup> Street on the south, and Highland Springs Avenue on the east. The Highland Springs resort is also included in this Planning Area.

*6th Street Corridor Planning Area.* This Planning Area is bounded by 8th Street on the north, the I-10 Freeway on the south, Highland Springs Avenue on the east, and the I-10 and the SR-60 interchange on the west. Commercial and industrial uses located along the 6th Street frontage are the predominant land uses within this Planning Area. A large number of homes are also found in the Planning Area, south of 8<sup>th</sup> Street.

*Southeast Beaumont Planning Area.* This Planning Area is located to the south of the I-10 Freeway and east of Highway 79 (Beaumont Avenue) and contains large tracts of undeveloped land and farmland. Industrial development is located south of the I-10 Freeway and Union Pacific railroad. The Planning Area is bounded by the I-10 Freeway on the north and Highland Springs Road on the east.

*Southwest Beaumont Planning Area.* This Planning Area is located to the south of the I-10 Freeway and west of Highway 79 (Beaumont Avenue). This Planning Area contains large tracts of undeveloped land, farmland, and industrial development located south of the I-10 Freeway and Union Pacific railroad. The Planning Area is bounded by the I-10 and the SR-60 Freeways on the north.

*West Beaumont Planning Area.* This large Planning Area is located west of the I-10 Freeway and includes the areas located north of the SR-60 Freeway. The majority of the Planning Area is currently undeveloped though new residential projects are planned.

## **PLANNING**

This section outlines the activities of the Planning Department from January 1, 2020, through December 31, 2020. The day-to-day planning activities include:

- Administrating the City's Zoning Ordinance
- Answering public inquiries on the telephone and over the public counter
- Processing planning applications for the Planning Commission and City Council
- Reviewing and approving business license applications
- Preparing reports for the Planning Commission and City Council
- Reviewing development plans for compliance with City standards
- Assisting other City Departments as needed

From October through December 2020, the City of Beaumont worked through the adoption of the City's General Plan Update. The City had no General Plan Amendments, no new specific plans and one completed specific plan amendment. The following list highlights some of the applications that were processed and completed through Planning during 2020:

- One (1) Parcel Map Application
- Ninety-nine (99) Home Occupation Permits
- Twelve (12) Conditional Use Permits
- Sixty-nine (69) Plot Plan Applications
- Eighteen (18) Variance Applications
- Twenty (23) Sign Permit/Program Applications

## **BUILDING AND SAFETY**

Building and Safety is responsible for a variety of tasks that include issuing permits, processing plan check submittals, and inspections. The Building and Safety Department reviews all plans and permits for compliance with California building codes. New building construction and tenant improvements require plan check review for zoning and building code compliance.

During calendar year 2020, the City of Beaumont Building and Safety Department issued a total of 1,555 permits as follows:

- 109 New Non-Residential Construction Permits
- 1,446 Residential Permits which includes new single-family units, solar panel permits, patio covers, pools and other types of residential work

## **HOUSING ELEMENT REPORTING REQUIREMENTS**

The State Department of Housing and Community Development (HCD) has standardized forms for addressing the Housing Element portion of this Annual Progress Report, which is contained in Appendix B.

## **GENERAL PLAN IMPLEMENTATION**

The City's General Plan is made up of six (6) elements that include the seven (7) elements required by State Law:

- Community Development
  - Land Use
- Housing
- Transportation and Circulation
- Resource Management
  - Open Space
  - Conservation
- Population and Housing
- Safety
  - Safety
  - Noise

### **Community Development - Land Use**

The Community Development-Land Use Element guides the City's land use policy and insures that appropriate development takes place, with adequate provision of public services and utilities. Land use designations are defined and mapped. The land use designations roughly correspond to the City's zoning designations.

The Community Development Element sets policies and priorities for how the City will develop and takes into account many facets involved in growing a community. The element goals include preserving existing residential neighborhoods and promoting the development of more housing; expanding the City's commercial, industrial and other employment generating land uses; and ensuring timely provision of services through maintenance and improvement of infrastructure.

As required by law, potential impacts from new development are assessed under CEQA. Additional conditions of approval and mitigation may be required if deemed necessary to provide for issues such as screening, habitat conservation, parking, noise-reduction (etc.), or otherwise address issues per the General Plan's direction.

### **Population and Housing**

The City of Beaumont Housing Element was certified by the State Department of Housing and Community Development on December 17, 2013, for the 2013-2021 planning period. The Housing Element was not amended during Calendar Year 2020.

Pursuant to Government Code Section 65400, the City Council is required to prepare an annual report on the status and progress in implementing the City's Housing Element using forms and definitions adopted by the Department of Housing and Community Development. This report has been submitted for 2020 and is required to be used for the Annual Progress Report. The completed forms for Calendar Year 2020 are attached as Appendix B to this report.

This is the last reporting year for the current Housing Element. The City is in the process of update the Housing Element for the 6<sup>th</sup> RHNA Cycle and anticipates this will be complete in October 2021. The City was awarded SB2 and LEAP Grant funds to fund the Housing Element Update and related documents.

### **Transportation and Circulation**

The Transportation and Circulation Element guides the City's decision making regarding transportation, roadways and performance standards. Through the goals and policies of

the Transportation and Circulation Element, the City strives to improve both local and regional transportation systems.

This element was not updated during the 2020 calendar year. Several major improvement projects were either started or completed this year including:

- Pennsylvania Avenue Widening
- Potrero Phase II
- Second Street Extension

The City provided repair and maintenance to local roads throughout the City and responded to resident requests:

- 325 Potholes, 225 SQFT Grind and cap, 632' LF of Asphalt Curve repair
- 247,047 SQFT Crack seal 6,750 LBS of Polyflex Type 4
- 212 system requests for streetlight maintenance
- Bridge Guardrail Installation - 75 LF
- 3,074 total resident requests through the reposting system

The Public Works Department attended to the following Capital Improvement Projects:

- Crack Seal - 17,000 LF / 3.2 Miles
- Slurry Seal - 77,520 LF / 15 Miles / 42 Lane-miles
- Reconstruction - 17,800 LF / 3.4 Miles / 7 Lane-miles
- Median Construction - 600 LF
- Force Main Stabilization/ Channel Stabilization - 1250 LF
- Seneca Lift Station Repair - \$42,500 construction cost

### **Resource Management**

The Resource Management Element indicates those policies that are relevant to the preservation, conservation, or management of important natural and man-made resources. The Element addresses soil, hydrology, biology, air quality, cultural resource management and open space. The Land Use Map was not updated in 2020. The Element

goals and policies for Resource Management focus on balancing the natural and the built environments. The City works toward achieving this balance through the following:

- Promoting the maintenance of open space and agricultural resources
- Implementing best practices for soil and water conservation
- Encouraging environmentally sensitive development
- Continuing work on local and regional parks and trails

The City continues working toward implementation of the Resource Management Element goals through management, preservation or protection of our resources while still providing a robust environment for our residents to enjoy.

The Community Services Department engaged in the following park projects during 2020:

- Rangel Park Phase II
- Stewart Park Pool Rehabilitation

Community Services staff also performed the following maintenance activities to ensure the City parks could be enjoyed by all:

- 3800 trees trimmed
- Mow, edge and blow 70 acres of park grass every week
- Installed over 3500 yards of mulch/wood chips
- Applied 20,000 lbs of fertilizer throughout the parks

### **Safety and Noise**

The Safety and Noise Element was not amended during calendar year 2020.

Due to the nature of the policies of the Safety and Noise Element, efforts to implement this Element of the General Plan are on-going. Projects are reviewed on a case-by-case basis for adverse impacts to the environment and sensitive receptors.

The Safety Element establishes City policy relative to the reduction and mitigation of natural and manmade hazards that must be considered in future planning and decision-



making. The public's health and safety is an important component of the General Plan due to the City's location in a seismically active region.

The Element is concerned with identifying existing hazards and ways to reduce the risk from the hazards on persons and on property. State law requires that every safety element include the following components:

- The identification, mapping, and appraisal of seismic hazards of concern to planning and future development, including areas subject to liquefaction, ground-shaking, surface rupture, or seismic sea waves (Section 65302(f));
- An appraisal of mudslides, landslides, and slope stability that might occur as a result of a seismic disturbance (Section 65302(f); and,
- The identification of the potential for fires and other natural and manmade disasters and measures designed to reduce the loss of life, injury, and damage to property (Section 65302(i).

The State guidelines are also very specific as to the content of noise elements. Government Code Section 65302(f) indicates that the noise element should be prepared according to guidelines established by the State Department of Health Services. At a minimum, the Government Code requires that the Element analyzes and projects noise levels for:

- Highways and freeways;
- Primary arterials and major local streets;
- Passenger and freight on-line railroad operations and ground rapid transit systems;
- Commercial, general aviation, heliport, helistop, and military airport operations; aircraft over flights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operations;
- Local industrial plants, including, but not limited to, railroad classification yards; and,
- Other ground stationary sources identified by local agencies as contributing to the community noise environment.

The City's Safety Element takes all of these requirements into account and adheres to the standards for safety and noise as identified in the General Plan and as required by law.

## **GENERAL PLAN UPDATE**

The General Plan is the guiding land development document and blueprint of the City. In 2016, the City sent out a Request for Proposals (RFP) to update the City's General Plan and in 2017 began the process of updating the General Plan. Although the 2007 General Plan has served the community well, the City has experienced tremendous growth within the past decade and new development patterns have evolved. Statewide, most developing cities update their general plans every ten to fifteen years to ensure their plans are up to date to better streamline development and protect themselves from legal challenges due to out of date planning documents. The General Plan update process began in 2016 in order to provide new comprehensive direction, relevant goals, policies, and implementation programs that can effectively guide the City forward for the next ten to twenty years. The City of Beaumont 2040 General Plan was adopted at the end of 2020 and took effect January 3, 2021.

## Appendix A

California Government Code Section 65400 states:

- (a) After the legislative body has adopted all or part of a general plan, the planning agency shall do both of the following:
- (1) Investigate and make recommendations to the legislative body regarding reasonable and practical means for implementing the general plan or element of the general plan, so that it will serve as an effective guide for orderly growth and development, preservation and conservation of open-space land and natural resources, and the efficient expenditure of public funds relating to the subjects addressed in the general plan.
  - (2) Provide by April 1 of each year an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development that includes all of the following:
    - (A) The status of the plan and progress in its implementation.
    - (B) The progress in meeting its share of regional housing needs determined pursuant to [Section 65584](#) and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing pursuant to [paragraph \(3\) of subdivision \(c\) of Section 65583](#). The housing element portion of the annual report, as required by this paragraph, shall be prepared through the use of forms and definitions adopted by the Department of Housing and Community Development pursuant to the rulemaking provisions of the Administrative Procedure Act (Chapter 3.5 (commencing with [Section 11340](#)) of Part 1 of Division 3 of Title 2). Prior to and after adoption of the forms, the housing element portion of the annual report shall include a section that describes the actions taken by the local government towards completion of the programs and status of the local government's compliance with the deadlines in its housing element. That report shall be considered at an annual public meeting before the legislative body where members of the public shall be allowed to provide oral testimony and written comments. The report may include the number of units that have been substantially rehabilitated, converted from non-affordable to affordable by acquisition, and preserved consistent with the standards set forth in paragraph (2) of

subdivision (c) of Section 65583.1. The report shall document how the units meet the standards set forth in that subdivision.

(C) The degree to which its approved general plan complies with the guidelines developed and adopted pursuant to [Section 65040.2](#) and the date of the last revision to the general plan.

(b) If a court finds, upon a motion to that effect, that a city, county, or city and county failed to submit, within 60 days of the deadline established in this section, the housing element portion of the report required pursuant to subparagraph (B) of paragraph (2) of subdivision (a) that substantially complies with the requirements of this section, the court shall issue an order or judgment compelling compliance with this section within 60 days. If the city, county, or city and county fails to comply with the court's order within 60 days, the plaintiff or petitioner may move for sanctions, and the court may, upon that motion, grant appropriate sanctions. The court shall retain jurisdiction to ensure that its order or judgment is carried out. If the court determines that its order or judgment is not carried out within 60 days, the court may issue further orders as provided by law to ensure that the purposes and policies of this section are fulfilled. This subdivision applies to proceedings initiated on or after the first day of October following the adoption of forms and definitions by the Department of Housing and Community Development pursuant to paragraph (2) of subdivision (a), but no sooner than six months following that adoption.

**Appendix B**  
(attached excel spreadsheet)

Please Start Here

General Information	
Jurisdiction Name	Beaumont
Reporting Calendar Year	2020
Contact Information	
First Name	Christina
Last Name	Taylor
Title	Community Development Director
Email	ctaylor@beaumontca.gov
Phone	9515723212
Mailing Address	
Street Address	550 E. 6th Street
City	Beaumont
Zipcode	92223

Beaumont

**Optional:** Click here to import last year's data. This is best used when the workbook is new and empty. You will be prompted to pick an old workbook to import from. Project and program data will be copied exactly how it was entered in last year's form and must be updated.

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**ANNUAL ELEMENT PROGRESS REPORT  
Housing Element Implementation**

(CCR Title 25 §6202)

Note: "+" indicates an optional field  
Cells in grey contain auto-calculation formulas

Table A Housing Development Applications Submitted																			
Project Identifier				Unit Types		Date Application Submitted	Proposed Units - Affordability by Household Incomes								Total Approved Units by Project	Total Disapproved Units by Project	Streamlining	Notes	
1				2	3	4	5								6	7	8	9	10
Prior APN <sup>+</sup>	Current APN	Street Address	Project Name <sup>+</sup>	Local Jurisdiction Tracking ID <sup>+</sup>	Unit Category (SFA, SFD, 2 to 4, 5+, ADU, MH)	Tenure R=Renter O=Owner	Date Application Submitted (see instructions)	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Total PROPOSED Units by Project	Total APPROVED Units by project	Total DISAPPROVED Units by Project	Was APPLICATION SUBMITTED Pursuant to GC 65913.4(b)? (SB 35 Streamlining)	Notes <sup>+</sup>
Summary Row: Start Data Entry Below							0	0	0	0	0	0	5	0	5	3	0	0	
414220003	414220003	NA	Duplex	PP2020-0262	2 to 4	R	1/29/2020							2	2	0	0	No	Applicant withdrew applica
415312006	415312006	824 Palm Ave	ADU	PP2020-0290	ADU	R	7/1/2020							1	1	1	0	No	
415031007	415031007	1355 Beaumont Ave	ADU	PP2020-0304	ADU	R	8/12/2020							1	1	1	0	No	
404120019	404120019	1672 Quail Summit	ADU	PP2020-0308	ADU	R	8/28/2020							1	1	1	0	No	
														0					
														0					
														0					
														0					
														0					
														0					
														0					
														0					

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Reporting Year	2020	(Jan. 1 - Dec. 31)

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**Table A2**

**Annual Building Activity Report Summary - New Construction, Entitled, Permits and C**

Project Identifier					Unit Types		Affordability by Household Incomes - Comp				
1					2	3	4				
Prior APN <sup>+</sup>	Current APN	Street Address	Project Name <sup>+</sup>	Local Jurisdiction Tracking ID <sup>+</sup>	Unit Category (SFA,SFD,2 to 4,5+,ADU,MH)	Tenure R=Renter O=Owner	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted
Summary Row: Start Data Entry Below							0	0	0	0	0
	408202006	1639 KENDRICK DR TR31469-3, LOT 101	BLDR2017-0686	BLDR2017-0686	SFA	O					
	415100082	1236 MASSACHUSSETS AVE	BLDR2017-1297	BLDR2017-1297	SFA	O					
	408212009	1372 BERGEN LN LOT 87	BLDR2018-1384	BLDR2018-1384	SFA	O					
	414172019	1131 EDGAR AVE	BLDR2018-1628	BLDR2018-1628	SFA	O					
	419760015	970 BLUEBELL WAY LOT 84	BLDR2018-3357	BLDR2018-3357	SFA	O					
	415100053	1238 MASSACHUSSETS AVE	BLDR2018-3384	BLDR2018-3384	SFA	O					
	408360045	1543 VILLAGE GREEN WAY LOT 108	BLDR2018-3518	BLDR2018-3518	SFA	O					
	408202003	1647 KENDRICK DR LOT 98	BLDR2018-3664	BLDR2018-3664	SFA	O					
	408212012	1396 BERGEN LN LOT 90	BLDR2018-3665	BLDR2018-3665	SFA	O					
	408180059	1626 TIOGA TRL LOT 104	BLDR2018-3674	BLDR2018-3674	SFA	O					
	408180060	1628 TIOGA TRL LOT 105	BLDR2018-3676	BLDR2018-3676	SFA	O					
	408180061	1630 TIOGA TRL LOT 106	BLDR2018-3677	BLDR2018-3677	SFA	O					
	408180062	1634 TIOGA TRL LOT 107	BLDR2018-3678	BLDR2018-3678	SFA	O					
	408180063	1636 TIOGA TRL LOT 108	BLDR2018-3679	BLDR2018-3679	SFA	O					
	408180065	1642 TIOGA TRL LOT 110	BLDR2018-3681	BLDR2018-3681	SFA	O					
	408180066	1644 TIOGA TRL LOT 111	BLDR2018-3682	BLDR2018-3682	SFA	O					
	408180067	1646 TIOGA TRL LOT 112	BLDR2018-3683	BLDR2018-3683	SFA	O					
	415050001	789 OAK VALLEY PKWY	BLDR2018-3813	BLDR2018-3813	SFA	O					
	408222022	1465 MARBLE WAY LOT 51	BLDR2018-3866	BLDR2018-3866	SFA	O					
	408222023	1463 MARBLE WAY LOT 52	BLDR2018-3867	BLDR2018-3867	SFA	O					
	408220005	1486 MARBLE WAY LOT 5	BLDR2018-3869	BLDR2018-3869	SFA	O					
	414400016	14211 VOLTERRA WAY LOT 16	BLDR2019-4105	BLDR2019-4105	SFA	O					
	414400017	14215 VOLTERRA WAY LOT 17	BLDR2019-4106	BLDR2019-4106	SFA	O					
	414400018	14219 VOLTERRA WAY LOT 18	BLDR2019-4107	BLDR2019-4107	SFA	O					
	414400030	14216 VOLTERRA WAY LOT 30	BLDR2019-4108	BLDR2019-4108	SFA	O					
	414400031	14212 VOLTERRA WAY LOT 31	BLDR2019-4109	BLDR2019-4109	SFA	O					
	414380026	14153 BOSANA LN LOT 26	BLDR2019-4116	BLDR2019-4116	SFA	O					



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	414380029	36583 PIENZA WAY LOT 29	BLDR2019-4119	BLDR2019-4119	SFA	O					
	414380030	36587 PIENZA WAY LOT 30	BLDR2019-4120	BLDR2019-4120	SFA	O					
	414380050	14150 BOSANA LN LOT 50	BLDR2019-4121	BLDR2019-4121	SFA	O					
	408340056	1538 GREEN GLEN LN LOT 42	BLDR2019-4428	BLDR2019-4428	SFA	O					
	413800005	11484 FORD ST LOT 5	BLDR2019-4763	BLDR2019-4763	SFA	O					
	408302006	1455 ELLERG WAY LOT 63	BLDR2019-4791	BLDR2019-4791	SFA	O					
	408090048	1443 ELLERG WAY LOT 62	BLDR2019-4792	BLDR2019-4792	SFA	O					
	419760003	857 BLUE ORCHID LOT 15	BLDR2019-4838	BLDR2019-4838	SFA	O					
	419760004	855 BLUE ORCHID LOT 16	BLDR2019-4839	BLDR2019-4839	SFA	O					
	419760004	853 BLUE ORCHID LOT 17	BLDR2019-4840	BLDR2019-4840	SFA	O					
	419760004	851 BLUE ORCHID LOT 18	BLDR2019-4841	BLDR2019-4841	SFA	O					
	419760006	860 BLUE ORCHID LOT 29	BLDR2019-4842	BLDR2019-4842	SFA	O					
	419760006	858 BLUE ORCHID LOT 28	BLDR2019-4843	BLDR2019-4843	SFA	O					
	419760006	856 BLUE ORCHID LOT 27	BLDR2019-4844	BLDR2019-4844	SFA	O					
	419760006	852 BLUE ORCHID LOT 25	BLDR2019-4846	BLDR2019-4846	SFA	O					
	419760006	850 BLUE ORCHID LOT 24	BLDR2019-4847	BLDR2019-4847	SFA	O					
	419760004	837 BLUE ORCHID LOT 22	BLDR2019-4849	BLDR2019-4849	SFA	O					
	419769004	835 BLUE ORCHID LOT 19	BLDR2019-4850	BLDR2019-4850	SFA	O					
	419760004	833 BLUE ORCHID LOT 20	BLDR2019-4851	BLDR2019-4851	SFA	O					
	419760004	831 BLUE ORCHID LOT 21	BLDR2019-4852	BLDR2019-4852	SFA	O					
	428280038	312 ENCHANTED PARK LOT 39	BLDR2019-4879	BLDR2019-4879	SFA	O					
	428280045	348 ENCHANTED PARK LOT 46	BLDR2019-4880	BLDR2019-4880	SFA	O					
	428280046	351 ENCHANTED PARK LOT 47	BLDR2019-4881	BLDR2019-4881	SFA	O					
	428280047	349 ENCHANTED PARK LOT 48	BLDR2019-4882	BLDR2019-4882	SFA	O					
	428280048	345 ENCHANTED PARK LOT 49	BLDR2019-4883	BLDR2019-4883	SFA	O					
	428280050	331 ENCHANTED PARK LOT 51	BLDR2019-4884	BLDR2019-4884	SFA	O					
	408282016	1743 LUNDY LN LOT 92	BLDR2019-4933	BLDR2019-4933	SFA	O					
	414520067	36822 CASCINA LN LOT 107	BLDR2019-4969	BLDR2019-4969	SFA	O					
	414520068	36818 CASCINA LN LOT 108	BLDR2019-4970	BLDR2019-4970	SFA	O					
	414510041	36814 CASCINA LN LOT 109	BLDR2019-4971	BLDR2019-4971	SFA	O					
	414510042	36810 CASCINA LN LOT 110	BLDR2019-4972	BLDR2019-4972	SFA	O					
	414510043	36806 CASCINA LN LOT 111	BLDR2019-4973	BLDR2019-4973	SFA	O					
	414510044	36802 CASCINA LN LOT 112	BLDR2019-4974	BLDR2019-4974	SFA	O					
	414400019	14223 VOLTERRA WAY LOT 19	BLDR2019-4975	BLDR2019-4975	SFA	O					
	414400020	14227 VOLTERRA WAY LOT 20	BLDR2019-4976	BLDR2019-4976	SFA	O					
	414400027	14228 VOLTERRA WAY LOT 27	BLDR2019-4977	BLDR2019-4977	SFA	O					
	414400028	14224 VOLTERRA WAY LOT 28	BLDR2019-4978	BLDR2019-4978	SFA	O					

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	414400029	14220 VOLTERRA WAY LOT 29	BLDR2019-4979	BLDR2019-4979	SFA	0					
	414390049	36686 SEVILLA WAY LOT 49	BLDR2019-4980	BLDR2019-4980	SFA	0					
	414390052	36674 SEVILLA WAY LOT 52	BLDR2019-4981	BLDR2019-4981	SFA	0					
	414380047	36598 PIENZA WAY LOT 47	BLDR2019-4986	BLDR2019-4986	SFA	0					
	414380048	36594 PIENZA WAY LOT 48	BLDR2019-4987	BLDR2019-4987	SFA	0					
	408291015	1373 MELSTONE ST LOT 136	BLDR2019-4991	BLDR2019-4991	SFA	0					
	408291019	1378 BURHAM CT LOT 128	BLDR2019-4997	BLDR2019-4997	SFA	0					
	408291024	1375 BURHAM CT LOT 123	BLDR2019-5000	BLDR2019-5000	SFA	0					
	408370031	1567 TRAILVIEW DR LOT 73	BLDR2019-5019	BLDR2019-5019	SFA	0					
	408370033	1553 TRAILVIEW DR LOT 75	BLDR2019-5020	BLDR2019-5020	SFA	0					
	408360031	1526 VILLAGE GREEN WAY LOT 94	BLDR2019-5025	BLDR2019-5025	SFA	0					
	408370069	1513 SUMMERFIELD WAY LOT 166	BLDR2019-5027	BLDR2019-5027	SFA	0					
	408370008	1514 SUMMERFIELD WAY LOT 28	BLDR2019-5028	BLDR2019-5028	SFA	0					
	408370009	1516 SUMMERFIELD WAY LOT 29	BLDR2019-5029	BLDR2019-5029	SFA	0					
	408311019	1430 ELLERG WAY LOT 54	BLDR2019-5188	BLDR2019-5188	SFA	0					
	408311020	1422 ELLERG WAY LOT 55	BLDR2019-5189	BLDR2019-5189	SFA	0					
	408311021	1416 ELLERG WAY LOT 56	BLDR2019-5190	BLDR2019-5190	SFA	0					
	408311022	1408 ELLERG WAY LOT 57	BLDR2019-5191	BLDR2019-5191	SFA	0					
	408302004	1431 ELLERG WAY LOT 61	BLDR2019-5192	BLDR2019-5192	SFA	0					
	408302003	1425 ELLERG WAY LOT 60	BLDR2019-5193	BLDR2019-5193	SFA	0					
	408302002	1413 ELLERG WAY LOT 59	BLDR2019-5194	BLDR2019-5194	SFA	0					
	408302001	1405 ELLERG WAY LOT 58	BLDR2019-5195	BLDR2019-5195	SFA	0					
	419760009	971 BLUEBELL WAY LOT 42	BLDR2019-5237	BLDR2019-5237	SFA	0					
	419760009	969 BLUEBELL WAY LOT 43	BLDR2019-5238	BLDR2019-5238	SFA	0					
	419760009	967 BLUEBELL WAY LOT 44	BLDR2019-5239	BLDR2019-5239	SFA	0					
	419760009	965 BLUEBELL WAY LOT 45	BLDR2019-5240	BLDR2019-5240	SFA	0					
	419760009	963 BLUEBELL WAY LOT 46	BLDR2019-5241	BLDR2019-5241	SFA	0					
	419760009	961 BLUEBELL WAY LOT 47	BLDR2019-5242	BLDR2019-5242	SFA	0					
	408280001	1721 BOYSEN WAY LOT 55	BLDR2019-5286	BLDR2019-5286	SFA	0					
	408280002	1725 BOYSEN WAY LOT 56	BLDR2019-5287	BLDR2019-5287	SFA	0					
	408280003	1729 BOYSEN WAY LOT 57	BLDR2019-5288	BLDR2019-5288	SFA	0					
	408280004	1733 BOYSEN WAY LOT 58	BLDR2019-5289	BLDR2019-5289	SFA	0					
	408282001	1722 BOYSEN WAY LOT 68	BLDR2019-5290	BLDR2019-5290	SFA	0					
	408282002	1728 BOYSEN WAY LOT 67	BLDR2019-5291	BLDR2019-5291	SFA	0					
	408282002	1730 BOYSEN WAY LOT 66	BLDR2019-5292	BLDR2019-5292	SFA	0					
	408282003	1736 BOYSEN WAY LOT 65	BLDR2019-5293	BLDR2019-5293	SFA	0					
	408282012	1349 MELSTONE ST LOT 104	BLDR2019-5294	BLDR2019-5294	SFA	0					
	408282011	1343 MELSTONE ST LOT 103	BLDR2019-5295	BLDR2019-5295	SFA	0					
	408282011	1339 MELSTONE ST LOT 102	BLDR2019-5296	BLDR2019-5296	SFA	0					
	408282010	1335 MELSTONE ST LOT 101	BLDR2019-5297	BLDR2019-5297	SFA	0					
	408282010	1331 MELSTONE ST LOT 100	BLDR2019-5298	BLDR2019-5298	SFA	0					

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408282009	1329 MELSTONE ST LOT 99	BLDR2019-5299	BLDR2019-5299	SFA	0					
414510038	14237 FORTUNATI CIR LOT 39	BLDR2019-5310	BLDR2019-5310	SFA	0					
414510038	14236 FORTUNATI CIR LOT 44	BLDR2019-5311	BLDR2019-5311	SFA	0					
408360051	1523 VILLAGE GREEN WAY LOT 114	BLDR2019-5409	BLDR2019-5409	SFA	0					
408360052	1519 VILLAGE GREEN WAY LOT 115	BLDR2019-5410	BLDR2019-5410	SFA	0					
408340053	1556 GLENBRIGHT DR LOT 39	BLDR2019-5411	BLDR2019-5411	SFA	0					
408340055	1540 GREEN GLEN LN LOT 41	BLDR2019-5412	BLDR2019-5412	SFA	0					
408201009	1652 TIELO ST LOT 21	BLDR2019-5517	BLDR2019-5517	SFA	0					
408201009	1660 TIELO ST LOT 20	BLDR2019-5518	BLDR2019-5518	SFA	0					
408201009	1664 TIELO ST LOT 19	BLDR2019-5519	BLDR2019-5519	SFA	0					
408201009	1668 TIELO ST LOT 18	BLDR2019-5520	BLDR2019-5520	SFA	0					
408201009	1672 TIELO ST LOT 17	BLDR2019-5521	BLDR2019-5521	SFA	0					
408201009	1661 TIELO ST LOT 22	BLDR2019-5522	BLDR2019-5522	SFA	0					
408201009	1665 TIELO ST LOT 23	BLDR2019-5523	BLDR2019-5523	SFA	0					
408282009	1325 MELSTONE ST LOT 98	BLDR2019-5551	BLDR2019-5551	SFA	0					
408282008	1321 MELSTONE ST LOT 97	BLDR2019-5552	BLDR2019-5552	SFA	0					
408282007	1315 MELSTONE ST LOT 96	BLDR2019-5553	BLDR2019-5553	SFA	0					
408280008	1795 BOYSEN WAY LOT 6	BLDR2019-5554	BLDR2019-5554	SFA	0					
408280007	1779 BOYSEN WAY LOT 5	BLDR2019-5555	BLDR2019-5555	SFA	0					
408280005	1761 BOYSEN WAY LOT 4	BLDR2019-5556	BLDR2019-5556	SFA	0					
408291004	1751 TIOGA TRL LOT 28	BLDR2019-5671	BLDR2019-5671	SFA	0					
408291003	1765 TIOGA TRL LOT 27	BLDR2019-5672	BLDR2019-5672	SFA	0					
408291002	1771 TIOGA TRL LOT 26	BLDR2019-5673	BLDR2019-5673	SFA	0					
408291001	1783 TIOGA TRL LOT 25	BLDR2019-5674	BLDR2019-5674	SFA	0					
414400021	14231 VOLTERRA WAY LOT 21	BLDR2019-5753	BLDR2019-5753	SFA	0					
414400022	14235 VOLTERRA WAY LOT 22	BLDR2019-5754	BLDR2019-5754	SFA	0					
414390031	14215 SONOMA CT LOT 31	BLDR2019-5765	BLDR2019-5765	SFA	0					
414390034	14226 SONOMA CT LOT 34	BLDR2019-5766	BLDR2019-5766	SFA	0					
414390050	36682 SEVILLA WAY LOT 50	BLDR2019-5767	BLDR2019-5767	SFA	0					
414390051	36678 SEVILLA WAY LOT 51	BLDR2019-5768	BLDR2019-5768	SFA	0					
408340054	1560 GLENBRIGHT DR LOT 40	BLDR2019-5812	BLDR2019-5812	SFA	0					
408180068	1648 TIOGA TRL LOT 113	BLDR2019-5825	BLDR2019-5825	SFA	0					
408180069	1650 TIOGA TRL LOT 114	BLDR2019-5826	BLDR2019-5826	SFA	0					
408201009	1675 OCALA LN LOT 5	BLDR2019-5850	BLDR2019-5850	SFA	0					
408201009	1679 OCALA LN LOT 6	BLDR2019-5851	BLDR2019-5851	SFA	0					
408201009	1683 OCALA LN LOT 7	BLDR2019-5852	BLDR2019-5852	SFA	0					
419020075	1318 TINSLEY WAY LOT 8	BLDR2019-5853	BLDR2019-5853	SFA	0					
419020075	1322 TINSLEY WAY LOT 9	BLDR2019-5854	BLDR2019-5854	SFA	0					
419020075	1328 TINSLEY WAY LOT 10	BLDR2019-5855	BLDR2019-5855	SFA	0					
408201009	1678 OCALA LN LOT 27	BLDR2019-5856	BLDR2019-5856	SFA	0					
408201009	1675 TIELO ST LOT 25	BLDR2019-5857	BLDR2019-5857	SFA	0					
408201009	1679 TIELO ST LOT 26	BLDR2019-5858	BLDR2019-5858	SFA	0					
408201009	1678 TIELO ST LOT 16	BLDR2019-5859	BLDR2019-5859	SFA	0					
408201009	1684 TIELO ST LOT 15	BLDR2019-5860	BLDR2019-5860	SFA	0					
408201009	1690 TIELO ST LOT 14	BLDR2019-5861	BLDR2019-5861	SFA	0					

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	408201009	1340 TINSLEY WAY LOT 13	BLDR2019-5862	BLDR2019-5862	SFA	0					
	408201009	1332 TINSLEY WAY LOT 11	BLDR2019-5864	BLDR2019-5864	SFA	0					
	408201009	1751 ARCUS CT LOT 73	BLDR2019-5865	BLDR2019-5865	SFA	0					
	408201009	1755 ARCUS CT LOT 74	BLDR2019-5866	BLDR2019-5866	SFA	0					
	408201009	1760 ARCUS CT LOT 80	BLDR2019-5872	BLDR2019-5872	SFA	0					
	408201009	1766 ARCUS CT LOT 79	BLDR2019-5873	BLDR2019-5873	SFA	0					
	408201009	1772 ARCUS CT LOT 78	BLDR2019-5874	BLDR2019-5874	SFA	0					
	408201009	1727 ARCUS CT LOT 69	BLDR2019-5875	BLDR2019-5875	SFA	0					
	408201009	1731 ARCUS CT LOT 70	BLDR2019-5876	BLDR2019-5876	SFA	0					
	408201009	1737 ARCUS CT LOT 71	BLDR2019-5877	BLDR2019-5877	SFA	0					
	408201009	1743 ARCUS CT LOT 72	BLDR2019-5878	BLDR2019-5878	SFA	0					
	408201009	1742 ARCUS CT LOT 83	BLDR2019-5879	BLDR2019-5879	SFA	0					
	408201009	1730 ARCUS CT LOT 85	BLDR2019-5881	BLDR2019-5881	SFA	0					
	408201009	1728 ARCUS CT LOT 86	BLDR2019-5882	BLDR2019-5882	SFA	0					
	414520002	14242 FORTUNATI CIR LOT 43	BLDR2019-5887	BLDR2019-5887	SFA	0					
	408360022	1509 TRAILVIEW DR LOT 85	BLDR2019-5894	BLDR2019-5894	SFA	0					
	408201009	1659 OCALA LN LOT 1	BLDR2019-5924	BLDR2019-5924	SFA	0					
	408201009	1671 OCALA LN LOT 4	BLDR2019-5927	BLDR2019-5927	SFA	0					
	408201009	1662 OCALA LN LOT 31	BLDR2019-5928	BLDR2019-5928	SFA	0					
	408201009	1670 OCALA LN LOT 29	BLDR2019-5930	BLDR2019-5930	SFA	0					
	408090020	1737 BOYSEN WAY LOT 59	BLDR2019-5942	BLDR2019-5942	SFA	0					
	408090020	1741 BOYSEN WAY LOT 1	BLDR2019-5943	BLDR2019-5943	SFA	0					
	408090020	1749 BOYSEN WAY LOT 2	BLDR2019-5944	BLDR2019-5944	SFA	0					
	408090020	1753 BOYSEN WAY LOT 3	BLDR2019-5945	BLDR2019-5945	SFA	0					
	408090020	1740 BOYSEN WAY LOT 64	BLDR2019-5946	BLDR2019-5946	SFA	0					
	408090020	1746 BOYSEN WAY LOT 63	BLDR2019-5947	BLDR2019-5947	SFA	0					
	408090020	1750 BOYSEN WAY LOT 62	BLDR2019-5948	BLDR2019-5948	SFA	0					
	408090020	1754 BOYSEN WAY LOT 61	BLDR2019-5949	BLDR2019-5949	SFA	0					
	408090020	1760 BOYSEN WAY LOT 60	BLDR2019-5950	BLDR2019-5950	SFA	0					
	408090020	1360 MELSTONE ST LOT 17	BLDR2019-5979	BLDR2019-5979	SFA	0					
	408090020	1354 MELSTONE ST LOT 16	BLDR2019-5980	BLDR2019-5980	SFA	0					
	408090020	1350 MELSTONE ST LOT 15	BLDR2019-5981	BLDR2019-5981	SFA	0					
	408090020	1346 MELSTONE ST LOT 14	BLDR2019-5982	BLDR2019-5982	SFA	0					
	408090020	1336 MELSTONE ST LOT 12	BLDR2019-5984	BLDR2019-5984	SFA	0					
	408090020	1326 MELSTONE ST LOT 10	BLDR2019-5986	BLDR2019-5986	SFA	0					
	408090020	1322 MELSTONE ST LOT 9	BLDR2019-5987	BLDR2019-5987	SFA	0					
	408090020	1318 MELSTONE ST LOT 8	BLDR2019-5988	BLDR2019-5988	SFA	0					
	408320001	1644 PARK RUN LN LOT 1	BLDR2019-6071	BLDR2019-6071	SFA	0					
	408090015	1640 PARK RUN LN LOT 2	BLDR2019-6072	BLDR2019-6072	SFA	0					
	408090037	1636 PARK RUN LN LOT 3	BLDR2019-6073	BLDR2019-6073	SFA	0					
	408090015	1645 PARK RUN LN LOT 96	BLDR2019-6074	BLDR2019-6074	SFA	0					
	408090015	1653 PARK RUN LN LOT 95	BLDR2019-6075	BLDR2019-6075	SFA	0					
	408090015	1659 PARK RUN LN LOT 94	BLDR2019-6076	BLDR2019-6076	SFA	0					
	408090015	1699 PARK RUN LN LOT 92	BLDR2019-6077	BLDR2019-6077	SFA	0					
	408350019	1548 SKY VISTA WAY LOT 91	BLDR2019-6078	BLDR2019-6078	SFA	0					

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408090018	1546 SKY VISTA WAY LOT 90	BLDR2019-6079	BLDR2019-6079	SFA	0					
408090017	1544 SKY VISTA WAY LOT 89	BLDR2019-6080	BLDR2019-6080	SFA	0					
408090017	1540 SKY VISTA WAY LOT 87	BLDR2019-6081	BLDR2019-6081	SFA	0					
408090017	1538 SKY VISTA DR LOT 86	BLDR2019-6082	BLDR2019-6082	SFA	0					
408320007	1620 PARK RUN LN LOT 7	BLDR2019-6083	BLDR2019-6083	SFA	0					
408320008	1549 NEWLAND DR LOT 8	BLDR2019-6084	BLDR2019-6084	SFA	0					
408320008	1545 NEWLAND DR LOT 10	BLDR2019-6085	BLDR2019-6085	SFA	0					
408090037	1625 PARK RUN LN LOT 100	BLDR2019-6086	BLDR2019-6086	SFA	0					
408090037	1548 NEWLAND DR LOT 101	BLDR2019-6087	BLDR2019-6087	SFA	0					
408090037	1544 NEWLAND DR LOT 102	BLDR2019-6088	BLDR2019-6088	SFA	0					
408090041	1439 WHITE DWARF DR LOT 99	BLDR2019-6165	BLDR2019-6165	SFA	0					
408090041	1469 WHITE DWARF DR LOT 103	BLDR2019-6166	BLDR2019-6166	SFA	0					
408090041	1473 WHITE DWARF DR LOT 46	BLDR2019-6167	BLDR2019-6167	SFA	0					
408090041	1495 WHITE DWARF DR LOT 42	BLDR2019-6168	BLDR2019-6168	SFA	0					
408090017	1542 SKY VISTA WAY LOT 88	BLDR2020-6206	BLDR2020-6206	SFA	0					
408350021	1661 PARK RUN LN LOT 93	BLDR2020-6207	BLDR2020-6207	SFA	0					
408360055	1509 VILLAGE GREEN WAY LOT 118	BLDR2020-6208	BLDR2020-6208	SFA	0					
408370091	1520 GRANDVIEW DR LOT 184	BLDR2020-6209	BLDR2020-6209	SFA	0					
408370091	1530 GRANDVIEW DR LOT 188	BLDR2020-6210	BLDR2020-6210	SFA	0					
408340048	1532 GLENBRIGHT DR LOT 34	BLDR2020-6211	BLDR2020-6211	SFA	0					
414390047	14216 AMEDEO PL LOT 47	BLDR2020-6220	BLDR2020-6220	SFA	0					
414390042	14229 AMEDEO PL LOT 42	BLDR2020-6221	BLDR2020-6221	SFA	0					
414390043	14232 AMEDEO PL LOT 43	BLDR2020-6222	BLDR2020-6222	SFA	0					
414390045	14224 AMEDEO PL LOT 45	BLDR2020-6223	BLDR2020-6223	SFA	0					
414390040	14221 AMEDEO PL LOT 40	BLDR2020-6224	BLDR2020-6224	SFA	0					
414390041	14225 AMEDEO PL LOT 41	BLDR2020-6225	BLDR2020-6225	SFA	0					
414390040	14228 AMEDEO PL LOT 44	BLDR2020-6226	BLDR2020-6226	SFA	0					
414390038	14213 AMEDEO PL LOT 38	BLDR2020-6227	BLDR2020-6227	SFA	0					
414390046	14220 AMEDEO PL LOT 46	BLDR2020-6229	BLDR2020-6229	SFA	0					
414390048	14212 AMEDEO PL LOT 48	BLDR2020-6230	BLDR2020-6230	SFA	0					
414520059	36850 CASCINA LN LOT 100	BLDR2020-6452	BLDR2020-6452	SFA	0					
414520060	36846 CASCINA LN LOT 101	BLDR2020-6453	BLDR2020-6453	SFA	0					
414520061	36842 CASCINA LN LOT 102	BLDR2020-6454	BLDR2020-6454	SFA	0					
414520062	36838 CASCINA LN LOT 103	BLDR2020-6455	BLDR2020-6455	SFA	0					
414520063	36834 CASCINA LN LOT 104	BLDR2020-6456	BLDR2020-6456	SFA	0					
414520064	36830 CASCINA LN LOT 105	BLDR2020-6457	BLDR2020-6457	SFA	0					
414520065	36826 CASCINA LN LOT 106	BLDR2020-6458	BLDR2020-6458	SFA	0					
414400077	36706 SEVILLA WAY LOT 77	BLDR2020-6467	BLDR2020-6467	SFA	0					
414400078	36704 SEVILLA WAY LOT 78	BLDR2020-6468	BLDR2020-6468	SFA	0					
414400079	36702 SEVILLA WAY LOT 79	BLDR2020-6469	BLDR2020-6469	SFA	0					
414400080	36698 SEVILLA WAY LOT 80	BLDR2020-6470	BLDR2020-6470	SFA	0					
414400081	36694 SEVILLA WAY LOT 81	BLDR2020-6471	BLDR2020-6471	SFA	0					
414400082	36690 SEVILLA WAY LOT 82	BLDR2020-6472	BLDR2020-6472	SFA	0					
408350021	1641 PARK RUN LN LOT 97	BLDR2020-6480	BLDR2020-6480	SFA	0					
408350021	1635 PARK RUN LN LOT 98	BLDR2020-6481	BLDR2020-6481	SFA	0					

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	408320004	1632 PARK RUN LN LOT 4	BLDR2020-6482	BLDR2020-6482	SFA	0					
	408370078	1547 GLENBRIGHT DR LOT 175	BLDR2020-6483	BLDR2020-6483	SFA	0					
	408370079	1559 GLENBRIGHT DR LOT 176	BLDR2020-6484	BLDR2020-6484	SFA	0					
	408370081	1548 TRAILVIEW DR LOT 178	BLDR2020-6485	BLDR2020-6485	SFA	0					
	408370067	1537 GRANDVIEW DR LOT 164	BLDR2020-6486	BLDR2020-6486	SFA	0					
	408370066	1535 GRANDVIEW DR LOT 163	BLDR2020-6487	BLDR2020-6487	SFA	0					
	408360028	1518 VILLAGE GREEN WAY LOT 91	BLDR2020-6488	BLDR2020-6488	SFA	0					
	408360029	1520 VILLAGE GREEN WAY LOT 92	BLDR2020-6489	BLDR2020-6489	SFA	0					
	414380038	36614 SEVILLA WAY LOT 38	BLDR2020-6497	BLDR2020-6497	SFA	0					
	414380039	36610 SEVILLA WAY LOT 39	BLDR2020-6498	BLDR2020-6498	SFA	0					
	414380040	36606 SEVILLA WAY LOT 40	BLDR2020-6499	BLDR2020-6499	SFA	0					
	414380041	36601 SEVILLA WAY LOT 41	BLDR2020-6500	BLDR2020-6500	SFA	0					
	414380042	36605 SEVILLA WAY LOT 42	BLDR2020-6501	BLDR2020-6501	SFA	0					
	414380043	36609 SEVILLA WAY LOT 43	BLDR2020-6502	BLDR2020-6502	SFA	0					
	414380044	36613 SEVILLA WAY LOT 44	BLDR2020-6503	BLDR2020-6503	SFA	0					
	408350048	1675 CAPRI WAY LOT 120	BLDR2020-6507	BLDR2020-6507	SFA	0					
	408090037	1536 NEWLAND DR LOT 105	BLDR2020-6508	BLDR2020-6508	SFA	0					
	408360058	1511 WINDIN SUN DR	BLDR2020-6513	BLDR2020-6513	SFA	0					
	414380033	36627 SEVILLA WAY	BLDR2020-6619	BLDR2020-6619	SFA	0					
	414380034	36628 SEVILLA WAY	BLDR2020-6620	BLDR2020-6620	SFA	0					
	414380035	36626 SEVILLA WAY	BLDR2020-6621	BLDR2020-6621	SFA	0					
	414380036	36622 SEVILLA WAY	BLDR2020-6622	BLDR2020-6622	SFA	0					
	414380037	36618 SEVILLA WAY	BLDR2020-6623	BLDR2020-6623	SFA	0					
	414380038	36617 SEVILLA WAY	BLDR2020-6624	BLDR2020-6624	SFA	0					
	414380039	36621 SEVILLA WAY	BLDR2020-6625	BLDR2020-6625	SFA	0					
	408090018	1532 TRAILVIEW DR LOT 182	BLDR2020-6665	BLDR2020-6665	SFA	0					
	408360019	1521 TRAILVIEW DR	BLDR2020-6666	BLDR2020-6666	SFA	0					
	408360021	1511 TRAILVIEW DR	BLDR2020-6667	BLDR2020-6667	SFA	0					
	408340047	1530 GLENBRIGHT DR	BLDR2020-6668	BLDR2020-6668	SFA	0					
	408320009	1547 NEWLAND DR	BLDR2020-6757	BLDR2020-6757	SFA	0					
	408090037	1542 NEWLAND DR	BLDR2020-6758	BLDR2020-6758	SFA	0					
	408370061	1523 GRANDVIEW DR	BLDR2020-6759	BLDR2020-6759	SFA	0					
	408370074	1533 GLENBRIGHT DR	BLDR2020-6760	BLDR2020-6760	SFA	0					
	408370076	1541 GLENBRIGHT DR	BLDR2020-6761	BLDR2020-6761	SFA	0					
	408330031	1676 SPRING RUN LN	BLDR2020-6762	BLDR2020-6762	SFA	0					
	414400003	14219 GALEGA CT	BLDR2020-6763	BLDR2020-6763	SFA	0					
	414400004	14233 GALEGA CT	BLDR2020-6764	BLDR2020-6764	SFA	0					
	414400013	14227 GALEGA CT	BLDR2020-6765	BLDR2020-6765	SFA	0					
	414400014	14226 GALEGA CT	BLDR2020-6766	BLDR2020-6766	SFA	0					
	414400015	14222 GALEGA CT	BLDR2020-6767	BLDR2020-6767	SFA	0					
	414400001	14211 GALEGA CT	BLDR2020-6768	BLDR2020-6768	SFA	0					
	414400008	14218 GALEGA CT	BLDR2020-6769	BLDR2020-6769	SFA	0					
	414400002	14215 GALEGA CT	BLDR2020-6770	BLDR2020-6770	SFA	0					
	414400012	14214 GALEGA CT	BLDR2020-6771	BLDR2020-6771	SFA	0					
	414400015	14210 GALEGA CT	BLDR2020-6772	BLDR2020-6772	SFA	0					

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	414110046	14231 GALEGA CT LOT 6	BLDR2020-6773	BLDR2020-6773	SFA	0					
	414110046	14235 GALEGA CT LOT 7	BLDR2020-6774	BLDR2020-6774	SFA	0					
	414110046	14238 GALEGA CT LOT 8	BLDR2020-6775	BLDR2020-6775	SFA	0					
	414110046	14234 GALEGA CT LOT 9	BLDR2020-6776	BLDR2020-6776	SFA	0					
	414110046	14230 GALEGA CT LOT 10	BLDR2020-6777	BLDR2020-6777	SFA	0					
	414520005	14221 REVANA LN LOT 46	BLDR2020-6799	BLDR2020-6799	SFA	0					
	414520006	14225 REVANA LN LOT 47	BLDR2020-6800	BLDR2020-6800	SFA	0					
	414520007	14229 REVANA LN LOT 48	BLDR2020-6801	BLDR2020-6801	SFA	0					
	414520008	14230 REVANA LN LOT 54	BLDR2020-6802	BLDR2020-6802	SFA	0					
	414520009	14226 REVANA LN LOT 55	BLDR2020-6803	BLDR2020-6803	SFA	0					
	414520010	14220 REVANA LN LOT 56	BLDR2020-6804	BLDR2020-6804	SFA	0					
	408090018	1541 NEWLAND DR	BLDR2020-6813	BLDR2020-6813	SFA	0					
	408090018	1544 GLENBRIGHT DR	BLDR2020-6814	BLDR2020-6814	SFA	0					
	408360026	1510 VILLAGE GREEN WAY	BLDR2020-6815	BLDR2020-6815	SFA	0					
	408360027	1516 VILLAGE GREEN WAY	BLDR2020-6816	BLDR2020-6816	SFA	0					
	408090018	1505 VILLAGE GREEN WAY	BLDR2020-6818	BLDR2020-6818	SFA	0					
	408360057	1507 WINDING SUN DR	BLDR2020-6819	BLDR2020-6819	SFA	0					
	408370071	1525 SUMMERFIELD WAY	BLDR2020-6820	BLDR2020-6820	SFA	0					
	408370073	1531 GLENBRIGHT DR	BLDR2020-6821	BLDR2020-6821	SFA	0					
	408370075	1537 GLENBRIGHT DR	BLDR2020-6822	BLDR2020-6822	SFA	0					
	408370090	1526 GRANDVIEW DR	BLDR2020-6825	BLDR2020-6825	SFA	0					
	414520008	14233 REVANA LN LOT 49	BLDR2020-6901	BLDR2020-6901	SFA	0					
	414520009	14237 REVANA LN LOT 50	BLDR2020-6902	BLDR2020-6902	SFA	0					
	414520010	14242 REVANA LN LOT 51	BLDR2020-6903	BLDR2020-6903	SFA	0					
	414520011	14238 REVANA LN LOT 52	BLDR2020-6904	BLDR2020-6904	SFA	0					
	414520012	14234 REVANA LN LOT 53	BLDR2020-6905	BLDR2020-6905	SFA	0					
	408320006	1624 PARK RUN LN	BLDR2020-6918	BLDR2020-6918	SFA	0					
	408370035	1541 TRAILVIEW DR	BLDR2020-6919	BLDR2020-6919	SFA	0					
	408370038	1527 TRAILVIEW DR	BLDR2020-6920	BLDR2020-6920	SFA	0					
	408360020	1517 TRAILVIEW DR	BLDR2020-6921	BLDR2020-6921	SFA	0					
	408370065	1533 GRANDVIEW DR	BLDR2020-6922	BLDR2020-6922	SFA	0					
	408360060	1515 WINDING SUN DR	BLDR2020-6923	BLDR2020-6923	SFA	0					
	408090037	1631 PARK RUN LN LOT 99	BLDR2020-7005	BLDR2020-7005	SFA	0					
	408090037	1540 NEWLAND DR LOT 104	BLDR2020-7006	BLDR2020-7006	SFA	0					
	408350042	1656 CAPRI WAY LOT 114	BLDR2020-7007	BLDR2020-7007	SFA	0					
	408370082	1544 TRAILVIEW DR LOT 179	BLDR2020-7008	BLDR2020-7008	SFA	0					
	408370083	1542 TRAILVIEW DR LOT 180	BLDR2020-7009	BLDR2020-7009	SFA	0					
	408370037	1533 TRAILVIEW DR LOT 79	BLDR2020-7010	BLDR2020-7010	SFA	0					
	408370053	1536 WINDING SUN DR LOT 150	BLDR2020-7011	BLDR2020-7011	SFA	0					
	408370062	1525 GRANDVIEW DR LOT 159	BLDR2020-7012	BLDR2020-7012	SFA	0					
	408370063	1527 GRANDVIEW DR LOT 160	BLDR2020-7013	BLDR2020-7013	SFA	0					
	408370064	1531 GRANDVIEW DR LOT 161	BLDR2020-7014	BLDR2020-7014	SFA	0					
	408320005	1628 PARK RUN LN	BLDR2020-7015	BLDR2020-7015	SFA	0					
	408360061	1519 WINDING SUN DR LOT 124	BLDR2020-7166	BLDR2020-7166	SFA	0					
	408360062	1521 WINDING SUN DR LOT 125	BLDR2020-7167	BLDR2020-7167	SFA	0					

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408330003	1539 NEWLAND DR LOT 13	BLDR2020-7182	BLDR2020-7182	SFA	0					
408350041	1652 CAPRI WAY LOT 113	BLDR2020-7183	BLDR2020-7183	SFA	0					
408370060	1521 GRANDVIEW DR LOT 157	BLDR2020-7305	BLDR2020-7305	SFA	0					
408090018	1575 VILLAGE GREEN WAY LOT 44	BLDR2020-7306	BLDR2020-7306	SFA	0					
408370054	1534 WINDING SUN DR LOT 151	BLDR2020-7309	BLDR2020-7309	SFA	0					
408330001	1543 NEWLAND DR LOT 11	BLDR2020-7310	BLDR2020-7310	SFA	0					
408360063	1523 WINDING SUN DR LOT 126	BLDR2020-7311	BLDR2020-7311	SFA	0					
414520041	14218 CORNELIA CIR LOT 82	BLDR2020-7349	BLDR2020-7349	SFA	0					
414520042	14214 CORNELIA CIR LOT 83	BLDR2020-7350	BLDR2020-7350	SFA	0					
414520043	14210 CORNELIA CIR LOT 84	BLDR2020-7351	BLDR2020-7351	SFA	0					
408350047	1676 CAPRI WAY LOT 119	BLDR2020-7405	BLDR2020-7405	SFA	0					
408350049	1671 CAPRI WAY LOT 121	BLDR2020-7406	BLDR2020-7406	SFA	0					
408350052	1659 CAPRI WAY LOT 124	BLDR2020-7407	BLDR2020-7407	SFA	0					
408350013	1536 SKY VISTA WAY LOT 85	BLDR2020-7408	BLDR2020-7408	SFA	0					
408360047	1533 HOLLYGATE TRL LOT 106	BLDR2020-7447	BLDR2020-7447	SFA	0					
408090017	1646 CAPRI WAY LOT 112	BLDR2020-7448	BLDR2020-7448	SFA	0					
408090017	1665 CAPRI WAY LOT 122	BLDR2020-7449	BLDR2020-7449	SFA	0					
408090017	1661 CAPRI WAY LOT 123	BLDR2020-7450	BLDR2020-7450	SFA	0					
408090017	1647 CAPRI WAY LOT 126	BLDR2020-7451	BLDR2020-7451	SFA	0					
408090017	1653 CAPRI WAY LOT 125	BLDR2020-7452	BLDR2020-7452	SFA	0					
408340006	1586 VILLAGE GREEN WAY LOT 40	BLDR2020-7464	BLDR2020-7464	SFA	0					
408340007	1582 VILLAGE GREEN WAY LOT 41	BLDR2020-7465	BLDR2020-7465	SFA	0					
408090017	1580 VILLAGE GREEN WAY LOT 42	BLDR2020-7466	BLDR2020-7466	SFA	0					
408090017	1576 VILLAGE GREEN WAY LOT 43	BLDR2020-7467	BLDR2020-7467	SFA	0					
408090017	1577 VILLAGE GREEN WAY LOT 45	BLDR2020-7468	BLDR2020-7468	SFA	0					
408090017	1581 VILLAGE GREEN WAY LOT 46	BLDR2020-7469	BLDR2020-7469	SFA	0					
408090017	1585 VILLAGE GREEN WAY LOT 47	BLDR2020-7470	BLDR2020-7470	SFA	0					
408360046	1537 HOLLYGATE TRL LOT 107	BLDR2020-7484	BLDR2020-7484	SFA	0					
408360045	1541 HOLLYGATE TRL LOT 108	BLDR2020-7485	BLDR2020-7485	SFA	0					
408360044	1545 HOLLYGATE TRL LOT 109	BLDR2020-7486	BLDR2020-7486	SFA	0					
408360043	1549 HOLLYGATE TRL LOT 110	BLDR2020-7487	BLDR2020-7487	SFA	0					
408350039	1640 CAPRI WAY LOT 111	BLDR2020-7488	BLDR2020-7488	SFA	0					
408350043	1660 CAPRI WAY LOT 115	BLDR2020-7489	BLDR2020-7489	SFA	0					
408350044	1664 CAPRI WAY LOT 116	BLDR2020-7490	BLDR2020-7490	SFA	0					
408090017	1668 CAPRI WAY LOT 117	BLDR2020-7491	BLDR2020-7491	SFA	0					
408350046	1672 CAPRI WAY LOT 118	BLDR2020-7492	BLDR2020-7492	SFA	0					
408350055	1645 CAPRI WAY LOT 127	BLDR2020-7493	BLDR2020-7493	SFA	0					
408330005	1535 NEWLAND DR LOT 15	BLDR2020-7496	BLDR2020-7496	SFA	0					
408330006	1531 NEWLAND DR LOT 16	BLDR2020-7497	BLDR2020-7497	SFA	0					
408330007	1529 NEWLAND DR LOT 17	BLDR2020-7498	BLDR2020-7498	SFA	0					
408330008	1525 NEWLAND DR LOT 18	BLDR2020-7499	BLDR2020-7499	SFA	0					
408330009	1523 NEWLAND DR LOT 19	BLDR2020-7500	BLDR2020-7500	SFA	0					
408330023	1612 VILLAGE GREEN WAY LOT 33	BLDR2020-7505	BLDR2020-7505	SFA	0					
408330024	1608 VILLAGE GREEN WAY LOT 34	BLDR2020-7506	BLDR2020-7506	SFA	0					
408340003	1596 VILLAGE GREEN WAY LOT 37	BLDR2020-7507	BLDR2020-7507	SFA	0					



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408340004	1592 VILLAGE GREEN WAY LOT 38	BLDR2020-7508	BLDR2020-7508	SFA	0					
408340005	1588 VILLAGE GREEN WAY LOT 39	BLDR2020-7509	BLDR2020-7509	SFA	0					
408090017	1591 VILLAGE GREEN WAY LOT 49	BLDR2020-7510	BLDR2020-7510	SFA	0					
408090017	1597 VILLAGE GREEN WAY LOT 50	BLDR2020-7511	BLDR2020-7511	SFA	0					
408090017	1601 VILLAGE GREEN WAY LOT 51	BLDR2020-7512	BLDR2020-7512	SFA	0					
408090017	1607 VILLAGE GREEN WAY LOT 53	BLDR2020-7513	BLDR2020-7513	SFA	0					
408330027	1656 SPRING RUN LN LOT 131	BLDR2020-7514	BLDR2020-7514	SFA	0					
408330028	1660 SPRING RUN LN LOT 132	BLDR2020-7515	BLDR2020-7515	SFA	0					
408330032	1680 SPRING RUN LN LOT 136	BLDR2020-7577	BLDR2020-7577	SFA	0					
408370056	1528 WINDING SUN DR LOT 153	BLDR2020-7578	BLDR2020-7578	SFA	0					
408330004	1537 NEWLAND DR LOT 14	BLDR2020-7579	BLDR2020-7579	SFA	0					
408350056	1644 SPRING RUN LN LOT 128	BLDR2020-7642	BLDR2020-7642	SFA	0					
408330025	1648 SPRING RUN LN LOT 129	BLDR2020-7643	BLDR2020-7643	SFA	0					
408330026	1652 SPRING RUN LN LOT 130	BLDR2020-7644	BLDR2020-7644	SFA	0					
408330030	1672 SPRING RUN LN LOT 134	BLDR2020-7645	BLDR2020-7645	SFA	0					
408330034	1677 SPRING RUN LN LOT 138	BLDR2020-7646	BLDR2020-7646	SFA	0					
408330035	1669 SPRING RUN LN LOT 139	BLDR2020-7647	BLDR2020-7647	SFA	0					
408330036	1661 SPRING RUN LN LOT 140	BLDR2020-7648	BLDR2020-7648	SFA	0					
408330037	1657 SPRING RUN LN LOT 141	BLDR2020-7649	BLDR2020-7649	SFA	0					
408330038	1653 SPRING RUN LN LOT 142	BLDR2020-7650	BLDR2020-7650	SFA	0					
408330039	1649 SPRING RUN LN LOT 143	BLDR2020-7651	BLDR2020-7651	SFA	0					
408330041	1639 SPRING RUN LN LOT 145	BLDR2020-7652	BLDR2020-7652	SFA	0					
408330042	1633 SPRING RUN LN LOT 146	BLDR2020-7653	BLDR2020-7653	SFA	0					
408330043	1627 SPRING RUN LN LOT 147	BLDR2020-7654	BLDR2020-7654	SFA	0					
408330044	1621 SPRING RUN LN LOT 148	BLDR2020-7655	BLDR2020-7655	SFA	0					
408330046	1613 SPRING RUN LN LOT 150	BLDR2020-7656	BLDR2020-7656	SFA	0					
408330047	1609 SPRING RUN LN LOT 151	BLDR2020-7657	BLDR2020-7657	SFA	0					
408340036	1504 SKY VISTA WAY LOT 70	BLDR2020-7658	BLDR2020-7658	SFA	0					
408340037	1506 SKY VISTA WAY LOT 71	BLDR2020-7659	BLDR2020-7659	SFA	0					
408350008	1524 SKY VISTA WAY LOT 80	BLDR2020-7660	BLDR2020-7660	SFA	0					
408350009	1526 SKY VISTA WAY LOT 81	BLDR2020-7661	BLDR2020-7661	SFA	0					
408350010	1530 SKY VISTA WAY LOT 82	BLDR2020-7662	BLDR2020-7662	SFA	0					
408350012	1534 SKY VISTA WAY LOT 84	BLDR2020-7663	BLDR2020-7663	SFA	0					
408090018	1611 VILLAGE GREEN WAY LOT 54	BLDR2020-7665	BLDR2020-7665	SFA	0					
408090018	1619 VILLAGE GREEN WAY LOT 56	BLDR2020-7666	BLDR2020-7666	SFA	0					
408090018	1606 VILLAGE GREEN WAY LOT 35	BLDR2020-7667	BLDR2020-7667	SFA	0					
408090018	1600 VILLAGE GREEN WAY LOT 36	BLDR2020-7668	BLDR2020-7668	SFA	0					
408090018	1589 VILLAGE GREEN WAY LOT 48	BLDR2020-7669	BLDR2020-7669	SFA	0					
408090018	1605 VILLAGE GREEN WAY LOT 52	BLDR2020-7670	BLDR2020-7670	SFA	0					
408350007	1522 SKY VISTA WAY LOT 79	BLDR2020-7671	BLDR2020-7671	SFA	0					
408350011	1532 SKY VISTA WAY LOT 83	BLDR2020-7672	BLDR2020-7672	SFA	0					
408330029	1666 SPRING RUN LN LOT 133	BLDR2020-7673	BLDR2020-7673	SFA	0					
408330033	1685 SPRING RUN LN LOT 137	BLDR2020-7674	BLDR2020-7674	SFA	0					
408330040	1645 SPRING RUN LN LOT 144	BLDR2020-7675	BLDR2020-7675	SFA	0					
408330045	1617 SPRING RUN LN LOT 149	BLDR2020-7676	BLDR2020-7676	SFA	0					

Jurisdiction	Beaumont	
Reporting Year	2020	(Jan. 1 - Dec. 31)

## ANNUAL ELEMENT PROGRESS REPORT

### Housing Element Implementation

(CCR Title 25 §6202)

	408340021	1615 VILLAGE GREEN WAY LOT 55	BLDR2020-7680	BLDR2020-7680	SFA	0					
	408090018	1623 VILLAGE GREEN WAY LOT 57	BLDR2020-7681	BLDR2020-7681	SFA	0					
	408090018	1627 VILLAGE GREEN WAY LOT 58	BLDR2020-7682	BLDR2020-7682	SFA	0					
	408090018	1631 VILLAGE GREEN WAY LOT 59	BLDR2020-7683	BLDR2020-7683	SFA	0					
	408090018	1635 VILLAGE GREEN WAY LOT 60	BLDR2020-7684	BLDR2020-7684	SFA	0					
	408090018	1639 VILLAGE GREEN WAY LOT 61	BLDR2020-7685	BLDR2020-7685	SFA	0					
	408090018	1643 VILLAGE GREEN WAY LOT 62	BLDR2020-7686	BLDR2020-7686	SFA	0					
	408090018	1647 VILLAGE GREEN WAY LOT 63	BLDR2020-7687	BLDR2020-7687	SFA	0					
	408090018	1655 VILLAGE GREEN WAY LOT 64	BLDR2020-7688	BLDR2020-7688	SFA	0					
	408090018	1661 VILLAGE GREEN WAY LOT 65	BLDR2020-7689	BLDR2020-7689	SFA	0					
	408090018	1667 VILLAGE GREEN WAY LOT 66	BLDR2020-7690	BLDR2020-7690	SFA	0					
	408090018	1675 VILLAGE GREEN WAY LOT 67	BLDR2020-7691	BLDR2020-7691	SFA	0					
	408090018	1677 VILLAGE GREEN WAY LOT 68	BLDR2020-7692	BLDR2020-7692	SFA	0					
	408090018	1679 VILLAGE GREEN WAY LOT 69	BLDR2020-7693	BLDR2020-7693	SFA	0					
	408370026	1595 TRAILVIEW DR LOT 68	BLDR2020-7694	BLDR2020-7694	SFA	0					
	408370027	1589 TRAILVIEW DR LOT 69	BLDR2020-7695	BLDR2020-7695	SFA	0					
	408370028	1583 TRAILVIEW DR LOT 70	BLDR2020-7696	BLDR2020-7696	SFA	0					
	408370029	1579 TRAILVIEW DR LOT 71	BLDR2020-7697	BLDR2020-7697	SFA	0					
	408360064	1525 WINDING SUN DR LOT 127	BLDR2020-7698	BLDR2020-7698	SFA	0					
	408360065	1527 WINDING SUN DR LOT 128	BLDR2020-7699	BLDR2020-7699	SFA	0					
	408360066	1529 WINDING SUN DR LOT 129	BLDR2020-7700	BLDR2020-7700	SFA	0					
	408360067	1531 WINDING SUN DR LOT 130	BLDR2020-7701	BLDR2020-7701	SFA	0					
	408360069	1537 WINDING SUN DR LOT 132	BLDR2020-7702	BLDR2020-7702	SFA	0					
	408360070	1541 WINDING SUN DR LOT 133	BLDR2020-7703	BLDR2020-7703	SFA	0					
	408360071	1543 WINDING SUN DR LOT 134	BLDR2020-7704	BLDR2020-7704	SFA	0					
	408360072	1545 WINDING SUN DR LOT 135	BLDR2020-7705	BLDR2020-7705	SFA	0					
	408360073	1547 WINDING SUN DR LOT 136	BLDR2020-7706	BLDR2020-7706	SFA	0					
	408370050	1546 WINDING SUN DR LOT 147	BLDR2020-7707	BLDR2020-7707	SFA	0					
	408370051	1544 WINDING SUN DR LOT 148	BLDR2020-7708	BLDR2020-7708	SFA	0					
	408370052	1540 WINDING SUN DR LOT 149	BLDR2020-7709	BLDR2020-7709	SFA	0					
	408370055	1530 WINDING SUN DR LOT 152	BLDR2020-7711	BLDR2020-7711	SFA	0					
	408370057	1526 WINDING SUN DR LOT 154	BLDR2020-7712	BLDR2020-7712	SFA	0					
	408370058	1524 WINDING SUN DR LOT 155	BLDR2020-7713	BLDR2020-7713	SFA	0					
	408370059	1522 WINDING SUN DR LOT 156	BLDR2020-7714	BLDR2020-7714	SFA	0					
	413800006	35540 SMITH AVE	BP2015-01890	BP2015-01890	SFA	0					
	413800007	35536 SMITH AVE	BP2015-01894	BP2015-01894	SFA	0					
	408270030	1477 WHITE DWARF DRIVE	BP2017-00456	BP2017-00456	SFA	0					
	408270029	1483 WHITE DWARF DRIVE	BP2017-00457	BP2017-00457	SFA	0					
	408270028	1491 WHITE DWARF DRIVE	BP2017-00458	BP2017-00458	SFA	0					
	408260027	1461 WHITE DWARF DR	BP2017-00459	BP2017-00459	SFA	0					
	408260025	1447 WHITE DWARF DR	BP2017-00461	BP2017-00461	SFA	0					











DRT

Note: "+" indicates an optional field  
Cells in grey contain auto-calculation formulas

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Affordability by Household Incomes - Certificates of Occupancy								Streamlining	Infill	Housing with Finar and/or Deed R		
10							11	12	13	14	15	16
Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Certificates of Occupancy or other forms of readiness (see instructions) <u>Date Issued</u>	# of Units issued Certificates of Occupancy or other forms of readiness	How many of the units were Extremely Low Income?+	Was Project APPROVED using GC 65913.4(b)? (SB 35 Streamlining) Y/N	Infill Units? Y/N+	Assistance Programs for Each Development (see instructions)
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								0	N	N	
								0	N	N	
						1	9/4/2020	1	N	N	
								0	N	N	
						1	4/22/2020	1	N	N	
								0	N	N	
								0	N	N	
								0	N	N	
								0	N	N	
								0	N	N	
								0	N	N	
								0	N	N	
						1	12/1/2020	1	N	N	
						1	12/1/2020	1	N	N	
						1	12/3/2020	1	N	N	
						1	12/21/2020	1	N	N	
						1	12/22/2020	1	N	N	
						1	12/7/2020	1	N	N	
								0	N	N	
								0	N	N	
						1	12/22/2020	1	N	N	
								0	N	N	
								0	N	N	
								0	N	N	
						1	12/22/2020	1	N	N	
						1	12/16/2020	1	N	N	
						1	12/14/2020	1	N	N	
						1	12/15/2020	1	N	N	
						1	12/16/2020	1	N	N	
						1	12/16/2020	1	N	N	

								0		N	N	
								0		N	N	
								0		N	N	
								0		N	N	
								0		N	N	
						1	11/16/2020	1		N	N	
						1	11/17/2020	1		N	N	
						1	11/17/2020	1		N	N	
						1	11/17/2020	1		N	N	
						1	11/18/2020	1		N	N	
						1	11/18/2020	1		N	N	
						1	12/7/2020	1		N	N	
								0		N	N	
						1	12/15/2020	1		N	N	
						1	12/15/2020	1		N	N	
						1	12/15/2020	1		N	N	
						1	12/14/2020	1		N	N	
						1	12/21/2020	1		N	N	
								0		N	N	
								0		N	N	
						1	12/18/2020	1		N	N	
						1	12/10/2020	1		N	N	
						1	12/11/2020	1		N	N	
						1	12/10/2020	1		N	N	
						1	12/10/2020	1		N	N	
						1	12/10/2020	1		N	N	
								0		N	N	
								0		N	N	
								0		N	N	
						1	12/28/2020	1		N	N	
								0		N	N	
								0		N	N	
						1	12/30/2020	1		N	N	
						1	12/30/2020	1		N	N	
								0		N	N	
								0		N	N	
								0		N	N	
								0		N	N	
								0		N	N	
								0		N	N	
								0		N	N	
								0		N	N	
						1	12/21/2020	1		N	N	
								0		N	N	
								0		N	N	











Jurisdiction	Beaumont	
Reporting Year	2020	(Jan. 1 - Dec. 31)

**ANNUAL ELEMENT PROGRESS REPORT**  
**Housing Element Implementation**  
 (CCR Title 25 §6202)

This table is auto-populated once you enter your jurisdiction name and current year data. Past year information comes from previous APRs.  
 Please contact HCD if your data is different than the material supplied here

Table B													
Regional Housing Needs Allocation Progress													
Permitted Units Issued by Affordability													
		1	2								3	4	
Income Level		RHNA Allocation by Income Level	2013	2014	2015	2016	2017	2018	2019	2020	2021	Total Units to Date (all years)	Total Remaining RHNA by Income Level
Very Low	Deed Restricted	1267											1267
	Non-Deed Restricted												
Low	Deed Restricted	854											854
	Non-Deed Restricted												
Moderate	Deed Restricted	969											
	Non-Deed Restricted						323			1		324	645
Above Moderate		2160					423	343	528			1294	866
<b>Total RHNA</b>		<b>5250</b>											
<b>Total Units</b>							<b>746</b>	<b>343</b>	<b>528</b>	<b>1</b>		<b>1618</b>	<b>3632</b>

Note: units serving extremely low-income households are included in the very low-income permitted units totals  
 Cells in grey contain auto-calculation formulas



# ANNUAL ELEMENT PROGRESS REPORT

## Housing Element Implementation

(CCR Title 25 §6202)

<b>Jurisdiction</b>	Beaumont		
<b>Reporting Year</b>	2020	(Jan. 1 - Dec. 31)	
<b>Table D</b>			
<b>Program Implementation Status pursuant to GC Section 65583</b>			
<b>Housing Programs Progress Report</b>			
Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.			
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
<b>Name of Program</b>	<b>Objective</b>	<b>Timeframe in H.E</b>	<b>Status of Program Implementation</b>
RHNA Housing Sites Implementation Program	Identify and allow sites for implementation of RHNA	2013-2021	Ongoing
Large Sites for Housing for Lower Housholds	To facilitate the development of housing for lower income households (i.e., 2,160 units), in the Urban Village Overlay the City will encourage land divisions and specific plans resulting in parcels sizes that facilitate multifamily developments affordable to lower income households in light of state, federal and local financing programs (i.e., Low Income Housing Tax Credits, HOME funds, and other funding programs to be enacted during the eight-year planning period	2013-2021	Ongoing



Jurisdiction	Beaumont	
Reporting Period	2020	(Jan. 1 - Dec. 31)

**ANNUAL ELEMENT PROGRESS REPORT**  
**Housing Element Implementation**  
 (CCR Title 25 §6202)

Note: "+" indicates an optional field  
 Cells in grey contain auto-calculation formulas

**Table F**  
**Units Rehabilitated, Preserved and Acquired for Alternative Adequate Sites pursuant to Government Code section 65583.1(c)**

Please note this table is optional: The jurisdiction can use this table to report units that have been substantially rehabilitated, converted from non-affordable to affordable by acquisition, and preserved, including mobilehome park preservation, consistent with the standards set forth in Government Code section 65583.1, subdivision (c). Please note, motel, hotel, hostel rooms or other structures that are converted from non-residential to residential units pursuant to Government Code section 65583.1(c)(1)(D) are considered net-new housing units and must be reported in Table A2 and not reported in Table F.

Activity Type	Units that Do Not Count Towards RHNA <sup>+</sup> Listed for Informational Purposes Only				Units that Count Towards RHNA <sup>+</sup> Note - Because the statutory requirements severely limit what can be counted, please contact HCD to receive the password that will enable you to populate these fields.				The description should adequately document how each unit complies with subsection (c) of Government Code Section 65583.1 <sup>+</sup>
	Extremely Low-Income <sup>+</sup>	Very Low-Income <sup>+</sup>	Low-Income <sup>+</sup>	TOTAL UNITS <sup>+</sup>	Extremely Low-Income <sup>+</sup>	Very Low-Income <sup>+</sup>	Low-Income <sup>+</sup>	TOTAL UNITS <sup>+</sup>	
Rehabilitation Activity									
Preservation of Units At-Risk									
Acquisition of Units									
Mobilehome Park Preservation									
Total Units by Income									

<b>Jurisdiction</b>	Beaumont	
<b>Reporting Period</b>	2020	(Jan. 1 - Dec. 31)

**NOTE: This table must only be filled out if the housing element sites inventory contains a site which is or was owned by the reporting jurisdiction, and has been sold, leased, or otherwise disposed of during the reporting year.**

Note: "+" indicates an optional field  
Cells in grey contain auto-calculation formulas

**ANNUAL ELEMENT PROGRESS REPORT  
Housing Element Implementation  
(CCR Title 25 §6202)**

<b>Table G</b>						
<b>Locally Owned Lands Included in the Housing Element Sites Inventory that have been sold, leased, or otherwise disposed of</b>						
<b>Project Identifier</b>						
<b>1</b>				<b>2</b>	<b>3</b>	<b>4</b>
<b>APN</b>	<b>Street Address</b>	<b>Project Name<sup>+</sup></b>	<b>Local Jurisdiction Tracking ID<sup>+</sup></b>	<b>Realistic Capacity Identified in the Housing Element</b>	<b>Entity to whom the site transferred</b>	<b>Intended Use for Site</b>
Summary Row: Start Data Entry Below						



<b>Jurisdiction</b>	Beaumont	
<b>Reporting Year</b>	2020	(Jan. 1 - Dec. 31)

<b>Building Permits Issued by Affordability Summary</b>		
<b>Income Level</b>		<b>Current Year</b>
Very Low	Deed Restricted	0
	Non-Deed Restricted	0
Low	Deed Restricted	0
	Non-Deed Restricted	0
Moderate	Deed Restricted	0
	Non-Deed Restricted	1
Above Moderate		264
<b>Total Units</b>		<b>265</b>

Note: Units serving extremely low-income households are included in the very low-income permitted units totals

<b>Housing Applications Summary</b>	
Total Housing Applications Submitted:	4
Number of Proposed Units in All Applications Received:	5
Total Housing Units Approved:	3
Total Housing Units Disapproved:	0

<b>Use of SB 35 Streamlining Provisions</b>	
Number of Applications for Streamlining	0
Number of Streamlining Applications Approved	0
Total Developments Approved with Streamlining	0
Total Units Constructed with Streamlining	0

<b>Units Constructed - SB 35 Streamlining Permits</b>			
<b>Income</b>	<b>Rental</b>	<b>Ownership</b>	<b>Total</b>
Very Low	0	0	0
Low	0	0	0
Moderate	0	0	0
Above Moderate	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>







## Staff Report

**TO:** City Council  
**FROM:** Nicole Wheelwright, Deputy City Clerk  
**DATE:** March 16, 2021  
**SUBJECT:** Council Appointment to the Finance Audit Committee

---

### **Background and Analysis:**

The Beaumont Finance and Audit Committee currently has one (1) vacancy on the committee as the Resident/Business Owner Representative. The City has received one (1) application and has been verified to meet the criteria for the resident/business owner seat. The eligible application has been attached for review and consideration for appointment.

### **Fiscal Impact:**

Estimated cost to prepare this report is \$120.

### **Recommended Action:**

Consider the appointment of Cesar Marrufo to the Finance and Audit Committee.

### **Attachments:**

A. Application

**From:** [noreply@civicplus.com](mailto:noreply@civicplus.com)  
**To:** [Nicole Wheelwright](#)  
**Subject:** Online Form Submittal: Finance & Audit Committee Appointment 2021 - Resident / Business Owner Member seat  
**Date:** Monday, February 22, 2021 2:14:57 PM

## Finance & Audit Committee Appointment 2021 - Resident / Business Owner Member seat

Applications to fill a vacant seat of the City of Beaumont Finance & Audit Committee will be accepted until filled.

First Name	Cesar
Last Name	Marrufo
Primary Phone	
Alternate Phone	<i>Field not completed.</i>
Home Address	
Address 2	<i>Field not completed.</i>
Email	cesar@elitefinancialcredit.com
Occupation/Profession	Realtor/Small business owner
Employer Name	Cesar Marrufo
Are you 18 year of age or older?	Yes
Do you reside in the City of Beaumont?	Yes
Questions	
Are you aware of any conflicts, financial or otherwise, which could affect your appointment as a Finance & Audit Committee member?	No
If you answer "Yes", please explain	None
Qualifications - Briefly state your	I am a small business owner of a credit company. I have been a credit analyst for consumer nationally and help to direct a path for homeownership. I help local consumers with building credit

qualifications, including any education, skill, or background related to finance & audit functions and establishing a sound financial base to thrive from.

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Additional Information

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Resume *Field not completed.*

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Additional Information *Field not completed.*

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Email not displaying correctly? [View it in your browser.](#)



## Staff Report

**TO:** City Council

**FROM:** Jeff Mohlenkamp, Finance Director

**DATE:** March 16, 2021

**SUBJECT:** **FY2021 General Fund/ PEG Fund Budget Adjustments and Allocation of Unassigned General Fund Reserves (One-Time Allocation)**

---

### **Background and Analysis:**

This report requests adjustments to the General Fund budget, the Public Education Government Fund (PEG) budget and seeks approval to allocate Unassigned General Fund Reserve balance.

The City Council approved the FY2021 budget on June 2, 2020. That budget was built as the COVID-19 pandemic was in its earliest stages and the original budget assumptions anticipated a severe economic retraction. Actual economic performance exceeded the original forecast and the City Council adjusted the budget accordingly on November 3, 2020. That amendment provided for increases in revenue estimates and restoration of service costs that had been frozen or reduced. City staff is now recommending a second set of adjustments to the General Fund.

### General Fund Operating Budget Adjustments

As the fiscal year progresses, City staff has re-evaluated revenue estimates and are recommending some additional upward adjustments. City staff has also reviewed the budgets of the various City departments and recommend a few adjustments to ensure each department has sufficient resources to meet expenditure requirements. City staff recommend adjustments to the General Fund Operating budget as outlined in the following tables.

*Revenue Adjustments*

<b>Type of Revenue</b>	<b>Increase/ (Decrease)</b>	<b>Explanation</b>
Sales Tax	\$650,000	Revenues continue to out preform estimates.
Motor Vehicle In-Lieu Tax	\$400,000	Initial of two equal payments was higher than budgeted.
Transfer-In to Gen Fund	\$26,800	The Police Department received a grant for \$26,800 from the Bureau of Justice Assistance to purchase a handheld device for handling narcotics. These funds will be received in a fund designed to collect grant awards and transferred to the General Fund to support the purchase.
<b>Total</b>	<b>\$1,076,800</b>	

*Expense Adjustments*

<b>Department/ Type</b>	<b>Increase/ (Decrease)</b>	<b>Explanation</b>
Finance Dept/ Credit Card Fees	\$89,028	Due to the COVID-19 pandemic and business model changes credit card use is double that of prior year's activity.
Risk Management/ Insurance Cost	\$108,434	Insurance premiums exceeded budget estimates.
Police Department	\$29,815	Covers the cost of purchasing the handheld narcotics device that is primarily funded with a recently awarded grant.
Building and Safety/ Plan Check Expense	(\$190,000)	Due to use of internal staff and a slow-down in development activity, less need for contracted plan check services.
Community Development/ Housing Element Cost	(\$50,000)	Department was able to secure grant funds to cover costs and will not need this GF appropriation.
<b>Total</b>	<b>(\$12,723)</b>	<b>Overall Expense reduction</b>

The net result of these adjustments is an increase in the budgeted General Fund surplus by \$1,089,523 from \$1,635,833 to \$2,725,356. Attachment A provides a

summary of recommended General Fund budget adjustments with the impacted department and accounting codes.

#### Public Education Government Fund (PEG) Budget Adjustments

Due to COVID-19 and the need to expand/modify the use of technology to conduct City Council and committee meetings, the City needed to utilize PEG funds to purchase equipment and to contract for services such as Zoom meetings. Additionally, City staff is looking to use some additional funds over the next few months to further modernize camera and broadcast equipment.

This adjustment seeks \$12,000 for computer supplies and \$12,800 for services and maintenance of equipment for a total of \$24,800 in expenditure authority using PEG funds. Attachment A includes the recommended adjustments to PEG Fund spending for FY2021.

#### Allocation of Unassigned General Fund Reserves (One-Time Allocation)

As of June 30, 2020, due to positive operating results for the past few years and a \$5 million one-time payment received during FY2020, the City has an Unassigned General Fund balance of \$19,775,458. This represents the audited, unassigned General Fund balance.

The City Council has a policy to maintain a minimum of 25% of General Fund expenditures in its reserves to address financial downturns or unplanned needs for financial resources. The estimated General Fund expense for FY2022 is approximately \$36 million. The necessary reserve is \$9 million.

Further, the Council also set aside an amount of \$2 million as an insurance reserve to address any unforeseen claim expenses. After these amounts are deducted from funds available for Council action, the City Council has \$8,775,458 available for one-time allocations. Attachment B provides for the computations regarding Unassigned General Fund reserves and funds available for Council action.

One-time allocations are those that do not have a future obligation. As a result, changes in pay or new positions should not be funded using one-time resources as there may not be sufficient funds to continue those types of expenditures.

City staff has made recommendations for allocations of available General Fund reserves. These recommendations include purchase of replacement vehicles, new and replacement equipment to maintain parks, information technology equipment, building maintenance projects, infrastructure projects and an investment in a pension trust to

address the pension liability. The total recommended allocation of General Fund reserves is summarized in the table below.

<b>Type of Allocation</b>	<b>Amount</b>	<b>Council Action Requested</b>
Replacement Vehicles	\$314,775	Amend FY 2021 Budget
Parks and Ground Equip	\$37,000	Amend FY 2021 Budget
Information Tech Equip	\$115,000	Amend FY 2021 Budget
Park Maintenance	\$109,500	Transfer funds to Building Maintenance/Facility Internal Service Fund
Building Maintenance	\$250,000	Commit Funds to Future Capital Improvement Projects
Infrastructure Projects	\$2,500,000	Commit Funds to Future Capital Improvement Projects
Pension Trust Allocation	\$2,500,000	Commit Funds to Future transfer to a Pension Trust Fund
Total	\$5,826,275	

As noted in the schedule above, if the City Council decides to move forward with the recommended allocations, three different type actions are needed. First, the vehicle and equipment requests would require an amendment to the FY2021 budget to allow departments to move forward with these purchases.

Second, the Park Maintenance project would require the Council to approve a further allocation to the Building Maintenance internal service fund to specifically move this project forward.

Third, the allocation of funds for capital improvement projects and to a pension reserve program represents a commitment by the City Council for these uses. The actual movement of funds and direct allocation to the projects will be implemented through a CIP adjustment and the establishment of a pension reserve program.

Detail regarding these proposed one-time allocations of General Fund surplus is included as Attachment C to this report.

### **Fiscal Impact:**

The impact of these adjustments for the General Fund is an increase in the revenue budget of \$1,076,800 and a decrease in the expenditure budget of \$12,723 for a net increase in the budgeted surplus of \$1,089,523.



The impact of PEG Fund adjustments is to increase expenditure authority by \$24,800. This will reduce the fund balance in the PEG fund by this same amount.

The allocation of General Fund Unassigned funds totaling \$5,826,275 would effectively reduce the unassigned (reserve) balance by this same amount. It should be noted that the reserve balances reported here do not include reserves that may exist at the close of the current fiscal year.

**Recommended Action:**

Approve the proposed operating budget adjustments for the FY2021 General Funds as highlighted in this report,  
Approve the proposed Public Education Government Fund budget adjustments as highlighted in this report, and  
Approve the proposed allocations of Unassigned General Fund dollars as highlighted in this report through FY2021 budget amendments, allocation of funds to the Building Maintenance Internal Service Fund and commitment of funds to identified CIP projects and a future pension trust fund.

**Attachments:**

- A. General Fund and PEG Fund Recommended Operating Budget Adjustments
- B. Computation of Available Unassigned General Funds for Allocation
- C. Recommended Allocation of Available Unassigned General Fund

**FY 2020-21 General Fund - Proposed Mid-Year Budget Adjustments**

Account Type	Department	Type of Expense	Acct Number	Current Budget	Proposed Budget	Increase/ (Decrease)	Explanation
Revenue	Non-Dept	Sales Tax	100-0000-4050	\$ 5,599,316	\$ 6,249,316	\$ 650,000	Sales Taxes are coming higher than budgeted
							This tax, which is based on property taxes is coming in higher than expected as the first of two payments exceeded the budgeted amount
Revenue	Non-Dept	Motor Vehicle In- Lieu Tax	100-0000-4060	\$ 5,247,745	\$ 5,647,745	\$ 400,000	The Police Department received a grant for \$26,800 from the Bureau of Justice Assistance to purchase a handheld device for handling narcotics. These funds will be received in a fund designed to collect grant awards and transferred to the General Fund to support the purchase.
Revenue	Non-Dept	Transfer in from Grants (Fund 215)	100-0000-9950	\$ 7,980,851	\$ 8,007,651	\$ 26,800	
<i>Total Revenue Adjustments</i>						<b>\$ 1,076,800</b>	
Expense	Finance Dept	Credit Card Fees	100-1225-7052	\$ 63,071	\$ 152,099	\$ 89,028	Due both to Covid-19 and overall process adjustments, online and phone credit card activity has essentially doubled
Expense	Human Resources/ Risk Management	Insurance	100-1240-7080	\$ 1,366,566	\$ 1,475,000	\$ 108,434	Insurance costs were increased resulting in this expense item being over budget
Expense	Police Department	Equipment	100-2050-7090	\$ -	\$ 29,815	\$ 29,815	This covers the cost of purchasing the handheld narcotics device that is primarily funded with a recently awarded grant.
Expense	Building and Safety	Plan Check Fees	100-2150-7063	\$ 323,820	\$ 133,820	\$ (190,000)	More plan check efforts continue to be done by staff rather than outsourced. Further, demands for plan check services has declined. This expense item is projected to have significant savings.
Expense	Community Development	Contractual Services	100-1350-7068	\$ 150,000	\$ 100,000	\$ (50,000)	Funds were budgeted for the housing element. A grant has been obtained to complete this work. As a result, this allocation of General Fund is not needed
<i>Total Expense Adjustments</i>						<b>\$ (12,723)</b>	
<b>Overall General Fund Changes</b>						<b>\$ 1,089,523</b>	
General Fund Budgeted Surplus Before Proposed Adjustments						\$ 1,635,833	
General Fund Budgeted Surplus After Proposed Adjustments						<b>\$ 2,725,356</b>	

**Public Education Government Fund (PEG)**

Expense	City Clerk	Computer Supplies	210-0000-7072	\$	-	\$	12,000	\$	12,000	This reflects computers and equipment needed to support a virtual environment due to Covid-19
Expense	City Clerk	Equip Supplies/ Maint	210-0000-7090	\$	-	\$	12,800	\$	12,800	This represents supplies and costs of services to support a virtual environment due to Covid-19
								<b>\$</b>	<b>24,800</b>	

*Total Expense Adjustments*

# City of Beaumont

<b>General Fund Unassigned Balance Analysis (June 30, 2020)</b>		
General Fund Balance (June 30, 2020) Audited	\$ 24,065,174	
Less: Non Spendable	\$ (224,671)	Loans Receivable
	\$ (4,065,045)	
Less: Committed to capital projects (adjusted for CC actions subsequent to June 30, 2020)		Fire Station \$565,045 and Streets Maintenance \$3.5 million
Unassigned GF Balance (Audited)	<u>\$ 19,775,458</u>	
Required Reserve (25% of Expenses)	<u>\$ 9,000,000</u>	\$36 million estimated GF Expense for FY 2022/ these funds will remain in the General Fund in a "Unassigned" status
Funds set aside for Legal Reserve	<u>\$ 2,000,000</u>	Fund 120/ these funds will remain in the General Fund but assigned to the Legal Reserve in Fund 120
Funds Available for Council Action	<b>\$ 8,775,458</b>	

**Allocations of One-Time General Fund Unassigned Surplus**

Account Type	Department	Type of Expense	Acct Number	Action Requested of the City Council	Current Budget	Proposed Budget	Increase/ (Decrease)	Explanation
<b>Vehicle Purchases</b>								
Expense	Parks and Grounds	Vehicles	100-0000-8060	Budget Amendment to increase expenditure authority	\$ -	\$ 140,500	\$ 140,500	Replaces 5 - F150 Trucks at a cost of \$28,100 each. These trucks range from 2005 to 2008 and one is totaled. This is recommended to get ahead of the planned FY 2022 budget replacement schedule.
Expense	Police Department	Vehicles	100-2050-8060	Budget Amendment to increase expenditure authority	\$ 235,484	\$ 409,759	\$ 174,275	Provides for the purchase of 5 Chevy Malibu's to support Police Department operations. Three are used vehicles that need to be replaced and 2 of these are new vehicles. It also provides for one replacement Ford F-350 to support Animal Control operations. This increase in budget also provides the costs necessary to outfit all of the vehicles with the needed equipment. These purchases will allow the Police Department to get replace older vehicles and reduce the number of vehicles necessary to be acquired in the FY 2022 budget request.
	Subtotal for Vehicles						\$ 314,775	
<b>Equipment</b>								
Expense	Parks and Grounds	Equipment	100-6050-8040	Budget Amendment to increase expenditure authority	\$ 98,000	\$ 110,000	\$ 12,000	This provides for the purchase of replacement Graffiti Rig - Hydro Tech
Expense	Parks and Grounds	Equipment	100-6050-8040	Budget Amendment to increase expenditure authority	\$ 219,500	\$ 244,500	\$ 25,000	This pays for a Sand Pro 5040 that will allow for maintenance of baseball fields and Stewart Park and eliminate the need to borrow equipment from the parks district.
Expense	Administration - Information Technology	Equipment	100-1230-7090-6040	Budget Amendment to increase expenditure authority	\$ -	\$ 90,000	\$ 90,000	This is the estimated cost to complete upgrades to the PD server room to address cabling needs, uniformity of power supply and new server racks.
Expense	Administration - Information Technology	Equipment	100-1230-7090-6025	Budget Amendment to increase expenditure authority	\$ -	\$ 25,000	\$ 25,000	This pays for an upgrade to Switch Capacity at Vmware cluster and provides for redundancy to reduce system downtime
	Subtotal for Equipment						\$ 152,000	
<b>Capital Projects/ Infrastructure</b>								
Parks Maintenance	Capital Projects	Transfer to Internal Service Fund		Transfer GF to the Building Maintenance ISF		\$ 109,500	\$ 109,500	This provides for the installation of Smart Irrigation at all remaining parks and palm avenue - 35 controllers
Capital Maintenance	Building Maintenance ISF	Transfer to CIP		Commit Funds to CIP		\$ 250,000	\$ 250,000	New Landscaping/Painting City Hall
Infrastructure	Capital Projects	Transfer to CIP		Commit Funds to CIP		\$ 2,000,000	\$ 2,000,000	Street/ Roadway - Construction, Rehabilitation and Maintenance projects - CIP amendment
Infrastructure	Capital Projects	Transfer to CIP		Commit Funds to CIP		\$ 500,000	\$ 500,000	Line Cherry Channel - CIP amendment
	Subtotal Capital Maintenance/ Infrastructure						\$ 2,859,500	
<b>Pension Trust Fund</b>								
							\$ -	

Transfer to New Restricted Fund	Newly Created Pension Trust Fund	Transfer to Pension Trust Fund		Commit Funds for future transfer to a Pension Trust Fund	\$ -	\$ 2,500,000	\$ 2,500,000	This commits funds from the General Fund for future transfer to a newly created Pension Trust Fund. The City Council will still need to approve the creation of a Section 115 Trust at a future meeting.
							\$ -	
<b>Total Recommended Allocation of Unassigned General Fund Surplus (One-Time Allocations)</b>								<u>\$ 5,826,275</u>



## Staff Report

**TO:** City Council

**FROM:** Kristine Day, Assistant City Manager

**DATE:** March 16, 2021

**SUBJECT:** **Public Hearing to Consider a Resolution for the Second Amendment of the Prior Year Capital Improvement Plan and the 5-Year FY21-25 Capital Improvement Plan**

### Background and Analysis:

During the fiscal year, City staff brings amendments to the Capital Improvement Program back to the City Council which close completed projects, add new projects associated with budget amendments or new grants and/or adjust certain projects. Below is a summary of the Second Amendment to the prior year Capital Improvement Plan and the five-year FY21-25 Capital Improvement Plan.

### Prior Year Capital Improvement Plan Summary

**General Plan Update Project (2016-004)** – Adjust final amount of the project from \$850,000 to \$858,761. Final invoices have been submitted and paid. This project will be closed.

**Slurry Seal 18-19 (2018-001)** – This project is completed. The project allocation was \$600,000 funded 50/50 from Measure A and SB1 funds. The project balance is \$180,796.41 of Measure A funds. Once closed, \$180,796.41 will be moved to project R-03.

**Street Rehab-Alley (2018-003)** – This project is completed and ready to be closed. No additional funds to be moved.

**Beaumont Avenue Reconstruction (2018-004)** – This project is completed. The allocation was \$1,953,000 funded 50/50 from Measure A and SB1 funds. The project balance is \$164,902.78 of Measure A funds. Once closed, \$164,902.78 will be moved to project R03.

**Rangel Park Phase 1 (2018-005)** – This project is completed. Remaining CDBG funds of \$221,212.66 are available and will be moved to phase 2 project P-11.

**Seneca Springs Lift Station Design and Construction (2018-010)** – This project is completed. Remaining wastewater funds of \$157,483.24 will be returned to unallocated fund balance in wastewater.

**Slurry Seal 19-20 (2019-001)** – This project is completed. The allocation was \$1,000,000 funded 50/50 from Measure A and SB1 funds. The project balance is \$708,566.96 of Measure A and SB1 funds. Once closed, \$354,283.48 will be moved to project R03 and \$354,283.48 will be moved to project R-04.

**Street Rehab 19-20 (2019-002)** – This project is completed. The allocation was \$466,647 funded 50/50 from Measure A and SB1 funds. The project balance is \$2,328.92 of Measure A and SB funds. Once closed, \$1,164.46 will be moved to project R-03 and \$1,164.46 will be moved to project R-04.

**EV Charging Station (2019-016)** – This project is completed. This was a grant funded project and no funds are remaining.

### **Five Year FY21-25 Capital Improvement Plan Summary**

**Annual Citywide Street Rehabilitation and Maintenance 20/21 (R-03)** – This project combines all rehabilitation and maintenance street enhancement methods in one project for the funding source of Measure A. This project allocation is being increased to capture updated estimates provided by the State which originally anticipated greater impacts resulting from the COVID-19 pandemic and to account for funds being moved from closed projects as well as previously collected revenues not yet programmed. The new allocation for this project will be \$2,141,201 (New 20/21 estimate of \$1,005,000, \$164,902.78 from Project 2018-004, \$180,796.41 from Project 2018-001, \$354,283.48 from Project 2019-001, \$1,164.46 from Project 2019-002, and \$435,054.61 of unprogrammed funds collected).

**Annual Citywide Street Rehabilitation and Maintenance 20/21 (R-04)** – This project combines all rehabilitation and maintenance street enhancement methods into one project for the funding source of SB1. This project allocation is being increased to capture updated estimates provided by the State which originally anticipated greater impacts resulting from the COVID-19 pandemic and to account for funds being moved from closed projects as well as previously collected revenues not yet programmed. The new allocation for this project will be \$1,436,733 (New 20/21 estimate of \$863,763, \$354,283.48 from Project 2019-001, \$1,164.46 from Project 2019-002, and \$217,523.02 of unprogrammed funds collected).

**Three Rings Ranch Park Improvements (P-13)** – This is a new project approved by the City Council on January 19, 2021. This project has an allocation of \$177,952 which are grants funds from the Prop 68 Per Capita.



**Rangel Park Phase 2 (P-11)** – The original allocation for this project was \$130,000. This project allocation is being increased by \$221,212.66 from the closure of the Rangel Phase 1 project 2018-005. Additionally, City staff received notification one recipient (Life Lifters) is no longer going to be able to accept their grant and City staff is requesting CDBG allow the city to move \$16,000 from that grant to this project. This would make the total project allocation \$367,213.

**2021 Mid-Year Street Enhancement (R-06)** – This is a new project associated with the one-time general fund allocations presented to City Council prior to this item. This allocation is \$2,000,000 of General Fund unobligated reserves to enhance the Fiscal Year 20/21 street program.

**Cherry Channel Drainage Project (R-07)** – This is a new project associated with the one-time General Fund allocations presented to the City Council prior to this item. This allocation is \$500,000 of General Fund unobligated reserves to slip line the Cherry Channel in order to reduce expensive mowing maintenance and preserve appropriate drainage capacity.

**City Hall Painting and New Landscaping (F-01)** – This is a new project associated with the one-time General Fund allocations presented to the City Council tonight. This allocation is \$250,000 of General Fund unobligated reserves to paint the exterior of City Hall and completely replace the landscaping on the site.

**Fiscal Impact:**

Financial impacts are outlined above and in the exhibits to the resolution.

**Recommended Action:**

Continue the Public Hearing opened on March 2, 2021, and receive any testimony, and

Waive the full reading and adopt by title only, “A Resolution of the City Council of the City of Beaumont Amending the Five-Year Capital Improvement Plan for Fiscal Years 2021/2022 – 2024/2025 and Related Prior Year CIP Project Lists.”

**Attachments:**

- A. Resolution
- B. Capital Projects Update

## RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BEAUMONT  
FOR THE SECOND AMENDMENT TO THE FIVE-YEAR CAPITAL IMPROVEMENT  
PLAN FOR FISCAL YEARS 2021/2022-2024/2025 AND RELATED PRIOR YEAR CIP  
PROJECT LIST**

**WHEREAS**, the City Council of the City of Beaumont adopted the City’s Five-Year Capital Improvement Plan for Fiscal Years 2021/2022 through 2024/2025 (“CIP”) and the Prior Year CIP Project List on June 2, 2020 at a duly noticed public hearing, as defined below;

**WHEREAS**, the Prior Year CIP Project List is a culmination of the prior years’ CIP projects, status and funding sources;

**WHEREAS**, the City Council amended the City’s Five-Year Capital Improvement Plan for Fiscal Years 2021/2022 through 2024/2025 (“CIP”) and the Prior Year CIP Project List by Resolution on October 6, 2020;

**WHEREAS**, the City Council desires to further amend the City’s Five-Year Capital Improvement Plan for Fiscal Years 2021/2022 through 2024/2025 (“CIP”) and the Prior Year CIP Project List by Resolution;

**WHEREAS, the proposed amendments to the Prior Year CIP Project List are summarized below:**

*General Plan Update Project (2016-004) – Adjust final amount of the project from \$850,000 to \$858,761. Final invoices have been submitted and paid. This project will be closed.*

*Slurry Seal 18-19 (2018-001) – This project is completed. The project allocation was \$600,000 funded 50/50 from Measure A and SB1 funds. The project balance is \$180,796.41 of Measure A funds. Once closed, \$180,796.41 will be moved to project R-03.*

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*EV Charging Station (2019-016) – This project is completed. This was a grant funded project and no funds are remaining.*

**WHEREAS**, these amendments to the Prior Year CIP Project List are detailed in **Exhibit “A”**, attached hereto and made a part hereof;

**WHEREAS**, the proposed amendments to the the City’s Five-Year Capital Improvement Plan for Fiscal Years 2021/2022 through 2024/2025 are summarized below:

*Annual Citywide Street Rehabilitation and Maintenance 20/21 (R-03) – This project combines all rehabilitation and maintenance street enhancement methods in one project for the funding source of Measure A. This project allocation is being increased to capture updated estimates provided by the State which originally anticipated greater impacts resulting from the Covid-19 pandemic and to account for funds being moved from closed projects as well as previously collected revenues not yet programmed. The new allocation for this project will be \$2,141,201 (New 20/21 estimate of \$1,005,000, \$164,902.78 from Project 2018-004, \$180,796.41 from Project 2018-001, \$354,283.48 from Project 2019-001, \$1,164.46 from Project 2019-002, and \$435,054.61 of unprogrammed funds collected).*

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*City Hall Painting and New Landscaping (F-01) – This is a new project associated with the one-time general fund unobligated reserves presented to the City Council prior to this item. This allocation is \$250,000 of general fund monies to paint the exterior of City Hall and completely replace the landscaping on the site.*

**WHEREAS**, these amendments to the the City’s Five-Year Capital Improvement Plan for Fiscal Years 2021/2022 through 2024/2025 are detailed in **Exhibit “B”** attached hereto and made a part hereof;

**WHEREAS**, pursuant to Government Code, section 66002, the City duly gave public notice of the public hearing of the proposed amendments to the CIP and Prior Year CIP Project List, a copy of which has been on file with the City Clerk Board at least 10 calendar days prior to the City Council’s commencement of such public hearing; and

**WHEREAS**, the City Council desires to amend the CIP and Prior Year CIP Project List as set forth herein;

**NOW, THEREFORE BE IT RESOLVED BY THE BEAUMONT CITY COUNCIL AS FOLLOWS:**

**Section 1.** The City Council hereby approves and adopts the second amendment to the Capital Improvement Plan for Fiscal Years 2021/2022 through 2024/2025, a copy of which is attached hereto as Exhibit “A” and made a part hereof by this reference.

**Section 2.** The City Council hereby approves and adopts the second amendment to the Prior Year CIP Project List, a copy of which is attached hereto as Exhibit “B” and made a part hereof by this reference.

**Section 3.** The Capital Improvement Plan shall be updated annually by the City Council pursuant to California Government Code, section 66002, or as otherwise provided by law.

**Section 4.** This Resolution shall take effect immediately upon its passage and adoption.

**MOVED, PASSED, and ADOPTED** this 16<sup>th</sup> day of March, 2021, by the following vote:

- AYES:**
- NOES:**
- ABSTAIN:**
- ABSENT:**

By: \_\_\_\_\_  
Mike Lara, Mayor  
City of Beaumont

ATTEST:

By: \_\_\_\_\_  
Steve Mehlman, City Clerk  
City of Beaumont

**EXHIBIT A**

**EXHIBIT B**

**City of Beaumont  
Prior Year CIP Projects**

Project #	Project Name	Budget Allocation	Status	Funding Source
104	CF104 City Hall and BLDG B	\$ 1,000,000	Construction	Basic Services DIF
2016-003	Potrero Interchange- Phase 1 & 2	\$ 66,600,664	Phase 1 Complete, Phase 2 Seeking Funds	Grants/ Developer Contributions
2016-004	General Plan Update	\$ 850,000	Close	General Fund/ GP DIF
2017-001	Pennsylvania Avenue/Ramp Additions	\$ 3,950,000	In design	Road & Bridge DIF
2017-005	WWTP Exp PH 1 & Advanced R	\$ 67,235,187	In construction	Bonds, WW DIF, Recycled Water DIF, CFD
2017-006	Brine Pipeline to San Bernardino	\$ 40,572,639	In construction	Bonds, WW DIF, Recycled Water DIF, CFD
2017-009	Pennsylvania Widening	\$ 4,018,000	In Design	TUMF, Road & Bridge DIF
2017-012	Pennsylvania Ave/UPR Grade Separation	\$ 1,500,000	In Design	Railroad DIF
2017-027	Oak Valley/I-10 Interchange Design	\$ 7,000,000	Design	TUMF, Grants
2017-028	Potrero Fire Station	\$ 8,650,000	Design	Fire Station DIF, General Fund, Bonds
2018-001	Slurry Seal 18-19	\$ 600,000	Close	SB1, Measure A
2018-003	Street Rehab - Alley	\$ 34,476	Close	Alley DIF
2018-004	Beaumont Ave Reconstruction	\$ 1,953,000	Close	SB1, Measure A
2018-005	Rangel Park	\$ 521,470	Close	CDBG
2018-010	Seneca Springs Lift Station Design & Construction	\$ 200,000	Close	Wastewater Fund
2019-001	Slurry Seal 19-20	\$ 1,000,000	Close	SB1, Measure A
2019-002	Street Rehab 19-20	\$ 466,647	Close	SB1, Measure A
2019-004	CNG Station	\$ 1,941,795	Design	Grants
2019-009	2nd Street Extension Feasibility / Design	\$ 200,000	Design	Road & Bridge
2019-010	PLC Upgrade Construction	\$ 700,000	Construction	WW Funds, CFD
2019-012	WQMP & WWTP Permit	\$ 50,000	In process	WW Funds
2019-013	Wastewater Master Plan	\$ 350,000	In process	WW Funds
2019-016	EV Charging Station	\$ 371,870	Close	Grants
2019-018	PLC Upgrade Design	\$ 50,000	Design	WW Funds
2019-019	Beaumont Master Drainage Plan - Line 2 Stage 1	\$ 5,000,000	Design	Grant



Five Year Capital Improvement Plan FY 21-25 Amendment 2

Funding Source: TUMF

Project Name	Project Number	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Future Funding	TOTAL
<b>TOTAL</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Funding Source: Basic Services DIF

Project Name	Project Number	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Future Funding	TOTAL
New City Hall							\$ 18,000,000	\$ 18,000,000
<b>TOTAL</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,000,000	\$ 18,000,000

Funding Source: Road & Bridge DIF

Project Name	Project Number	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Future Funding	TOTAL
Oak Valley Parkway Expansion I10-Desert Lawn Phase 2	R-01	\$ 600,000						\$ 600,000
2nd Street Extension Construction							\$ 5,000,000	\$ 5,000,000
1st Street Widening Penn to Beaumont Ave Design & Construction							\$ 1,600,000	\$ 1,600,000
<b>TOTAL</b>		\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ 6,600,000	\$ 7,200,000

Funding Source: Traffic Signal DIF

Project Name	Project Number	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Future Funding	TOTAL
Citywide Traffic Signal Upgrade & Capacity Improvement Phase 1	R-02	\$ 150,000						\$ 150,000
Citywide Traffic Signal Upgrade & Capacity Improvement Phase 2			\$ 150,000					\$ 150,000
Citywide Traffic Signal Upgrade & Capacity Improvement Phase 3				\$ 150,000				\$ 150,000
Citywide Traffic Signal Upgrade & Capacity Improvement Phase 4					\$ 150,000			\$ 150,000
Citywide Traffic Signal Upgrade & Capacity Improvement Phase 5						\$ 150,000		\$ 150,000
<b>TOTAL</b>		\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ -	\$ 750,000

Funding Source: Community Park DIF

Project Name	Project Number	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Future Funding	TOTAL
Stewart Park Splash Park	P-01	\$ 1,145,000						\$ 1,145,000
<b>TOTAL</b>		\$ 1,145,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,145,000

Funding Source: Neighborhood Park DIF

Project Name	Project Number	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Future Funding	TOTAL
Rangel Park Splash Park	P-02	\$ 500,000						\$ 500,000
Nicklaus Park Splash Park	P-03	\$ 850,000						\$ 850,000
<b>TOTAL</b>		\$ 1,350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,350,000

**Funding Source: Regional Park DIF**

Project Name	Project Number	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Future Funding	TOTAL
Sports Park Field Lighting & Field Expansion	P-04	\$ 1,000,000						\$ 1,000,000
Nicklaus Park Field Lighting & Field Expansion	P-05	\$ 900,000						\$ 900,000
<b>TOTAL</b>		<b>\$ 1,900,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,900,000</b>

**Funding Source: Recreation Facilities DIF**

Project Name	Project Number	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Future Funding	TOTAL
Sports Park Support Building for Leagues	P-06	\$ 300,000						\$ 300,000
Nicklaus Park Support Building for Leagues	P-07	\$ 300,000						\$ 300,000
Nicklaus Park Skate Park	P-08	\$ 300,000						\$ 300,000
<b>TOTAL</b>		<b>\$ 900,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 900,000</b>

**Funding Source: Fire Station DIF**

Project Name	Project Number	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Future Funding	TOTAL
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**Funding Source: Police Facilities Mitigation DIF**

Project Name	Project Number	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Future Funding	TOTAL
New Police Station Feasibility Study	PS-01	\$ 250,000						\$ 250,000
<b>TOTAL</b>		<b>\$ 250,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 250,000</b>

**Funding Source: Public Safety CFD**

Project Name	Project Number	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Future Funding	TOTAL
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**Funding Source: CFD**

Project Name	Project Number	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Future Funding	TOTAL
Stewart Park Redevelopment	P-10	\$ 2,000,000						\$ 2,000,000
Police Station Renovations - Roof, HVAC, Carpet	PS-02	\$ 250,000						\$ 250,000
Fire Station Rehab	PS-03	\$ 250,000						\$ 250,000
Playground Shade Covers - Phase 1	P-09	\$ 250,000						\$ 250,000
Stewart Park Skate Park	P-10	\$ 250,000						\$ 250,000
Rangel Park - Ball Field Lights, Electrical and Playground	P-11	\$ 500,000						\$ 500,000
Playground Shade Covers - Phase 2			\$ 250,000					\$ 250,000

Downtown Plaza				\$ 1,500,000				\$ 1,500,000
<b>TOTAL</b>		\$ 1,500,000	\$ 250,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ 5,250,000

**Funding Source: Measure A**

Project Name	Project Number	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Future Funding	TOTAL
Annual Citywide Street Rehabilitation and Maintenance 20/21	R-03	\$ 2,141,201						\$ 2,141,201
Annual Slurry Seal 21/22			\$ 400,000					\$ 400,000
Annual Citywide Street Rehab 21/22			\$ 400,000					\$ 400,000
Annual Slurry Seal 22/23				\$ 160,000				\$ 160,000
Annual Citywide Street Rehab 22/23				\$ 160,000				\$ 160,000
Annual Slurry Seal 23/24					\$ 160,000			\$ 160,000
Annual Citywide Street Rehab 23/24					\$ 160,000			\$ 160,000
Annual Slurry Seal 24/25						\$ 160,000		\$ 160,000
Annual Citywide Street Rehab 24/25						\$ 160,000		\$ 160,000
<b>TOTAL</b>		\$ 2,141,201	\$ 800,000	\$ 320,000	\$ 320,000	\$ 320,000	\$ -	\$ 3,901,201

**Funding Source: RMRA/SB 1**

Project Name	Project Number	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Future Funding	TOTAL
Annual Citywide Street Rehabilitation and Maintenance 20/21	R-04	\$ 1,436,733						\$ 1,436,733
Annual Slurry Seal 21/22			\$ 430,000					\$ 430,000
Annual Citywide Street Rehab 21/22			\$ 300,000					\$ 300,000
Annual Slurry Seal 22/23				\$ 430,000				\$ 430,000
Annual Citywide Street Rehab 22/23				\$ 300,000				\$ 300,000
Annual Slurry Seal 23/24					\$ 430,000			\$ 430,000
Annual Citywide Street Rehab 23/24					\$ 300,000			\$ 300,000
Annual Slurry Seal 24/25						\$ 430,000		\$ 430,000
Annual Citywide Street Rehab 24/25						\$ 300,000		\$ 300,000
<b>TOTAL</b>		\$ 1,436,733	\$ 730,000	\$ 730,000	\$ 730,000	\$ 730,000	\$ -	\$ 4,356,733

**Funding Source: Grants**

Project Name	Project Number	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Future Funding	TOTAL
SB2 Grant - Housing Code Updates	CD-01	\$ 160,000						\$ 160,000
LEAP Grant - Housing Element Update	CD-02	\$ 150,000						\$ 150,000
Pennsylvania Ave/UPRR Grade Separation - Construction							\$ 34,000,000	\$ 34,000,000
California Ave/UPRR Grade Separation - Construction							\$ 34,000,000	\$ 34,000,000
Oak Valley/I-10 Interchange - Construction							\$ 65,000,000	\$ 65,000,000
Three Rings Ranch Park Improvements	P-13	\$ 177,952						
<b>TOTAL</b>		\$ 487,952	\$ -	\$ -	\$ -	\$ -	\$ 133,000,000	\$ 133,487,952

**Funding Source: Transit Grants**

Project Name	Project Number	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Future Funding	TOTAL
Fleet Maintenance and Operations Facility- Construction							\$ 3,000,000	\$ 3,000,000
SGR- Bus Stop Rehabilitation & Passenger Amenities							\$ 150,000	\$ 150,000
2 Electric Shuttle Vehicles- STA & Volkswagen	T-01	\$ 300,000						\$ 300,000
Bus Wraps-STA			\$ 100,000					\$ 100,000
Vehicle Replacements - STA			\$ 700,000	\$ 700,000				\$ 1,400,000

Measure A- Commuter Link Farebox Recovery			\$ 16,000	\$ 41,480				\$ 57,480
<b>TOTAL</b>		<b>\$ 300,000</b>	<b>\$ 816,000</b>	<b>\$ 741,480</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,150,000</b>	<b>\$ 5,007,480</b>

**Funding Source: Asset Forfeiture**

Project Name	Project Number	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Future Funding	TOTAL
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**Funding Source: CDBG Grants**

Project Name	Project Number	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Future Funding	TOTAL
Rangel Park Improvement Project Phase 2	P-11	\$ 367,213						\$ 367,213
Citywide Street Improvements 21/22 - CDBG			\$ 130,000					\$ 130,000
Citywide Street Improvements 22/23 - CDBG				\$ 130,000				\$ 130,000
Citywide Street Improvements 23/24 - CDBG					\$ 130,000			\$ 130,000
Citywide Street Improvements 24/25 - CDBG						\$ 130,000		\$ 130,000
<b>TOTAL</b>		<b>\$ 367,213</b>	<b>\$ 130,000</b>	<b>\$ 130,000</b>	<b>\$ 130,000</b>	<b>\$ 130,000</b>	<b>\$ -</b>	<b>\$ 887,213</b>

**Funding Source: General Fund**

Project Name	Project Number	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Future Funding	TOTAL
2020 Mid Year Street Enhancement	R-05	\$ 3,500,000						\$ 3,500,000
2021 Mid Year Street Enhancement	R-06	\$ 2,000,000						\$ 2,000,000
Cherry Channel Drainage Project	R-07	\$ 500,000						\$ 500,000
Storm Drain Facilities							\$ 1,000,000	\$ 1,000,000
Storm Drain Master Plan							\$ 500,000	\$ 500,000
City Hall Landscaping and Painting	F-01	\$ 250,000						\$ 250,000
<b>TOTAL</b>		<b>\$ 6,250,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,500,000</b>	<b>\$ 7,750,000</b>

**Funding Source: Wastewater**

Project Name	Project Number	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Future Funding	TOTAL
I&I Rehabilitation Project - Phase 1	WW-01	\$ 200,000						\$ 200,000
I&I Rehabilitation Project - Phase 2			\$ 200,000					\$ 200,000
I&I Rehabilitation Project - Phase 3				\$ 200,000				\$ 200,000
Wastewater Rate Study			\$ 200,000					\$ 200,000
<b>TOTAL</b>		<b>\$ 200,000</b>	<b>\$ 400,000</b>	<b>\$ 200,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 800,000</b>

Streets/ Roads	R
Parks	P
Public Safety	PS
Community Development	CD
Transit	T
Wastewater	WW
Facilities	F

**City of Beaumont**  
**Completed Projects - FY2017 to Current**

<b>Completed Projects:</b>	<b>Cost</b>	<b>Funding Source</b>
<b>Public Facilities</b>		
CNG Land Purchase	\$ 2,508,900	RCTC Grant, WW
Police Annex	\$ 41,300	Grants, Forfiture
City Hall Council Chambers	\$ 325,000	PEG Funds
Security Infrastructure Upgrades	\$ 40,000	General General, Public Safety
PD Server Room	\$ 54,000	CFD
City Hall Campus Plan	\$ 200,000	Basic Services DIF
<b>Sub-Total</b>	<b>\$ 3,169,200</b>	
<b>Recreational Facilities</b>		
Swimming Pool Renovations	\$ 20,477	CFD Capital
<b>Sub-Total</b>	<b>\$ 20,477</b>	
<b>Wastewater Utilities</b>		
Seneca Springs Lift Station- Feasibility Study	\$ 100,000	WW Fund
<b>Sub-Total</b>	<b>\$ 100,000</b>	
<b>Street and Drainage</b>		
Xenia Ave Street Rehabilitation	\$ 393,337	Gas Tax
Brookside Slurry Seal	\$ 115,380	SB1
8th Street Rehabilitation	\$ 440,912	Gas Tax, Grant
Sidewalk Improvements	\$ 219,185	CDBG R&B DIF, Traffic Signal
Oak Valley/ I-10 Traffic Signals	\$ 1,490,500	DIF, Grant
Oak Valley Pkwy Rehabilitation	\$ 1,191,660	R&B DIF
California Grade Sep Prelim Design	\$ 1,500,000	Railroad DIF
<b>Sub-Total</b>	<b>\$ 5,350,974</b>	
<b>GRAND TOTAL</b>	<b>\$ 8,640,651</b>	



## Staff Report

**TO:** City Council

**FROM:** Jeff Hart, Director of Public Works

**DATE:** March 16, 2021

**SUBJECT:** **Hold a Public Hearing and Consider Approval of the First Reading of an Ordinance Amending Beaumont Municipal Code Chapter 12.08 to Establish City Specific Supervisory Control and Data Acquisition, and Adopt East Valley Water District's Wet Weather Flow Criteria**

### Background and Analysis:

Chapter 12.08 of the Beaumont Municipal Code addresses Public Works Construction Standards. More specifically, Beaumont Municipal Code Section 12.08.010 formally adopts the Eastern Municipal Water District's (EMWD) standards for sanitary sewer facilities. Staff is recommending two modifications to this chapter; first is a modification from EMWD's Supervisory Control and Data Acquisition (SCADA) system, and the second is the addition of wet weather design flow criteria utilizing factors established in the East Valley Water District's (EVWD) master plan.

As part of the City's Programmable Logic Controller (PLC) project awarded by Council in April 2020, SKM Engineering evaluated ten of the City's lift stations and provided recommendations to upgrade the PLC and communications systems. This evaluation provided recommendations for a uniform SCADA system between the City's lift stations and the newly constructed wastewater treatment plant (see Attachment A). Among several minor technical deviations from EMWD's SCADA standard, City staff is also recommending a more robust communication system which will consist of both cellular and radio communication for redundancy and reliability. Many of the City's lift station facilities have limited capacity and time is of the essence during any unplanned shutdowns or power outages.

As part of the Sewer System Master Plan project (Master Plan), 14 flow meters were placed throughout the City's collection system in order to determine sanitary sewer flows at various locations, as well as to assess the amount of infiltration into the system from either rainfall or elevated groundwater. The determination of peak wet weather flow allows the City to pursue a more conservative design criteria for future development, as

well as more accurately establish rehabilitation and replacement criteria for existing infrastructure.

EMWD's design criteria does not utilize wet weather flow due to challenges in obtaining pertinent rainfall in Southern California's arid climate. In order to combat this lack of data EMWD utilizes a more conservative allowable depth of flow in its pipe sizing criteria. Since the City was able to collect data during several significant rain events, City staff feels it is beneficial to the health of the collection system to utilize wet weather flow as one of its design criteria.

EVWD has a similar climate and has established wet weather flow criteria that are consistent the City's environment. Utilizing EVWD's wet weather flow design criteria allows the City to ensure that both the existing and future collection system is adequately sized.

**Fiscal Impact:**

The cost to prepare this staff report is estimated to be \$750.

**Recommended Action:**

Hold a Public Hearing, and  
Waive the full first reading and approve by title only, "An Ordinance of the City Council of the City of Beaumont Amending Section 12.08.010 of the Beaumont Municipal Code Concerning SCADA Design and Wet Weather Flow Calculation for Public Sewer Systems Within the City."

**Attachments:**

- A. Lift Stations SCADA System Assessment

**ORDINANCE NO. \_\_\_\_**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BEAUMONT AMENDING SECTION 12.08.010 OF THE BEAUMONT MUNICIPAL CODE CONCERNING SCADA DESIGNS AND WET WEATHER FLOW CALCULATIONS FOR PUBLIC SEWER SYSTEMS WITHIN THE CITY**

WHEREAS, Section 12.08.010 of the Beaumont Municipal Code provides, in pertinent part, that the Eastern Municipal Water District's ("EMWD") standards apply to the construction of sanitary sewer facilities.

WHEREAS, the City Council wishes to amend Section 12.08.010 of the Beaumont Municipal Code to provide that the Supervisory Control and Data Acquisition (SCADA) system shall meet City provided guidelines;

WHEREAS, the City Council wishes to amend Section 12.08.010 of the Beaumont Municipal Code to provide for more conservative wet weather design flow criteria utilizing the factors established in the East Valley Water District's (EVWD) master plan.

NOW, THEREFORE, be it ordained by the City Council of the City of Beaumont as follows:

**SECTION 1. CEQA.** The City Council finds that the actions contemplated by this Ordinance are exempt from the California Environmental Quality Act ("CEQA") pursuant to, 15060(c)(2), 15061(b)(2), 15061(b)(3) CEQA review is not required because there is no possibility that this Ordinance may have a significant effect upon the environment and the proposed text amendments constitute a minor alteration in a land use limitation under CEQA Guidelines 15305, and 15301 (Existing Facilities), 15321, (Enforcement Actions by Regulatory Agencies).

**SECTION 2. Severability.** The City Council hereby declares that if any provision, section, paragraph, sentence, or word of this Ordinance is rendered or declared to be invalid or unconstitutional by any final court action in a court of competent jurisdiction, or by reason of any preemptive legislation, such invalidity shall not affect the other provisions, sections, paragraphs, sentences, or words of this Ordinance, and to this end the provisions of this Ordinance are severable. The City Council declares that it would have adopted this Ordinance irrespective of the invalidity of any particular portion thereof and intends that the invalid portions should be severed, and the balance of the Ordinance enforced.

**SECTION 3. Prosecution of Prior Ordinances.** Neither the adoption of this Ordinance nor the repeal of any other ordinance of this City shall in any manner affect the prosecution of any violation of any City ordinance or provision of the City of Beaumont Municipal Code, committed prior to the effective date hereof, nor be



construed as a waiver of any penalty or the penal provisions applicable to any violation thereof.

1. Sections 12.08.010 of the Beaumont Municipal Code is hereby amended in its entirety to read as provided in **Exhibit “A”** attached hereto and made a part hereof by this reference.

2. **SECTION 6. Effective Date and Publication.** The Mayor shall sign and the City Clerk shall certify to the passage of this Ordinance and cause the same or a summary thereof to be published within 15 days after adoption in accordance with Government Code Section 36933. This Ordinance shall take effect 30 days after adoption in accordance with Government Code Section 36937.

NOW, THEREFORE, BE IT ORDAINED that the City Council of the City of Beaumont, California, approves an amendment to the City Code.

**INTRODUCED AND READ** for the first time and ordered posted at a regular meeting of the City Council of the City of Beaumont, California, held on the \_\_\_\_\_ day of \_\_\_\_\_, 2021, by the following roll call vote:

- AYES:
- NOES:
- ABSENT:
- ABSTAIN:

**PASSED, APPROVED AND ADOPTED** at a regular meeting of the City Council of the City of Beaumont, California, held on the \_\_\_\_\_ day of \_\_\_\_\_, 2021.

- AYES:
- NOES:
- ABSENT:
- ABSTAIN:

\_\_\_\_\_  
Lara, Mayor

Attest: \_\_\_\_\_  
Steven Mehlman, City Clerk

Approved as to form:

\_\_\_\_\_  
John O. Pinkney, City Attorney

**EXHIBIT “A”**

## 12.08.010 - Adoption of standard specifications and submission of improvement plans and technical studies.

The most current editions of the following specifications are hereby adopted as the standard specifications for all public works within the City:

- A. *For Streets:* Riverside County Ordinance No. 461;
- B. *For Flood Control Facilities:* The Riverside County Flood Control and Water Conservation District's Standards for Flood Control Facilities.
- C. *For Sanitary Sewer Facilities:* The Eastern Municipal Water District's Standards for Sanitary Sewer Facilities. Notwithstanding anything to the contrary in this subsection "C", the Supervisory Control and Data Acquisition (SCADA) system design criteria shall be per City provided guidelines. Notwithstanding anything to the contrary in this subsection "C", the wet weather design flow criteria shall utilize the factors established in the East Valley Water District's (EVWD) master plan.
- D. *For All Other Public Works:* The Standard Specifications for Public Works Construction, edited by the Southern California Chapter of the American Public Works Association and the Associated General Contractors of America;

Each and all of the regulations, provisions, penalties, conditions and terms of the above-listed standard specifications, most current editions thereof, are hereby referred to, adopted and made part of this Chapter, as though fully set forth herein.

Improvement Plans and Technical Studies for Public Works shall be subject to the following expiration terms:

- A. *Street Improvement Plans:* If a permit for street improvement plans is not secured within 12 months of plan approval by the City, such plans shall expire, and no permit shall be issued based on such expired plans. Once street improvement plans so expire, new or revised plans shall be submitted by the applicant which shall, notwithstanding anything to the contrary, strictly comply with all of the requirements applicable to new street improvement plan applications under the Beaumont Municipal Code at the time of resubmission including, but not limited, specifications, design guidelines and criteria, plan check and approval by the City and payment of all application and other fees.
- B. *Storm Drain Improvement Plans:* If a permit for storm drain improvement plans is not secured within 12 months of plan approval by the City, such plans shall expire, and no permit shall be issued based on such expired plans. Once storm drain improvement plans so expire, new or revised plans shall be submitted by the applicant which shall, notwithstanding anything to the contrary, strictly comply with all of the requirements applicable to new storm drain improvement plan applications under the Beaumont Municipal Code at the time of resubmission including, but not limited to, specifications, design guidelines and criteria, plan check and approval by the City and payment of all application and other fees.

C. *Sewer Improvement Plans:* Expiration of sewer improvement plans shall be as provided in the Eastern Municipal Water District's Standards for Sanitary Sewer Facilities. Once sewer improvement plans so expire, new or revised plans shall be submitted by the applicant which shall, notwithstanding anything to the contrary, strictly comply with all of the requirements applicable to sewer improvement plans applications under the Beaumont Municipal Code and Eastern Municipal Water District Standards for Sanitary Sewer Facilities in effect at the time of resubmission including, but not limited to, specifications, design guidelines and criteria, plan check and approval by the City and payment of all application and other fees.

D. *Technical Studies:* Hydrologic and hydraulic studies, sewer studies, traffic studies, and estimates of probable cost shall be valid for a period of one year from the date of approval of the same by the City after which they shall expire and no entitlement, permit or approval shall be issued based on such an expired study or estimate. Once hydrologic and hydraulic studies, sewer studies, traffic studies, and estimates of probable cost so expire, new or revised studies or estimates shall be submitted by the applicant which shall, notwithstanding anything to the contrary, strictly comply with all of the requirements applicable to the same under the Beaumont Municipal Code in effect at the time of resubmission including, but not limited to, design guidelines and criteria, review and approval by the City and payment of all application and other fees.



## Staff Report

**TO:** City Council

**FROM:** Christina Taylor, Community Development Director

**DATE:** March 16, 2021

**SUBJECT:** **Hold A Public Hearing and Consider a Proposed Ordinance to Update the Local Development Mitigation Fee (LDMF) for Funding the Preservation of the Natural Ecosystems in Accordance with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and Consider Adopting a Resolution Establishing the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Local Development Mitigation Fee Applicable to all Developments in the Plan Area**

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### Background and Analysis:

The City of Beaumont is a Member Agency of the Western Riverside County Regional Conservation Authority (RCA), a joint powers authority comprised of the County of Riverside and the eighteen (18) cities located in western Riverside County. The RCA was formed to acquire, administer, operate, and maintain land and facilities to establish habitat reserves for the conservation and protection of species covered by the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP or Plan).

The Western Riverside County MSHCP, originally adopted in 2004, is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) focusing on the permanent conservation of 500,000 acres and the protection of 146 species, including 33 that are currently listed as threatened or endangered. The MSHCP was developed in response to the need for future growth opportunities in western Riverside County, from housing developments to transportation and infrastructure, while addressing the requirements of the State and federal Endangered Species Acts (ESA). The MSHCP serves as an HCP pursuant to Section 10(a)(1)(B) of the federal Endangered Species Act of 1973 as well as a Natural Communities Conservation Plan (NCCP) under California's NCCP Act of 2001. The MSHCP streamlines environmental permitting processes by allowing the participating cities to authorize "take" of plant and wildlife species identified within the Plan Area. Without the MSHCP, each development and transportation project would

need to conduct an individual assessment and mitigation for impacts to endangered species, an approach that would be less efficient and effective, and more costly.

The City of Beaumont's receipt of local Measure A sales tax funds for local streets and roads is conditioned upon the City's participation in the MSHCP. This condition of funding is memorialized in the voter-adopted ordinance that authorizes Measure A. In the previous fiscal-year the City of Beaumont received \$1,000,098.56 in Measure A funding for local transportation projects.

The MSHCP required a nexus study under the Mitigation Fee Act (Gov. Code §§ 66000 *et seq.*) to establish a Local Development Mitigation Fee (LDMF) that would then be adopted by each jurisdiction participating in the MSHCP. The LDMF pays for acquisition of Additional Reserve Lands (ARL) to meet the target conservation acreage that local governments are responsible to acquire per the plan. The original nexus study was completed in 2003 coinciding with the adoption of the MSHCP Implementing Agreement and signing of the permits. Section 8.5.1 of the MSHCP allows the fee to be reevaluated and revised should it be found to insufficiently cover mitigation of new development. Based on the 2003 nexus study, the City of Beaumont adopted and implemented an ordinance authorizing the imposition of the LDMF.

Pursuant to the Mitigation Fee Act, RCA prepared a new nexus study ("2020 Nexus Study") to update the fees for the first time since original adoption. On December 7, 2020, the RCA Board of Directors adopted the 2020 Nexus Study. On December 31, 2020, RCA transmitted a model ordinance and model resolution to all participating cities. The RCA Board of Directors also approved the use of the MSHCP Mitigation Fee Implementation Manual to assist Member Agencies with LDMF collection questions.

An updated nexus study was needed to ensure adequate funding to complete reserve acquisition to fulfill local governments' responsibilities under the MSHCP. Over the last 16 years, many of the assumptions underlying the original nexus study were not borne out by reality. Forces contributing to the unmet expectation include the Great Recession, less acreage dedicated to RCA by private landowners, and less state and federal funding than expected. The 2020 Nexus Study calculated the expected costs to complete ARL acquisition, manage the conservation lands in perpetuity via an endowment, and administration of the MSHCP. The Nexus Study extended the reserve acquisition period by an additional fifteen years. Currently, the acquisition period ends in 2029. By extending the acquisition period, the LDMF increase is lower because it covers more development over a longer period. The RCA Board also adopted a phased increase of the new fee, with 50 percent of the fee increase taking effect on July 1, 2021, and the remainder of the increase taking effect on January 1, 2022. Public

deliberation over the 2020 Nexus Study stretched more than a year and included multiple public meetings.

The proposed ordinance provides the legal basis for a revised MSHCP LDMF schedule. The actual MSHCP LDMF schedule will be established through the resolution.

In accordance with the Mitigation Fee Act, the proposed ordinance and 2020 Nexus Study: (i) identifies the purpose of the revised fees; (ii) identifies the use to which the revised fees is to be put, including identification of any facilities to be financed; (iii) determines how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed; (iv) determines how there is a reasonable relationship between the need for the public facilities and the type of development project upon which the fee is imposed; and (v) determines how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

The ordinance will establish the fee schedule for the MSHCP LDMF as described in the two right-hand columns of the table provided below.

<b>Category</b>	<b>Current Fee</b>	<b>July 1, 2021 - December 31, 2021</b>	<b>January 1, 2022 - June 30, 2022</b>
Residential, density less than 8.0 dwelling units per acre (fee per dwelling unit)	\$2,234	\$2,935	\$3,635
Residential, density between 8.0 and 14.0 dwelling units per acre (fee per dwelling unit)	\$1,430	\$1,473	\$1,515
Residential density greater than 14.0 dwelling units per acre (fee per dwelling unit)	\$1,161	\$670	\$670
Commercial (fee per acre)	\$7,606	\$11,982	\$16,358
Industrial (fee per acre)	\$7,606	\$11,982	\$16,358

Beginning July 1, 2022, there will be a CPI update annually until the next time a nexus study is completed.

**Fiscal Impact:**

Cost to prepare this staff report and attachments is estimated to be \$500.

**Recommended Action:**

Hold a Public Hearing,

Waive the full reading and approve by title only, “A Resolution of the City of Beaumont Establishing the Western Riverside County Multiple Species Habitat Conservation Plan Local Development Mitigation Fee Applicable to all Developments in the Plan Area,” and

Waive the first full reading and approve by title only, “An Ordinance of the City Council of the City of Beaumont to Update the Local Development Mitigation Fee for Funding the Preservation of Natural Ecosystems in Accordance with the Western Riverside County Multiple Species Habitat Conservation Plan.”

**Attachments:**

- A. Resolution
- B. Ordinance
- C. Nexus Study Fact Sheet
- D. 2020 Nexus Study
- E. MSHCP Mitigation Fee Implementation Manual

## RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION OF THE CITY OF BEAUMONT ESTABLISHING THE WESTERN RIVERSIDE COUNTY MULTIPLE SPECIES HABITAT CONSERVATION PLAN LOCAL DEVELOPMENT MITIGATION FEE APPLICABLE TO ALL DEVELOPMENTS IN THE PLAN AREA**

WHEREAS, the City of BEAUMONT (“City”) is a member agency of the Western Riverside County Regional Conservation Authority (“RCA”), a joint powers agency comprised of the County of Riverside and the 18 cities located in western Riverside County; and

WHEREAS, the member agencies of RCA recognized that a habitat conservation plan is necessary to provide special protections for vegetation communities and natural areas containing habitat values to prevent future endangerment of the plant and animal species impacted by new development in western Riverside County; and

WHEREAS, in order to address these issues, the member agencies formulated a plan called the Western Riverside County Multiple Species Habitat Conservation Plan (the “MSHCP”) whereby a mitigation fee would be assessed on new development and would be used to fund the implementation of the MSHCP; and

WHEREAS, in furtherance of the MSHCP, the City is approving and adopting the updated “Western Riverside County Multiple Species Habitat Conservation Plan Nexus Fee Study”, dated December 2020 (the “2020 Nexus Study”) attached hereto and incorporated herein by this reference as Exhibit “A;” and

WHEREAS, based on the 2020 Nexus Study, the City adopted Ordinance 2021-\_\_\_\_\_ on MARCH 16, 2021, (the “2021 Local Development Mitigation Fee Ordinance”) pursuant to California Government Code sections 66000 *et seq.* authorizing the County to impose the Local Development Mitigation Fee upon new development; and

WHEREAS, section 4.A. of the 2021 Local Development Mitigation Fee Ordinance authorizes the City to adopt an applicable Local Development Mitigation Fee schedule by resolution; and

WHEREAS, the fees collected pursuant to this Resolution shall be used to finance the public facilities described or identified in the 2020 Nexus Study; and

WHEREAS, the levying of Local Development Mitigation Fee has been reviewed by the City Council and staff in accordance with the California Environmental Quality Act (“CEQA”) and the State CEQA Guidelines and it has been determined that the adoption of this resolution is exempt from CEQA pursuant to Section 21080(b)(8) of the California Public Resources Code and Sections 15273 and 15378(b)(4) of the State CEQA Guidelines.

NOW, THEREFORE, the City Council does resolve as follows:

SECTION 1. Findings. The City Council finds and determines as follows:

A. The preservation of vegetation communities and natural areas within western Riverside County which support species covered by the MSHCP is necessary to protect and promote the health, safety, and welfare of all the residents of the City by reducing the adverse



direct, indirect, and cumulative effects of urbanization and development and providing for permanent conservation of habitat for species covered by the MSHCP.

B. It is necessary to establish a mitigation fee to ensure that all new development within the City pays its fair share of the costs of acquiring and preserving vegetation communities and natural areas within the City and the region which are known to support plant and wildlife species covered by the MSHCP.

C. A proper funding source to pay the costs associated with mitigating the direct, indirect and cumulative impacts of development to the natural ecosystems within the City and the region, as identified in the MSHCP, is a development impact fee for residential, commercial, and industrial development. The amount of the fee is determined by the nature and extent of the impacts from the development to the identified natural ecosystems and or the relative cost of mitigating such impacts.

D. The MSHCP and the 2020 Nexus Study, a copy of which is on file in the City Clerk's office, provides a basis for the imposition of development impact fees on new construction.

E. The use of the development impact fees to mitigate the impacts to the City's and the region's natural ecosystems is reasonably related to the type and extent of impacts caused by development within the City.

F. The costs of funding the proper mitigation of natural ecosystems and biological resources impacted by development within the City and the region are apportioned relative to the type and extent of impacts caused by the development.

G. The facts and evidence provided to the City establish that there is a reasonable relationship between the need for preserving the natural ecosystems in the City and the region, as defined in the MSHCP, and the direct, indirect and cumulative impacts to such natural ecosystems and biological resources created by the types of development on which the fee will be imposed, and that there is a reasonable relationship between the fee's use and the types of development for which the fee is charged. This reasonable relationship is described in more detail in the MSHCP and the 2020 Nexus Study.

H. The cost estimates for mitigating the impact of development on the City's and the region's natural ecosystem and biological resources, as set forth in the MSHCP, are reasonable and will not exceed the reasonably estimated total of these costs.

I. The fee set forth herein does not reflect the entire cost of the lands which need to be acquired in order to implement the MSHCP and mitigate the impact caused by new development. Additional revenues will be required from other sources. The City Council finds that the benefit to each development project is greater than the amount of the fee to be paid by the project.

J. The fees collected pursuant to this Resolution shall be used to finance the acquisition and perpetual conservation of the natural ecosystems and certain improvements necessary to implement the goals and objectives of the MSHCP.

SECTION 2. Local Development Mitigation Fee. There is hereby adopted the Local Development Mitigation Fee schedule as set forth below:

MSHCP Local Development Mitigation Fee Schedule	
Effective July 1, 2021 through December 31, 2021	
Fee Category	Fee
Residential density less than 8.0 dwelling units per acre (fee per dwelling unit)	\$2,935
Residential density between 8.0 and 14.0 dwelling units per acre (fee per dwelling unit)	\$1,473
Residential density greater than 14.0 dwelling units per acre (fee per dwelling unit)	\$670
Non-Residential/Commercial (fee per acre)	\$11,982
Industrial (fee per acre)	\$11,982

MSHCP Local Development Mitigation Fee Schedule	
Effective January 1, 2022	
Fee Category	Fee
Residential density less than 8.0 dwelling units per acre (fee per dwelling unit)	\$3,635
Residential density between 8.0 and 14.0 dwelling units per acre (fee per dwelling unit)	\$1,515
Residential density greater than 14.0 dwelling units per acre (fee per dwelling unit)	\$670
Non-Residential/Commercial (fee per acre)	\$16,358
Industrial (fee per acre)	\$16,358

SECTION 3. Collection Fee Schedule. The City may also add an additional cost to the Local Development Mitigation Fee schedule to cover the costs of collecting and remitting the fees from project proponents.

SECTION 4: Periodic Fee Adjustment. The Local Development Mitigation Fee schedule set forth above may be periodically reviewed and the amounts adjusted as set forth in the MSHCP Mitigation Fee Implementation Manual adopted pursuant to the Local Development Mitigation Fee Ordinance

SECTION 5. Automatic Annual Fee Adjustment. In addition to the Periodic Fee Adjustment mentioned above, the RCA shall provide the City with an automatic annual fee adjustment for the Local Development Mitigation Fee established by this Ordinance as set forth in the MSHCP Mitigation Fee Implementation Manual adopted pursuant to the Local Development Mitigation Fee Ordinance.

SECTION 6. Adoption of 2020 Nexus Study. The City Council hereby adopts the 2020 Nexus Study and its findings.

SECTION 7. CEQA Findings. The City Council hereby finds that in accordance with CEQA and the State CEQA Guidelines the adoption of this Resolution is exempt from CEQA pursuant to Section 21080(b)(8) of the California Public Resources Code and Sections 15273 and 15378(b)(4) of the State CEQA Guidelines.

SECTION 8. SEVERABILITY. This Resolution and the various parts, sections, and clauses thereof, are hereby declared to be severable. If any part, sentence, paragraph, section, or clause is adjudged unconstitutional or invalid, the remainder of this Resolution shall not be affected thereby. If any part, sentence, paragraph, section, or clause of this Resolution, or its application to any person entity is adjudged unconstitutional or invalid, such unconstitutionality or invalidity shall affect only such part, sentence, paragraph, section, or clause of this Resolution, or person or entity; and shall not affect or impair any of the remaining provision, parts, sentences, paragraphs, sections, or clauses of this Resolution, or its application to other persons or entities. The Board of Supervisors hereby declares that this Resolution would have been adopted had such unconstitutional or invalid part, sentence, paragraph, section, or clause of this Resolution not been included herein; or had such person or entity been expressly exempted from the application of this Resolution.

If the fees collected for the conservation of the land, including the monitoring and management thereof, are later adjudged by a final unappealable judgment of a court of competent jurisdiction to be unconstitutional or invalid, the prior Local Development Mitigation Fee adopted under the prior 2003 Local Development Mitigation Fee Nexus Study and the corresponding shall each be revived and shall continue for the life of the MSHCP.

SECTION 9. Effective Date. This Resolution shall become effective on July 1, 2021.

ADOPTED this 16th day of March 2021.

By: \_\_\_\_\_  
Mike Lara, Mayor

ATTEST:

By: \_\_\_\_\_  
Steven Mehlman, City Clerk

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF THE CITY OF BEAUMONT TO UPDATE THE LOCAL DEVELOPMENT MITIGATION FEE FOR FUNDING THE PRESERVATION OF NATURAL ECOSYSTEMS IN ACCORDANCE WITH THE WESTERN RIVERSIDE COUNTY MULTIPLE SPECIES HABITAT CONSERVATION PLAN**

**WHEREAS**, the City Council of the City of BEAUMONT (“City”) finds that the ecosystems of the City and western Riverside County, and the vegetation communities and sensitive species they support are fragile, irreplaceable resources that are vital to the general welfare of all residents;

**WHEREAS**, these vegetation communities and natural areas contain habitat value which contributes to the City’s and the region’s environmental resources;

**WHEREAS**, special protections for these vegetation communities and natural areas are being established to prevent future endangerment of the plant and animal species that are dependent upon them;

**WHEREAS**, adoption and implementation of this Ordinance will help to enable the City to achieve the conservation goals set forth in the Western Riverside County Multiple Species Habitat Conservation Plan (“MSHCP”), adopted by the City Council on October 7, 2003, to implement the associated Implementing Agreement executed by the City Council on October 19, 2004, and to preserve the ability of affected property owners to make reasonable use of their land consistent with the requirements of the National Environmental Policy Act (“NEPA”), the California Environmental Quality Act (“CEQA”), the Federal Endangered Species Act (“FESA”), the California Endangered Species Act (“CESA”), the California Natural Community Conservation Planning Act (“NCCP Act”), and other applicable laws;

**WHEREAS**, the purpose and intent of this Ordinance is to update its Local Development Mitigation Fee to assist in the maintenance of biological diversity and the natural ecosystem processes that support this diversity; the protection of vegetation communities and natural areas within the City and western Riverside County which are known to support threatened, endangered, or key sensitive populations of plant and wildlife species; the maintenance of economic development within the City by providing a streamlined regulatory process from which development can proceed in an orderly process; and the protection of the existing character of the City and the region through the implementation of a system of reserves which will provide for permanent open space, community edges, and habitat conservation for species covered by the MSHCP;

**WHEREAS**, the findings set forth herein are based on the MSHCP and the 2020 Nexus Study, and the estimated implementation costs of the MSHCP as set forth in the 2020 Nexus Study, a copy of which is on file in the City Clerk’s office;

**WHEREAS**, The Western Riverside County Regional Conservation Authority (“RCA”) has prepared an updated nexus study entitled “WESTERN RIVERSIDE COUNTY MULTIPLE SPECIES HABITAT CONSERVATION PLAN NEXUS FEE STUDY UPDATE” (2020 Nexus Study”) pursuant to California Government code sections 66000 et seq. for the purpose of updating the Local Development Mitigation Fee (“LDMF”). On December 7, 2020, the RCA Board of Directors reviewed the 2020 Nexus Study and directed RCA Permittees to adopt this updated MSHCP fee ordinance.

**WHEREAS**, pursuant to Article 11, Section 7 of the California Constitution, the City[County] is authorized to enact measures that protect the health, safety, and welfare of its citizens;

**WHEREAS**, pursuant to Government Code sections 66000 et seq., the City is empowered to impose fees and other exactions to provide necessary funding and public facilities required to mitigate the negative effect of new development projects;

**WHEREAS**, the City Council took action on the MSHCP and the associated Implementing Agreement and adopted the original LDMF, and made appropriate findings pursuant to CEQA;

**WHEREAS**, the levying of LDMF has been reviewed by the City Council and staff in accordance with the California Environmental Quality Act (“CEQA”) and the State CEQA Guidelines and it has been determined that the adoption of this ordinance is exempt from CEQA pursuant to Section 21080(b)(8) of the California Public Resources Code and Sections 15273 and 15378(b)(4) of the State CEQA Guidelines; and

**WHEREAS**, pursuant to Government Code sections 66016, 66017, and 66018, the City[County] has: (a) made available to the public, at least ten (10) days prior to its public hearing, data indicating the estimated cost required to provide the facilities and infrastructure for which these development fees are levied and the revenue sources anticipated to provide those facilities and infrastructure; (b) mailed notice at least fourteen (14) days prior to this meeting to all interested parties that have requested notice of new or increased development fees; and (c) held a duly noticed, regularly scheduled public hearing at which oral and written testimony was received regarding the proposed fees.

**NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF BEAUMONT DOES ORDAIN AS FOLLOWS:**

**SECTION 1. FINDINGS.** The City Council finds and determines as follows:

**A.** The preservation of vegetation communities and natural areas within the City and western Riverside County which support species covered by the MSHCP is necessary to protect and promote the health, safety, and welfare of all the citizens of the City by reducing the adverse direct, indirect, and cumulative effects of urbanization and development and providing for permanent conservation of habitat for species covered by the MSHCP.

**B.** It is necessary to update certain development impact fees to ensure that all new development within the City pays its fair share of the costs of acquiring and preserving vegetation communities and natural areas within the City and the region which are known to support plant and wildlife species covered by the MSHCP.

**C.** A proper funding source to pay the costs associated with mitigating the direct, indirect, and cumulative impacts of development to the natural ecosystems within the City and the region, as identified in the MSHCP, is a development impact fee for residential, commercial, and industrial development. The amount of the fee is determined by the nature and extent of the impacts from the development to the identified natural ecosystems and or the relative cost of mitigating such impacts.

**D.** The MSHCP and the 2020 Nexus Study, a copy of which is on file in the City Clerk's office, provides a basis for the imposition of development impact fees on new construction.

**E.** The use of the development impact fees to mitigate the impacts to the City's and the region's natural ecosystems is reasonably related to the type and extent of impacts caused by development within the City.

**F.** The costs of funding the proper mitigation of natural ecosystems and biological resources impacted by development within the City and the region are apportioned relative to the type and extent of impacts caused by the development.

**G.** The facts and evidence provided to the City establish that there is a reasonable relationship between the need for preserving the natural ecosystems in the City and the region, as defined in the MSHCP, and the direct, indirect, and cumulative impacts to such natural ecosystems and biological resources created by the types of development on which the fee will be imposed, and that there is a reasonable relationship between the fee's use and the types of development for which the fee is charged. This reasonable relationship is described in more detail in the MSHCP and the 2020 Nexus Study.

**H.** The cost estimates for mitigating the impact of development on the City's and the region's natural ecosystem and biological resources, as set forth in the MSHCP, are reasonable and will not exceed the reasonably estimated total of these costs.

**I.** The fee set forth herein does not reflect the entire cost of the lands which need to be acquired in order to implement the MSHCP and mitigate the impact caused by new development. Additional revenues will be required from other sources. The City Council finds that the benefit to each development project is greater than the amount of the fee to be paid by the project.

**J.** The fees collected pursuant to this Ordinance shall be used to finance the acquisition and perpetual conservation of the natural ecosystems and certain improvements necessary to implement the goals and objectives of the MSHCP.

**SECTION 2. ADMINISTRATIVE RESPONSIBILITY.** The RCA is hereby reaffirmed as the Administrator of this Ordinance. The RCA is hereby authorized to receive all fees generated from the Local Development Mitigation Fee within the City, and to invest, account for, and expend such fees in accordance with the provisions of the MSHCP, MSHCP Implementing Ordinance, this Ordinance, and the MSHCP Mitigation Fee Implementation Manual. The detailed administrative procedures concerning the implementation of this Ordinance shall be contained in the MSHCP Mitigation Fee Implementation Manual adopted December 7, 2020 and as may be amended from time to time. The RCA Board of Directors may adopt a policy that will allow the City[County] to authorize the RCA to calculate the fees due and collect those amounts directly from property owners. If such a policy is adopted, it will be included in the MSHCP Mitigation Fee Implementation Manual.

**SECTION 3. DEFINITIONS.** As used in this Ordinance, the following terms shall have the following meanings:

“Accessory Dwelling Unit” means an accessory dwelling unit as defined by California Government Code section 65852.2(j)(1), or as defined in any successor statute.

“Board of Supervisors” means the Board of Supervisors of the County of Riverside, California.

“City” means the City of BEAUMONT, County of Riverside, California.

“City Council” means the City Council of the City of BEAUMONT, California.

“Credit” means a credit allowed pursuant to Section 10 of this Ordinance, which may be applied against the development impact fee paid.

“Development” means a human-created change to improved or unimproved real estate, including buildings or other structures, mining, dredging, filing, grading, paving, excavating, and drilling.

“Development Project” or “Project” means any project undertaken for the purpose of development pursuant to the issuance of a building permit by the City pursuant to all applicable ordinances, regulations, and rules of the City and state law.

“Junior Accessory Dwelling Unit” means a junior accessory dwelling unit as defined by California Government Code section 65852.22(h)(1), or as defined in any successor statute.

“Local Development Mitigation Fee” or “Fee” means the development impact fee imposed pursuant to the provisions of this Ordinance.

“Multiple Species Habitat Conservation Plan” or “MSHCP” means the Western Riverside County Multiple Species Habitat Conservation Plan, adopted by the City Council.



“MSHCP Conservation Area” has the same meaning and intent as such term is defined and utilized in the MSHCP.

“Ordinance” means this Ordinance No. 2021-\_\_\_\_ of the City of BEAUMONT, California.

“Project Area” means the area, measured in acres, within the Development Project including, without limitation, any areas to be developed as a condition of the Development Project. Except as otherwise provided herein, the Project Area is the area upon which the project will be assessed the Local Development Mitigation Fee. See the MSHCP Mitigation Fee Implementation Manual for additional guidance for calculating the Project Area.

“Revenue” or “Revenues” means any funds received by the City pursuant to the provisions of this Ordinance for the purpose of defraying all or a portion of the cost of acquiring and preserving vegetation communities and natural areas within the City and the region which are known to support threatened, endangered, or key sensitive populations of plant and wildlife species.

“Western Riverside County Regional Conservation Authority” or “RCA” means the governing body established pursuant to the MSHCP that is delegated the authority to oversee and implement the provisions of the MSHCP.

Any capitalized term not otherwise defined herein shall carry the same meaning and definition as that term is used and defined in the MSHCP.

#### **SECTION 4. LOCAL DEVELOPMENT MITIGATION AND LOCAL INFRASTRUCTURE FEE.**

**A. Adoption of Local Development Mitigation Fee Schedule.** The City Council [Board of Supervisors] shall adopt an applicable Local Development Mitigation Fee schedule provided by the RCA through a separate resolution, which may be amended from time to time.

**B. Public Projects.** The City is required to mitigate the impacts of Public Projects pursuant to the MSHCP and the MSHCP Implementing Agreement. The definition of Public Project and the method for mitigating Public Projects will be set forth in the MSHCP Mitigation Fee Implementation Manual.

**C. Periodic Fee Adjustment.** The Local Development Mitigation Fee schedule set forth in the fee resolution referenced above may be periodically reviewed and the amounts adjusted as set forth in the MSHCP Mitigation Fee Implementation Manual.

**D. Automatic Annual Fee Adjustment.** In addition to the Periodic Fee Adjustment mentioned above, the RCA shall provide the City with an automatic annual fee adjustment for the Local Development Mitigation Fee established by this Ordinance as set forth in the MSHCP Mitigation Fee Implementation Manual.

**SECTION 5. IMPOSITION OF THE LOCAL DEVELOPMENT MITIGATION FEE.**

- A.** The Local Development Mitigation Fee will be paid no later than at the issuance of a building permit. Notwithstanding any other provision of the City's Municipal Code, no building permit shall be issued for any Development Project unless the Local Development Mitigation Fee applicable to such Development Project has been paid. The amount of the Fee shall be calculated in accordance with the MSHCP Mitigation Fee Implementation Manual.
- B.** In lieu of the payment of the Local Development Mitigation Fee as provided above, the Fee for a Development may be paid through a Community Facilities District, provided that such arrangement is approved by the RCA in writing.

**SECTION 6. PAYMENT OF LOCAL DEVELOPMENT MITIGATION FEE.**

- A.** The Local Development Mitigation Fee shall be paid in full in accordance with applicable law.
- B.** The Local Development Mitigation Fee required to be paid under this Ordinance shall be the fee in effect at the time the permit is issued *[or at the time the fee is paid]* for which the Local Development Mitigation Fee is assessed; provided, however, that Housing Development Projects as defined by California Government Code section 65589.5(h)(2) may be entitled to pay the fee in effect at the time of the preliminary application was submitted.
- C.** Notwithstanding anything in the City's Municipal Code, or any other written documentation to the contrary, the Local Development Mitigation Fee shall be paid whether or not the Development Project is subject to conditions of approval by the City imposing the requirement to pay the fee.
- D.** If all or part of the Development Project is sold prior to payment of the Local Development Mitigation Fee, the Project shall continue to be subject to the requirement to pay the fee as provided herein.
- E.** The fee title owner(s) of the Property is responsible for the payment of the Local Development Mitigation Fee.

**SECTION 7. REFUNDS.**

Under certain circumstances, such as double payment, expiration of a building permit, or fee miscalculation due to clerical error, an applicant may be entitled to a refund. Refunds will be reimbursed by the end of the fiscal year on a first come, first served basis, depending upon the net revenue stream. Refunds will only be considered reimbursable if requested within 3 years of the original LDMF payment. In all cases, the applicant must promptly submit a refund request with proof of LDMF payment to the RCA if RCA collected the LDMF, or if collected by a local

jurisdiction, the refund request shall be submitted to that local jurisdiction, which will subsequently forward the request to RCA for verification, review, and possible action.

1. Expiration Of Building Permits - If a building permit should expire, is revoked, or is voluntarily surrendered and is, therefore voided and no construction or improvement of land has commenced, then the applicant may be entitled to a refund of the LDMF collected which was paid as a condition of approval, less administration costs. Any refund must be requested within three (3) years of the original payment. The applicant shall pay the current LDMF in effect at the time in full if s/he reapplies for the permit.

2. Double Payments – on occasion due to a clerical error, a developer has paid all or a portion of the required LDMF for project twice. In such cases, a refund of the double payment may be required.

3. Balance Due – when LDMF is incorrectly calculated due to City clerical error, it is the City’s responsibility to remit the balance due to RCA. The error must be discovered within three (3) years of the original payment for the City to be held accountable. The amount due can be remitted through alternate methods agreed to by the RCA Executive Committee. If first approved through RCA staff in writing, the calculation is not subject to additional review.

**SECTION 8. ACCOUNTING AND DISBURSEMENT OF COLLECTED LOCAL DEVELOPMENT MITIGATION FEES.**

**A.** All fees paid pursuant to this Ordinance shall be deposited, invested, accounted for, and expended in accordance with Section 66006 of the Government Code and all other applicable provisions of law.

**B.** Subject to the provisions of this section, all fees collected pursuant to this Ordinance shall be remitted to the Western Riverside County Regional Conservation Authority at least quarterly.

**C.** In the resolution mentioned in Section 4.A, the City may also add an additional cost to the Local Development Mitigation Fee schedule to cover the costs of collecting the fees from project proponents. Any amounts collected by the City shall not reduce the amount collected and remitted to the RCA under this Ordinance.

**SECTION 9. EXEMPTIONS.** The following types of construction shall be exempt from the provisions of this Ordinance:

**A.** Reconstruction or improvements that were damaged or destroyed by fire or other natural causes, provided that the reconstruction or improvements do not result in additional usable square footage.

**B.** Rehabilitation or remodeling to an existing Development Project, provided that the rehabilitation or remodeling does not result in additional usable square footage.

- C. Accessory Dwelling Units, but only to the extent such fee is exempted under state law.
- D. Junior Accessory Dwelling Units, but only to the extent such fee is exempted under state law.
- E. Existing structures where the use is changed from an existing permitted use to a different permitted use, provided that no additional improvements are constructed and does not result in additional usable square footage.
- F. Certain Agricultural Operations as allowed by the MSHCP, as amended.
- G. Vesting Tentative Tract Maps entered into pursuant to Government Code section 66452 et seq. (also, Government Code section 66498.1 et seq.) and Development Projects which are the subject of a development agreement entered into pursuant to Government Code section 65864 et seq., prior to the effective date of Ordinance No. 2021-\_\_\_\_\_, wherein the imposition of new fees are expressly prohibited, provided that if the term of such a vesting map or development agreement is extended by amendment or by any other manner after the effective date of Ordinance No. 2021-\_\_\_\_\_, the MSHCP Fee shall be imposed.

Except as exempted above, all projects are required to make a mitigation payment/contribution and where no mitigation payment process is specified, the project will pay the updated per acre mitigation fee.

**SECTION 10. FEE CREDITS.** Any Local Development Mitigation Fee credit that may be applicable to a Development Project shall be determined by the City and approved by the RCA. All Fee Credits shall comply with the resolutions, ordinances, Implementing Agreement, and policies of the Western Riverside County Regional Conservation Authority including, without limitation, the MSHCP Mitigation Fee Implementation Manual.

**SECTION 11. SEVERABILITY.** This Ordinance and the various parts, sections, and clauses thereof, are hereby declared to be severable. If any part, sentence, paragraph, section, or clause is adjudged unconstitutional or invalid, the remainder of this Ordinance shall be affected thereby. If any part, sentence, paragraph, section, or clause of this Ordinance, or its application to any person entity is adjudged unconstitutional or invalid, such unconstitutionality or invalidity shall affect only such part, sentence, paragraph, section, or clause of this Ordinance, or person or entity; and shall not affect or impair any of the remaining provision, parts, sentences, paragraphs, sections, or clauses of this Ordinance, or its application to other persons or entities. The City Council hereby declares that this Ordinance would have been adopted had such unconstitutional or invalid part, sentence, paragraph, section, or clause of this Ordinance not been included herein; or had such person or entity been expressly exempted from the application of this Ordinance.

**SECTION 12. CEQA FINDINGS.** The City Council hereby finds that in accordance with CEQA and the CEQA Guidelines the adoption of this Ordinance is exempt from CEQA pursuant to Section 21080(b)(8) of the California Public Resources Code and Sections 15273 and 15378(b)(4) of the State CEQA Guidelines.

**SECTION 13. ORDINANCE SUPERSEDED.** This Ordinance supersedes the provisions of Resolution No. 2004-58 and Resolution 2003-28 provided this Ordinance is not declared invalid or unenforceable by a court of competent jurisdiction. If, for whatever reason, this Ordinance is declared invalid or unenforceable by a court of competent jurisdiction, Resolution No. 2004-58 and Resolution 2003-28 and all other related ordinances and policies shall remain in full force and effect.

**SECTION 14. EFFECTIVE DATE.** The Mayor shall sign this Ordinance and the City Clerk shall attest thereto and shall within fifteen (15) days of its adoption cause it, or a summary of it, to be published in the Press Enterprise, a newspaper published and circulated in the City of BEAUMONT, and thereupon and thereafter this Ordinance shall take effect and be in force according to law. Pursuant to Section 13.2(A) of the MSHCP Implementing Agreement, the City[County] Clerk shall send a copy of this Ordinance to RCA within 30 days of the date of adoption.

**PASSED, APPROVED, AND ADOPTED,** this 16th day of March 2021 by the following:

\_\_\_\_\_  
Mike Lara, Mayor

ATTEST:

\_\_\_\_\_  
Steven Mehlman, City Clerk



# Nexus Study Background Summary

February 1, 2021

For more information, contact:

Anne Mayer ([amayer@rctc.org](mailto:amayer@rctc.org)) or Aaron Hake ([ahake@rctc.org](mailto:ahake@rctc.org))

Item 10.

**Multiple Species Habitat Conservation Plan (MSHCP)** – Originally adopted in 2004, the MSHCP is a comprehensive plan focusing on permanent conservation of 500,000 acres and protection of 146 species in Western Riverside County.

**Contribute to the economy** – Implementation of the MSHCP accelerates construction of infrastructure and development, reduces project costs, and provides permitting efficiencies that lead to economic growth.

**Ensure financial stability** – The MSHCP fee has not been increased (other than CPI adjustments) since inception in 2004.

- Several assumptions in the original 2004 nexus study did not occur, causing a revenue gap that would only get wider by further delaying the implementation of a new nexus study.
- RCA must demonstrate full funding of the MSHCP to the state and federal wildlife agencies who provide the permits for the MSHCP. Without these permits, the MSHCP cannot provide coverage for private development and public infrastructure projects under the federal and state Endangered Species Acts. Without this coverage, each project would be responsible for mitigating their own impacts pursuant to these laws, which could be very costly and uncertain.

**Mindful implementation** – Recognizing the current economic situation, the RCA Board, in consultation with the BIA, adopted the lowest possible fee evaluated in the Nexus Study, along with a phase-in of the increase. 50% of the increase will take effect on July 1, 2021, with the remaining 50% taking effect on January 1, 2022.

- The lower fee increase is made possible by extending the land acquisition period by an additional 15 years. Adding this time for development to occur spreads the fee and mitigates the increase.
- The Nexus Study identified an equitable distribution of the fee where each acre developed is treated roughly the same.

Nexus Study LDMF Fee Schedule			
Category	Current fee per unit or per acre	Effective July 1, 2021	Effective January 1, 2022
Residential: Up to 8.0 dwelling units/acre (DUAC)	\$2,234	\$2,935	\$3,635
Residential: 8.0-14 DUAC	\$1,430	\$1,473	\$1,515
Residential: 14.0+ DUAC	\$1,161	\$670	\$670
Commercial (per acre)	\$7,606	\$11,982	\$16,358
Industrial (per acre)	\$7,606	\$11,982	\$16,358

**Prepayment allowed** – Cities and the County may accept prepayment of fees at their own discretion for applicants wishing to pay current fee levels prior to July 1, 2021.

**Transparent decision making** – The RCA Board, consisting of elected officials representing 18 cities and the County Board of Supervisors, adopted the Nexus Study on December 7, 2020 at its public meeting. The RCA Executive Committee discussed the Nexus Study in six Brown Act public meetings over the course of a year (November 2019-November 2020). On November 2, 2020, the draft Nexus Study was posted on the RCA website, more than 30 days before the full Board of Directors’ consideration, in excess of minimum transparency requirements.

**Meeting the commitment** – Cities and the County must adopt the updated MSHCP fee before May 2, 2021 to remain compliant with the MSHCP and be eligible to receive the Plan’s benefits.

- RCA has transmitted the model ordinance and resolution to adopt the updated fee to city and county staffs. RCA staff is available to assist with implementation questions.

**New management, enhanced services** – RCA is now under the management of RCTC. RCTC is committed to enhancing its service to the private sector through joint project reviews and to public agencies seeking to build infrastructure.

*The Economics of Land Use*



## Final Report

# Western Riverside County Multiple Species Habitat Conservation Plan Nexus Fee Study Update

Prepared for:

Western Riverside County Regional Conservation Authority

Prepared by:

Economic & Planning Systems, Inc.

October 2020

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EPS #171034

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## 1. INTRODUCTION AND KEY FINDINGS

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This Updated Nexus Study (2020 Nexus Study) provides the technical justification for changes to the Local Development Mitigation Fee schedule that applies to Local Permittee participants in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP or Plan). These changes are necessary to ensure adequate funding of the obligations of the Local Permittees under the MSHCP and the associated Incidental Take Permit and Implementing Agreement. The resulting increased fee revenues will support the continued implementation of the MSHCP and the streamlining of endangered species incidental take permitting for new Western Riverside County development provided under the MSHCP. This Nexus Study is consistent with the requirements of California Government Code 66000 et seq. (the Mitigation Fee Act) that requires specific findings (as well as administration and implementation procedures) for “any action establishing, increasing, or imposing a fee as a condition of approval of a development project by a local agency.”

### Background

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP or Plan), originally adopted in 2004, is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) focusing on the conservation of species and their associated habitats in Western Riverside County. The MSHCP was developed in response to the need for future growth opportunities in Western Riverside County while addressing the requirements of the State and federal Endangered Species Acts. The MSHCP serves as an HCP pursuant to Section 10(a)(1)(B) of the federal Endangered Species Act of 1973 as well as a Natural Communities Conservation Plan under the NCCP Act of 2001. The MSHCP streamlines these environmental permitting processes by allowing the participating jurisdictions to authorize “take” of plant and wildlife species identified within the Plan Area. At the same time, Plan implementation provides a coordinated MSHCP Conservation Area and implementation program to preserve biological diversity and maintain the region’s quality of life.

The MSHCP and the associated Implementing Agreement and Incidental Take Permit collectively determine a set of conservation actions that must be taken to meet the terms of the Incidental Take Permit and benefit from the regulatory streamlining and other benefits of the MSHCP. This includes the identification of the responsible parties, including the responsibilities of the Local Permittees.<sup>1</sup> One of the key requirements of the MSHCP, Implementing Agreement, and Incidental Take Permit (consistent with the requirements of the federal Endangered Species Act) is the provision of adequate funding by Local Permittees to the Implementing Entity (the Western Riverside County Regional Conservation Authority<sup>2</sup>) to conduct their portion of the conservation actions identified in the MSHCP.

---

<sup>1</sup> Local Permittees include the Western Riverside cities, the County of Riverside, County Flood Control and Water Conservation District, County Regional Park and Open-Space District, County Department of Waste Resources, and Riverside County Transportation Commission.

<sup>2</sup> The Western Riverside County Regional Conservation Agency is a Joint Powers Authority established in 2004 to implement the MSHCP.

Section 8.0 of the MSHCP outlines the MSHCP funding/financing approach. It also identified best estimates of Plan implementation costs at the time of Plan adoption, including the local funding commitment that represents a portion of the overall land acquisition, management and monitoring, and Plan administration costs. The Local Funding Program included a mix of funding sources to provide “an equitable distribution of the cost for local mitigation under the MSHCP.” The proposed funding sources included Local Development Mitigation Fees (and land dedications), regional infrastructure project public contributions (including contributions to mitigate for transportation infrastructure, regional utility projects, local public capital construction projects, and regional flood control projects), and landfill tipping fees.

Participating cities and the County were each required to implement a Local Development Mitigation Fee under California Government Code Section 66000 et seq. (the “Mitigation Fee Act”) and supported by the separate “Final Mitigation Fee Nexus Study Report for the Western Riverside County Multiple Species Habitat Conservation Plan,” July 1, 2003 (Original or 2003 Nexus Study). The MSHCP funding chapter notes the need for frequent evaluations of the performance of the funding mechanisms and assessments of the funding plan and the need to make any necessary modifications to the funding mechanisms. The MSHCP also notes that the mitigation fee will need to be “reevaluated and revised should it be found to insufficiently cover mitigation of new development.”

In addition to the common practice of updating mitigation fees periodically to account for changing circumstances, the Western Riverside County Regional Conservation Authority (RCA) has determined that significant changes have occurred and/or circumstances have arisen that justify an update to the mitigation fees. These changes include, but are not limited to, the following:

- The need to acquire more land than originally forecast due to the lower than expected land dedication.
- The lower-than-expected levels of non-fee funding from local and regional funding sources.
- The lower than expected levels of residential development.
- The need to diversify land acquisitions away from a focus on the larger, more remote parcels to also acquiring parcels closer to urbanized areas, consistent with the reserve assembly requirements of the MSHCP.

## **Original and Existing Fee Schedule**

All local jurisdictions participating in the MSHCP and obtaining coverage for public and private take in their jurisdictions were required to adopt and implement the 2004 Mitigation Fee Schedule through ordinance and resolution and then to pass through the fee funding (except for any additional administrative charges added by the jurisdictions) to the RCA to fund MSHCP implementation. The ordinances allowed for periodic inflationary increases based on the annual change in the Consumer Price Index for the Los Angeles-Anaheim-Riverside area. In 2018 the Bureau of Labor Statistics implemented a geographic revision, establishing Riverside as its own Core Based Statistical Area. As a result, Riverside was removed from the Consumer Price Index encompassing Los Angeles and Anaheim. Going forward, inflationary increases will be based on the annual change in the Consumer Price Index for the newly established Riverside-San

Bernardino-Ontario area. As outlined in the 2003 Nexus Study (Original Nexus Study), all new development in Western Riverside County is required to pay the mitigation fee.

**Table 1** shows the original 2004 Local Development Mitigation Fee schedule and the current 2021 Fee Schedule that reflects periodic inflationary fee adjustments using the indexing process that collectively increased the fees by 35 percent between 2004 and 2020 (this was below the overall inflation index increase over this period).

**Table 1 2004 and 2021 MSHCP Fee Schedule**

Fee Category	2004 Fee per unit or per acre	2021 Fee per unit or per acre <sup>3</sup>
Residential: Up to 8.0 dwelling units per acre (DUAC)	\$1,651	\$2,234
Residential: 8.0-14.0 DUAC	\$1,057	\$1,430
Residential: 14.0+ DUAC	\$859	\$1,161
Commercial (per acre)	\$5,620	\$7,606
Industrial (per acre)	\$5,620	\$7,606

## Updated Mitigation Fee Schedules

This 2020 Nexus Study has estimated the increased fee level that would be required to provide sufficient revenues, based on the best available forecasts of future growth, to support the full implementation of the MSHCP, including the completion of all land acquisition and the establishment of the necessary endowment, by 2029 (Year 25 of Plan implementation).<sup>4</sup> Because, as shown below, this would require a major increase in the fee levels, three other scenarios are also considered where different time extensions provide more time for land acquisition.<sup>5</sup> These extensions allow for the costs of Plan implementation (including land acquisitions) to be spread across more development and, as a result, moderate the level of mitigation fee increase required. In addition, the longer extension scenarios require a pace of land acquisition that is more consistent with what has proven to be achievable. All of these fee

<sup>3</sup> Note it is RCA procedure to refer to fees during, for example, Fiscal Year 2020/2021, as the 2021 fee. The 2021 fee became effective July 1, 2020, and applies for the fiscal year of 2020-21 (i.e., until June 30, 2021 when the 2022 Fee begins).

<sup>4</sup> The MSHCP provided a 25-year period of the required land acquisition with the larger 75-year permit term. This is labelled the “No Extension” or “Baseline Scenario” in this Update Study.

<sup>5</sup> The baseline scenario as well as the extension scenarios assume that all land acquisition as well as the full endowment will be completed/ established by the end of the specified implementation/ land acquisition period. Interest from the non-depleting endowment will fund all ongoing costs thereafter.

increases would be consistent with the Mitigation Fee Act and the MSHCP and associated Incidental Take Permit and Implementing Agreement.

The mitigation fee levels shown for each extension scenario are the fee levels required to cover the appropriate portion of the Local Permittee MSHCP implementation costs based on the best information available at this time. The revised mitigation fee levels reflect changes in estimated costs, expected levels of land dedication, and non-fee funding. Consistent with the MSHCP and Original Nexus Study, it is assumed that all new development in Western Riverside County will pay the mitigation fee because, as noted in the MSHCP, “new development affects the environment through construction activity and cumulatively through population bases that result from such development.”<sup>6</sup> Importantly, the revised mitigation fee levels also reflect the decision to determine the mitigation fee that applies to different land uses on a consistent per gross acre basis. This approach is considered to provide a clear, consistent, and proportionate method for determining mitigation fees on new development.<sup>7</sup> The 2020 Nexus Study does convert the overarching per gross acre fee into per unit residential fees for different density ranges; this conversion was conducted to provide implementation/administrative consistency for member jurisdictions.

**Table 2 Updated MSHCP Implementation Costs and Per Acre Mitigation Fees**

Fee Per Acre	No Extension	5-Year Extension	10-Year Extension	15-Year Extension
<b>Net Cost</b>	<b>\$912,756,583</b>	<b>\$902,353,150</b>	<b>\$892,767,438</b>	<b>\$883,987,805</b>
<b>Acres of Development</b>				
Residential	14,026	21,818	29,611	37,403
Nonresidential	<u>6,239</u>	<u>9,705</u>	<u>13,171</u>	<u>16,637</u>
<b>Total</b>	<b>20,265</b>	<b>31,523</b>	<b>42,782</b>	<b>54,040</b>
<b>Mitigation Fee per Acre</b>	<b>\$45,041</b>	<b>\$28,625</b>	<b>\$20,868</b>	<b>\$16,358</b>

Sources: Southern California Association of Governments; Western Riverside County RCA; Economic & Planning Systems, Inc.

<sup>6</sup> Consistent with the Original Nexus Study and the technical analysis in this study update (and as described in more detail in the Fee Implementation Handbook), certain types of public improvements/ infrastructure projects will make mitigation payments calculated as a percent of total improvement cost. All projects are required to make a mitigation payment/contribution (except where exempted as specified in the Ordinance); where no mitigation payment process is specified, the project will pay the updated per acre mitigation fee.

<sup>7</sup> This is the approach taken by the majority of regional Habitat Conservation Plans in California, including the Coachella Valley Multiple Species Habitat Conservation Plan mitigation fee.

As shown in **Table 2**, the required mitigation fee per gross acre of development varies substantially based on level of extension as follows:

- **No Extension.** Under the current structure, where all land acquisition must occur by the end of Year 25 of MSHCP implementation (2029), a mitigation fee of **\$45,041 per acre** of development would be required.
- **5-Year Extension.** With a 5-year extension, where all land acquisition must occur by the end of Year 30 of MSHCP implementation (2034), a mitigation fee of **\$28,625 per acre** of development would be required.
- **10-Year Extension.** With a 10-year extension, where all land acquisition must occur by the end of Year 35 of MSHCP implementation (2039), a mitigation fee of **\$20,868 per acre** of development would be required.
- **15-Year Extension.** With a 15-year extension, where all land acquisition must occur by the end of Year 40 of MSHCP implementation (2044), a mitigation fee of **\$16,358 per acre** of development would be required.

For residential development, the per gross acre fee is translated into per residential unit fees by density category to provide for a fee framework that is consistent with the current fee structure. The per residential unit fees are calculated by dividing the per gross acre fee by an assumed typical/ average density for each of the three density ranges (low, medium, and high).<sup>8</sup> The full mitigation fee schedule (for each extension scenario) is shown in **Table 3**, including the per unit residential fees by density category and per gross acre fees for non-residential development. The typical/ average residential densities used to calculate the per-unit residential fees are the same as the density assumptions in the Original Nexus Study.<sup>9</sup>

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<sup>8</sup> For example, the \$3,635 per unit Residential – Low fee under the 15-year extension is derived by dividing the overall per gross acre mitigation fee of \$16,358 (shown in Figure 2) by the assumed typical/average density of Residential Low of 4.5 units/acre.

<sup>9</sup> The Fee Implementation Handbook provides more specifics on how to determine a project's residential density and therefore the appropriate per unit residential fee that applies.

**Table 3 Updated Mitigation Fee Schedule by Extension Scenario**

Fee Per Unit	Current Fee 2021 <sup>1</sup>	No Extension	5-Year Extension	10-Year Extension	15-Year Extension
Residential - Low (Up to 8.0 DUAC) <sup>2,3</sup>	\$2,234	\$10,009	\$6,361	\$4,637	\$3,635
Residential - Medium (8.0-14.0 DUAC) <sup>2,3</sup>	\$1,430	\$4,170	\$2,650	\$1,932	\$1,515
Residential - High (14.0+ DUAC) <sup>2,3</sup>	\$1,161	\$1,846	\$1,173	\$855	\$670
Commercial / Industrial (per acre)	\$7,606	\$45,041	\$28,625	\$20,868	\$16,358

1. Western Riverside County Multiple Species Conservation. Local Development Mitigation Fee Schedule for FY 2020-21 (Effective July 1, 2020 – June 30, 2021), annually adjusted using the Consumer Price Index.
2. Per acre mitigation fees translated into per unit fees based on the following residential densities: for low density, 4.5 units per acre; for medium density, 10.8 units per acre; for high density, 24.4 units per acre, consistent with the assumptions used in Appendix E of the original Nexus Study.
3. DUAC stands for Dwelling Units per Acre.

Sources: Southern California Association of Governments; Western Riverside County RCA; Economic & Planning Systems, Inc.

## Key Drivers of Fee Change

The change in Local Development Mitigation Fee is the result of a number of different contributing factors (“moving parts”), fully documented and detailed in **Chapters 2 through 7**. This Nexus Study is based on the most current information available including, for some inputs, recent years of experience from MSHCP implementation. The factors that have had the most significant effect on the Local Development Mitigation Fee calculations are summarized below.

- 1. Lower-than-expected land dedications substantially increase the Local Permittee habitat acquisition cost component of MSHCP implementation.** The MSHCP assumed that 41,000 of the 97,000 acres (42 percent) to be conserved by Local Permittee action/funding would be provided at no cost through land dedication associated with development inside the Criteria Cells. Through the first sixteen years of Plan implementation, less than 1,000 acres of the Local Permittee habitat conservation obligations have been generated through these dedications. An additional 10,000 acres of land dedication requirements have been required as part of proposed developments that have yet to occur. Beyond the dedication associated with previously proposed projects, additional land dedication is not expected.<sup>10</sup> As a result, the 2020 Nexus Study assumes the noted 10,000 acres of land dedication is formalized over the next eight years (an average annual land dedication of 1,250 acres per year) prior to the end of the current land acquisition period. No additional land dedication is assumed, even if the acquisition period is extended. As a result, at the end of the current habitat acquisition period (Year 25 of Plan

<sup>10</sup> In September 2016, the RCA revised its fee credit and waiver policy, limiting the likelihood of projects paying fees and dedicating land.



implementation), total land dedication is expected to represent about 11,000 acres and about 11 percent of the Local Permittee land conservation requirement. The RCA therefore needs to directly acquire an additional 30,000 acres of land relative to the expectations of the Original Nexus Study.

- 2. Lower than expected regional infrastructure public contributions have reduced the non-fee funding available, increasing the costs to be funded through the mitigation fee.** The MSHCP assumed a substantial level of funding from regional infrastructure project public contributions, including transportation infrastructure, regional utility projects, local public capital construction projects, and regional flood control projects, as well as from landfill tipping fees. While the Measure A sales tax has provided substantial funding as expected, other revenue sources, on aggregate, have provided (and are expected to continue to provide) substantially less funding than forecast in the 2003 Nexus Study. As a result, mitigation fees will need to cover about 91 percent of Local Permittee MSHCP implementation costs relative to the original assumption of about 56 percent.
- 3. The change towards a consistent “per gross developed acre” fee basis provides a more consistent approach for all land use development types.** The 2003 Nexus Study used an “Equivalent Benefit Unit” approach to distributing mitigation costs between different land use categories. This Nexus Study adjusts the fee calculation to the more commonly used per gross acre basis. Under this approach, the new Local Development Mitigation Fees are all based on one “across the board” per gross acre fee determination. Non-residential development then pays this per acre fee, while per unit residential fees by density category are derived from this common per gross acre fee.<sup>11</sup> This change evens out some of the prior differences in mitigation fee levels.
- 4. The estimates of average per acre land values have not changed substantially, so they have had a limited effect on the change in mitigation fees.** The original MSHCP implementation cost estimate was based on an average land value of about \$13,100 per acre. This was based on research on land transactions of parcels with different land use designations and sizes in 2001/2002. The land valuation analysis conducted for this Nexus Study estimated a planning-level land value of about \$14,300 per acre based on land transactions primarily in the 2014 to 2017 period (inflated to 2019-dollar terms). As a result, land value estimates have not changed substantially in nominal dollar terms since the Original Nexus Study. This estimated per acre land value is above the cost of most RCA transactions to date, though the average land values of future RCA land acquisition are expected to increase due to the increasing need to purchase more expensive land in “linkage” areas.

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<sup>11</sup> Similar to the Original Nexus Study, all new development in Western Riverside County is required to pay the mitigation fee (or otherwise provide the necessary mitigation). The conversion from per gross acre to per unit fees for residential development is conducted to provide administrative continuity for member agencies.

## Organization of Report

This Nexus Study includes several chapters. **Chapter 1**, this chapter, describes the purpose and need for this Nexus Study, the recommended changes in the Local Development Mitigation Fee, and the key drivers of these changes. **Chapters 2 through 7** provide the technical analysis that supports the updated fees and nexus findings. **Chapter 2** summarizes the purpose of and basis for the MSHCP, the conservation requirements of the MSHCP, and the financing strategy and approach developed to implement the MSHCP in 2004. **Chapter 3** describes the conservation achievements to date, identifies the remaining conservation requirements, and identifies expected land dedication. **Chapter 4** provides the development forecast used in the calculation of the updated mitigation fees. **Chapter 5** provides the estimates of MSHCP implementation costs, including land acquisition, management and monitoring, program administration, and endowment. **Chapter 6** describes the historical levels of non-fee revenues available to help fund Local Permittee MSHCP implementation costs. **Chapter 7** brings together the technical analysis in **Chapters 2 through 6** to estimate the updated 2020 Local Development Mitigation Fees. **Chapter 8** provides the nexus findings required under the Mitigation Fee Act as required to establish the updated fees. Finally, **Chapter 9** highlights some of the administration and implementation requirements under the Mitigation Fee Act, recognizing that the Fee Implementation Handbook provides more specific guidance to the RCA and its partner agencies on the implementation of the mitigation fee program.

## 2. MSHCP POLICIES, GOALS, AND FINANCING STRATEGY

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### MSHCP Purpose, Basis, and Goals

In response to the need to maintain future growth opportunities in Western Riverside County while addressing the requirements of the state and federal Endangered Species Acts, the County and the Riverside County Transportation Commission initiated the Riverside County Integrated Project (RCIP) in 1999. The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is one part of the RCIP that includes:

- **Updated County General Plan.** Addresses the required general plan elements such as land use, circulation, housing and open space, and conservation and includes programs to implement the MSHCP, enhance transit alternatives, and encourage development of mixed-use centers.
- **Community and Environment Transportation Acceptability Process.** Identifies future transportation corridors in Western Riverside and provides needed environmental documentation to allow preservation of future right-of-ways.
- **MSHCP.** The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP or Plan) is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) focusing on the conservation of species and their associated habitats in Western Riverside County. The MSHCP conserves vulnerable plant and animal species and their associated habitats in Western Riverside County and supports economic development.

The MSHCP was adopted in 2003 by the Riverside County Board of Supervisors. Subsequently, all of the Western Riverside cities, the County of Riverside, County Flood Control and Water Conservation District, County Regional Parks and Open-Space District, County Department of Waste Resources, Riverside County Transportation Commission, California Department of Transportation, California Department of Parks and Recreation, California Department of Fish and Game, the US Fish and Wildlife Service and the RCA signed an Implementing Agreement for the MSHCP. The Implementing Agreement includes terms to ensure MSHCP-implementation, defines remedies and recourses should any of the parties of the Agreement fail to perform obligations, and provides assurances that, as long as the MSHCP is being implemented, the Wildlife Agencies will not require additional mitigation from the Permittees.<sup>12</sup>

The MSHCP serves as an HCP pursuant to Section 10(a)(1)(B) of the federal Endangered Species Act of 1973 as well as a Natural Communities Conservation Plan under the NCCP Act of 2001. The MSHCP streamlines these environmental permitting processes by allowing the participating jurisdictions to authorize “take” of plant and wildlife species identified within the Plan Area. At the same time, Plan implementation provides a coordinated MSHCP Conservation Area and implementation program to preserve biological diversity and maintain the region’s quality of life.

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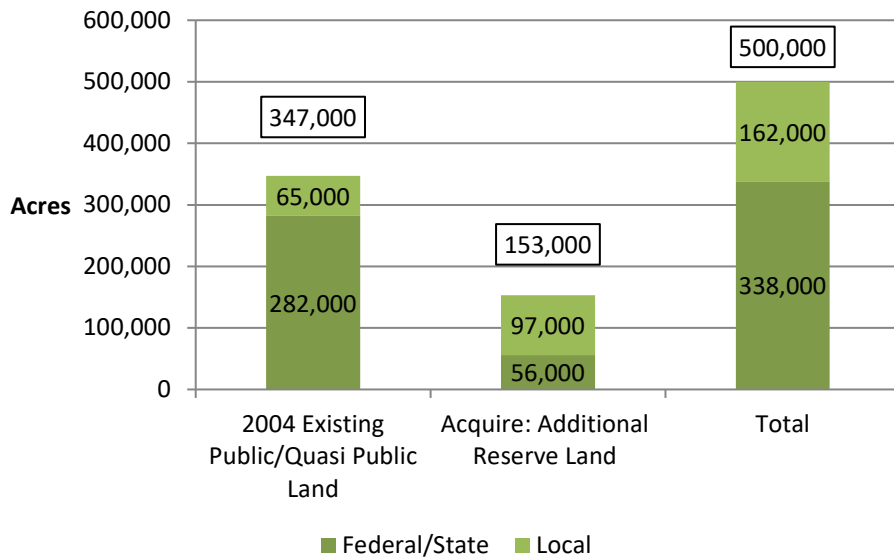
<sup>12</sup> The Wildlife Agencies include the US Fish and Wildlife Service and the California Department of Fish and Wildlife and the Permittees include all of the other parties to the Implementing Agreement.

The MSHCP and the associated Implementing Agreement and Incidental Take Permit collectively determine a set of conservation actions, and the associated responsible parties, that must be taken to meet the terms of the Incidental Take Permit and benefit from the regulatory streamlining and other benefits of the MSHCP. This includes the identification of the responsibilities of the Local Permittees.<sup>13</sup>

**MSHCP Conservation Requirements**

The goal of the MSHCP is to enhance and maintain biological diversity and ecosystems processes while allowing future economic growth. The MSHCP calls for an MSHCP Conservation Area of 500,000 acres and focuses on the conservation of 146 species.

**Figure 1 State of Conservation in 2003: Conserved Land, Additional Reserve Land to be Acquired, and Total MSHCP Conservation Area Needed**



As shown in **Figure 1**, when the MSHCP was adopted, existing public and quasi-public conservation lands covered 347,000 acres, leaving a need for 153,000 acres of land, called Additional Reserve Land (ARL), to meet the goals of the MSHCP (see **Figure 1**). The MSHCP specifies that responsibility for the conservation of the 153,000-acre Additional Reserve Lands is shared by the local development process (97,000 acres) and state and federal purchases (56,000).

<sup>13</sup> Local Permittees include the Western Riverside cities, the County of Riverside, County Flood Control and Water Conservation District, County Regional Park and Open Space District, County Department of Waste Resources, and Riverside County Transportation Commission.

**Table 4 MSHCP Goals by Area Plan**

Area Plan	Total Area of Criteria Cells	Low End of Goal	High End of Goal	Midpoint
Cities of Riverside and Norco	1,756	90	240	165
Eastvale	665	145	290	220
Elsinore	28,946	11,700	18,515	15,110
Harvest Valley / Winchester	820	430	605	515
Highgrove	1,452	345	675	510
Jurupa	5,476	890	1,870	1,380
Lake Mathews / Woodcrest	11,673	3,215	5,470	4,340
Lakeview / Nuevo	14,682	6,650	10,235	8,445
Mead Valley	7,703	1,885	3,635	2,760
Reche Canyon / Badlands	26,000	10,520	15,610	13,065
REMAP	78,423	41,400	58,470	49,935
San Jacinto Valley	32,828	11,540	19,465	15,500
Southwest Area	66,076	22,500	36,360	29,430
Sun City / Meniffee Valley	2,059	1,120	1,585	1,355
Temescal Canyon	10,007	3,485	5,800	4,645
The Pass	22,652	8,540	13,925	11,230
<b>Total</b>	<b>311,218</b>	<b>124,455</b>	<b>192,750</b>	<b>158,605</b>

The MSHCP includes methods to determine whether the goals of the Plan are being met. One of the methods is measuring the extent to which conservation acquisitions are moving toward acquisition goals by each Area Plan.<sup>14</sup> Area Plans are established in the County's General Plan and are used in the MSHCP as a common geographic unit in Western Riverside County. The MSHCP established low, high, and midpoint acquisition goals for each Area Plan based on biological needs. The midpoint acquisition goals for each Area Plan range from 165 to nearly 49,935 acres, as shown in **Table 4**. The midpoint goals sum to 158,605 which represents 5,605 acres more than are needed to fulfill the MSHCP goals. As a result, acquisitions in some Area Plans can fall below the mid-point targets while the total ARL can still achieve the 153,000-acre goal.

### MSHCP Financing Strategy

One of the key requirements of the MSHCP, Implementing Agreement, and Incidental Take Permit (consistent with the requirements of the federal Endangered Species Act) is the provision of adequate funding by Local Permittees to the Implementing Entity (the Regional Conservation Authority) to conduct the conservation actions identified in the MSHCP as the responsibility of the Local Permittees.

<sup>14</sup> Other geographic units include Rough Steps, city jurisdictions, and Area Plan subunits. For the purposes of this analysis, Area Plans have been selected as the primary unit of analysis because they are the middle-sized unit (smaller than Rough Steps and larger than Area Plan subunits) and have not changed over time (unlike jurisdictions, several of which have incorporated since the adoption of the MSHCP).

Section 8.0 of the MSHCP addresses “MSHCP Funding/Financing of Reserve Assembly and Management.” This section provides best estimates of Plan implementation costs at the time of Plan adoption, including the local funding commitment – the portion of Plan implementation costs that represents the Local Permittees’ portion of the overall land acquisition, management, monitoring, adaptive management, and Plan administration costs. Section 8.5 describes the Local Funding Program. The Local Funding Program included a mix of funding sources to provide “an equitable distribution of the cost for local mitigation under the MSHCP.” The proposed funding sources included Local Development Mitigation Fees, density bonus fees, regional infrastructure project public contributions (including transportation infrastructure, regional utility projects, local public capital construction projects, and regional flood control projects), and landfill tipping fees. Key components of the overall MSHCP implementation and funding strategy are highlighted below:

- The Regional Conservation Authority would implement the MSHCP with funding from different sources.
- The permanent protection of 97,000 acres in Additional Reserve Lands by Year 25 of the Plan (2029) would be achieved through direct purchase of habitat lands by the RCA using local funding and through the HANS dedication process.<sup>15</sup>
- Local funding sources would fund the ongoing management and maintenance costs of the local portion of the Additional Reserve Lands acquired through local funding (97,000 acres by end of acquisition period).
- Local funding sources would fund monitoring activities on the pre-Plan local conservation and all the new Additional Reserve Lands (500,000 acres by end of acquisition period).
- The permanent protection of 56,000 acres in Additional Reserve Lands by Year 25 would be achieved using state/federal funding sources or contributions.
- State and federal funding sources would fund the management and maintenance costs of the State/federal portion of the required Additional Reserve Lands.
- Local Development Mitigation Fees (on private development) would fund the Local Permittee MSHCP implementation costs that were not funded by other local/regional funding sources or public contributions for public development project mitigation.
- The overall permit period was set at 75 years. Once habitat acquisition was completed by Year 25, remaining funds along with newly created revenue sources were to be used to fund

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<sup>15</sup> Section 6.1.1 of the MSHCP describes the HANS process. The Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process applied to any property owner applying for a discretionary permit for land within a Criteria Area/Criteria Cell. Under the process, the County determined whether portions of the property are needed for conservation and then may send their evaluation to the RCA for Joint Project Review (JPR). During JPR, the project applicant negotiated the terms of the development and conservation of the project. The applicant also paid fees on the new development. This approach was refined when a new fee credit policy, adopted in 2016, provided for fee credits where appropriate lands are dedicated.

monitoring and management as well as to fund the establishment of an endowment to cover ongoing post-permit costs (beyond Year 75).

Importantly, the MSHCP funding chapter notes that frequent evaluations of the performance of the funding mechanisms and assessments of the funding plan will occur and that any necessary modifications to the funding mechanisms will be developed.

## MSHCP Implementation Costs and Funding Sources

The original estimated costs and proposed funding sources were documented in the MSHCP and are summarized in **Table 5**. These were developed based on research and analysis conducted as part of MSHCP development.

As shown, Plan implementation costs over the first 25 years of implementation were estimated at about \$950 million in 2004-dollar terms. Key assumptions driving the implementation cost estimates included:

- **Dedications.** Direct acquisition using local funding sources would be required to acquire 56,000 acres, with 41,000 acres (or 42 percent) of the required local habitat protection coming through HANS dedication.
- **Land Cost.** Average land value of \$13,100 per acre for Additional Reserve Lands purchased by the RCA.
- **Management and Monitoring:** Management and monitoring costs included three key components as follows: Reserve Management, Adaptive Management, and Biological Monitoring.<sup>16</sup>
- **Program Administration.** RCA program administration costs would average about \$1.2 million each year in 2004 dollars during the 25-year period where land acquisition was required.
- **Cost Distribution.** Overall, land acquisition costs were estimated at 77 percent of total implementation costs, with management and monitoring at 20 percent, and program administration at 3 percent (see **Figure 2**).

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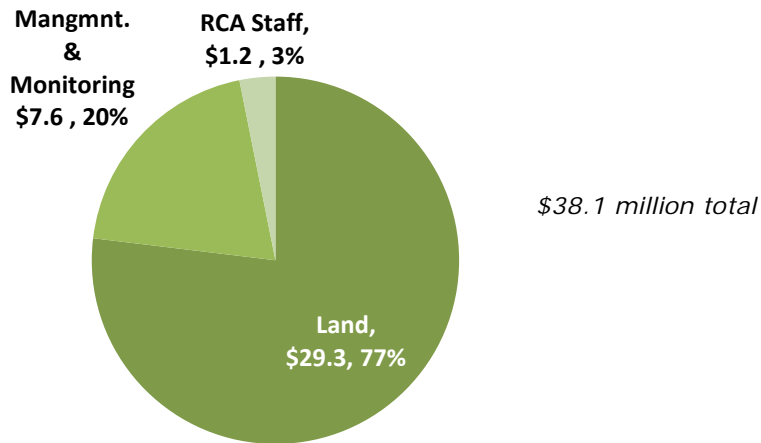
<sup>16</sup> See Chapter 5 of the MSHCP for a description of these activities.

**Table 5 2004 Estimates: MSHCP Implementation Costs and Funding Sources**

Item	Total for 2004 - 2028 (Years 1 - 25)	Average Annual	% of Total Cost/ Funding Need
<b>Local Permittee Land Requirements</b>			
Preservation Requirement	97,000 acres	3,880 acres	na
HANS Dedication	41,000 acres	1,640 acres	na
Local Permittee Acquisition	56,000 acres	2,240 acres	na
<b>Local Permittee MSHCP Implementation Costs</b>			
Land (1)	\$733,600,000	\$29,344,000	76.91%
Management & Monitoring	\$190,200,000	\$7,608,000	19.94%
RCA Staff	\$30,000,000	\$1,200,000	3.15%
Other Costs	na	na	na
Endowment	<i>not included</i>	<i>not included</i>	na
<b>Total Costs</b>	<b>\$953,800,000</b>	<b>\$38,152,000</b>	<b>100.0%</b>
<b>Local Revenues</b>			
Private Development Mitigation Fees	\$539,600,000	\$21,584,000	50.1%
Density Bonus Fees	\$66,000,000	\$2,640,000	6.1%
Regional Transportation Infra. (2)	\$250,000,000	\$10,000,000	23.2%
Local Roads (Measure A)	\$121,000,000	\$4,840,000 (3)	11.2%
Tipping Fees (4)	\$100,000,000	\$4,000,000	9.3%
Miscellaneous Revenues (5)	\$0	\$0	0.0%
<b>Total Revenues</b>	<b>\$1,076,600,000</b>	<b>\$43,064,000</b>	<b>100%</b>
<p>(1) Average land value per acre assumed to be \$13,100 per acre.                      (2) Public contributions at specified % of new road construction.                      (3) \$121 million to be provided over 10 years, so \$12.1 million annually over that period.                      (4) Includes \$90 million from El Sobrante Landfill and \$10 million from other County landfills.                      (5) Other potential revenues, including public contributions from other public projects, tipping fees from Eagle Mountain Landfill, and potential new voter-approved regional funding were noted but not estimated.</p>			
Source: Chapter 8 of MSHCP; Economic & Planning Systems.			



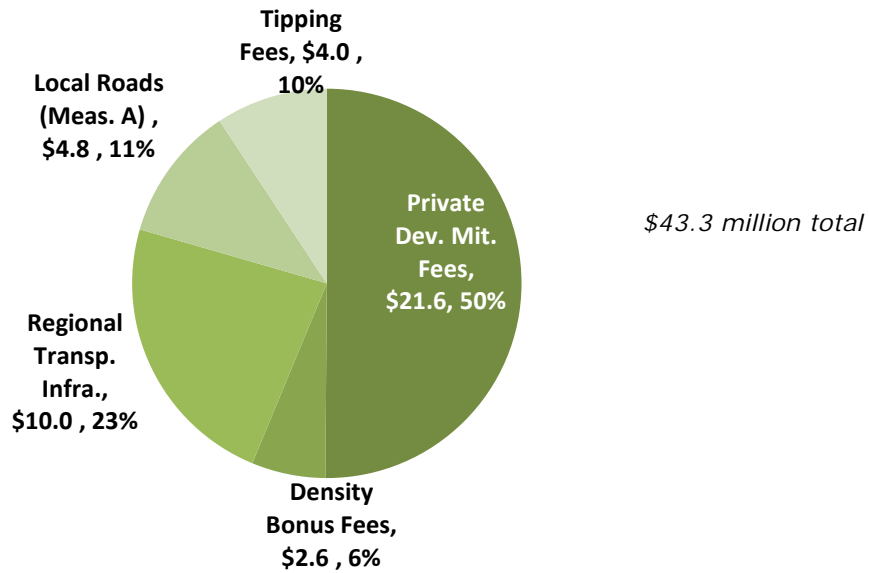
**Figure 2 MSHCP Estimated Annual Costs in Millions, 2004 Dollars**



As also shown in **Table 5**, MSHCP funding from local/regional sources was estimated to be about \$1.0 billion in 2004 dollars through Year 25, sufficient to cover the implementation costs over this period. Key assumptions driving the funding estimates included:

- **Measure A.** Measure A (local sales tax transportation funding measure) would provide \$121 million over 10 years in 2004-dollar terms.
- **Regional Transportation Funding.** Public contributions from regional transportation infrastructure projects would provide an average of \$10 million each year or \$250 million through Year 25.
- **Tipping Fees.** Landfill tipping fees would provide about \$100 million in revenue over 25 years, about \$4 million each year, primarily from the El Sobrante landfill.
- **Mitigation Fees.** Private development fees, including private development mitigation fees and density bonus fees, would generate over \$600 million over the first 25 years, about \$24 million annually.
- **Development Forecast and Participation.** The forecast of private development fees was based on a preliminary fee schedule and the forecast of 336,000 new residential units (13,440 units each year) and 371 acres each year of commercial and industrial development. All new development was assumed to pay the private development mitigation fee with a portion paying the density bonus fee.
- **Other Funding Options.** Potential additional funding might come through contributions from other local/regional public entities, other landfills, or new voter-approved funding initiatives.
- **Funding Distribution.** Overall, about 55 percent of the estimated funding was expected to be generated by private development fees, with 45 percent from other funding sources.

**Figure 3 MSHCP Estimated Annual Revenues in Millions, 2004 Dollars**



### Development Mitigation Fees and Calculation

The MSHCP notes that “new development affects the environment directly through construction activity and cumulatively through population bases that result from Development.” As a result, the cities and County are required to implement a Local Development Mitigation Fee that was expected to represent one of the primary sources of funding for the implementation of the MSHCP. The MSHCP indicates that the Local Development Mitigation Fee will be adopted under California Government Code Section 66000 et seq. (the “Mitigation Fee Act”) that “allows cities and counties to charge new development for the costs of mitigating the impacts of new development.”

The MSHCP identified preliminary estimates of Local Development Mitigation Fees and indicated that these mitigation fees were expected to generate the majority of funding for Local Permittee obligations. The MSHCP noted that, under the Mitigation Fee Act, “a nexus study is required to demonstrate that the proposed fee is proportionate to the impacts of new development.” The Mitigation Fee Act also includes a number of reviewing and reporting requirements. The MSHCP also notes that the fee will need to be “reevaluated and revised should it be found to insufficiently cover mitigation of new development.”

A nexus study entitled “Final Mitigation Fee Nexus Study Report for the Western Riverside County Multiple Species Habitat Conservation Plan” was completed on July 1, 2003 (2003/Original Nexus Study). This nexus study conducted a detailed analysis of the costs of implementing the Plan, identified the Local Permittee funding obligations, determined the portion to be funded through the Local Development Mitigation Fee, and made the necessary nexus findings under the Mitigation Fee Act. The MSHCP and 2003 Nexus Study both indicated that all new development in the Western Riverside County Plan Area affects covered species and habitat and so the Local Development Mitigation Fees would apply to all new development in participating jurisdictions in Western Riverside County.

**Mitigation Fee Schedule and Adjustments**

All local jurisdictions participating in the MSHCP and obtaining coverage for public and private take in their jurisdictions were required to adopt and implement this mitigation fee schedule through ordinance and resolution and then to pass through the fee funding (minus any additional administrative charges) to the RCA to fund MSHCP implementation. Indexed-increases based on the annual change in the Consumer Price Index for the Los Angeles-Anaheim-Riverside area were provided for in the ordinances to allow modest adjustments in mitigation fees to respond to inflationary cost increases. Due to the geographic revision implemented by the Bureau of Labor Statistics, going forward indexed-adjustments will be based on the annual change in the Consumer Price Index for the Riverside-San Bernardino-Ontario area.

**Table 6** shows the original 2004 Local Development Mitigation Fee schedule and current 2021 Fee schedule that reflects periodic inflationary fee adjustments using the indexing process.

**Table 6 2004 and 2021 MSHCP Fee Schedule**

Fee Category	2004 Fee per unit or per acre	2021 Fee per unit or per acre
Residential: Up to 8.0 dwelling units per acre (DUAC)	\$1,651	\$2,234
Residential: 8.0-14.0 DUAC	\$1,057	\$1,430
Residential: 14.0+ DUAC	\$859	\$1,161
Commercial (per acre)	\$5,620	\$7,606
Industrial (per acre)	\$5,620	\$7,606

### 3. HABITAT PROTECTION TO DATE AND FUTURE CONSERVATION SCENARIO

The RCA has achieved substantial levels of habitat protection to date using the funding sources established and the associated variable flows of incoming revenues. The level of habitat protection achieved, because of lower levels of funding and land dedication than expected, has however fallen behind the pace of protection forecast in the Original Nexus Study. This chapter summarizes the achieved protection to (1) establish both the scale of future acquisitions required to meet the overall Additional Reserve Land (ARL) goals, (2) consider the annual pace of habitat protection through acquisitions and dedications in absolute terms and relative to the original MSHCP forecasts, and (3) inform the development of the Conservation Scenario that forms the baseline (project description) for estimating future MSHCP implementation costs and associated funding requirements and updated mitigation fees.

#### Habitat Protection Accomplishments Through 2019

Between the start of the MSHCP program and the end of 2019, the most recent full calendar year, about 40 percent of the 153,000-acre ARL target has been achieved, totaling almost 62,000 acres in acquisitions, easements, or dedications (see **Table 7**).<sup>17</sup> As shown of the 97,000 acres in Local Permittee ARL obligation about 40,200 acres had been protected by the end of 2019. Of the 56,000 acres in State/Federal ARL obligation, about 21,600 acres have been protected to date.

**Table 7 Conservation Through End of 2019**

Party	Need	Conserved 2000-2003	Conserved 2004 - 2019	Total Conserved 2000 - 2019	Remaining Need 2020-2043
Local	97,000	4,531	35,681	40,212	56,788
State + Fed	56,000	12,408	9,200	21,608	34,392
<b>Total</b>	<b>153,000</b>	<b>16,939</b>	<b>44,881</b>	<b>61,820</b>	<b>91,180</b>

Sources: Western Riverside County Regional Conservation Authority MSHCP Annual Reports; RCA information on 2019 purchases; Economic & Planning Systems, Inc.

#### Conservation Goals and Progress

The MSHCP anticipated that acquisition would take place for 25 years, through the end of 2029, with 97,000 acres conserved through local means and 56,000 acres conserved with State/federal funding. To achieve this goal, an average of 6,120 acres of conservation is required each year,

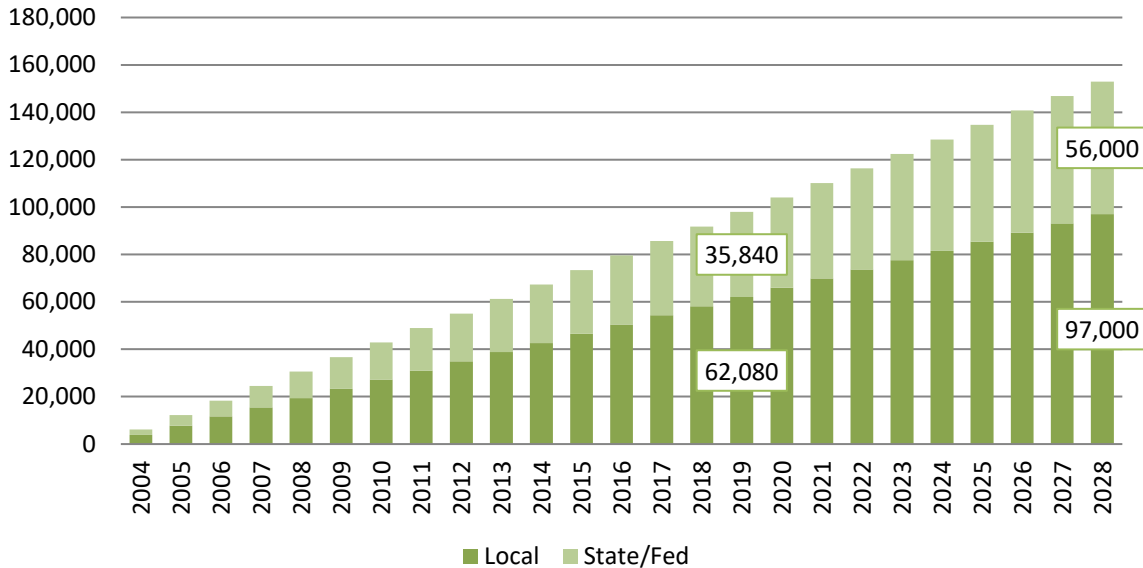
<sup>17</sup> Note that while the MSHCP was adopted in 2004, certain conservation which took place between 2000 and 2003 was counted toward the MSHCP reserve.

including an average of 3,880 annually from local funding sources/dedications and 2,240 annually from State and federal conservation.

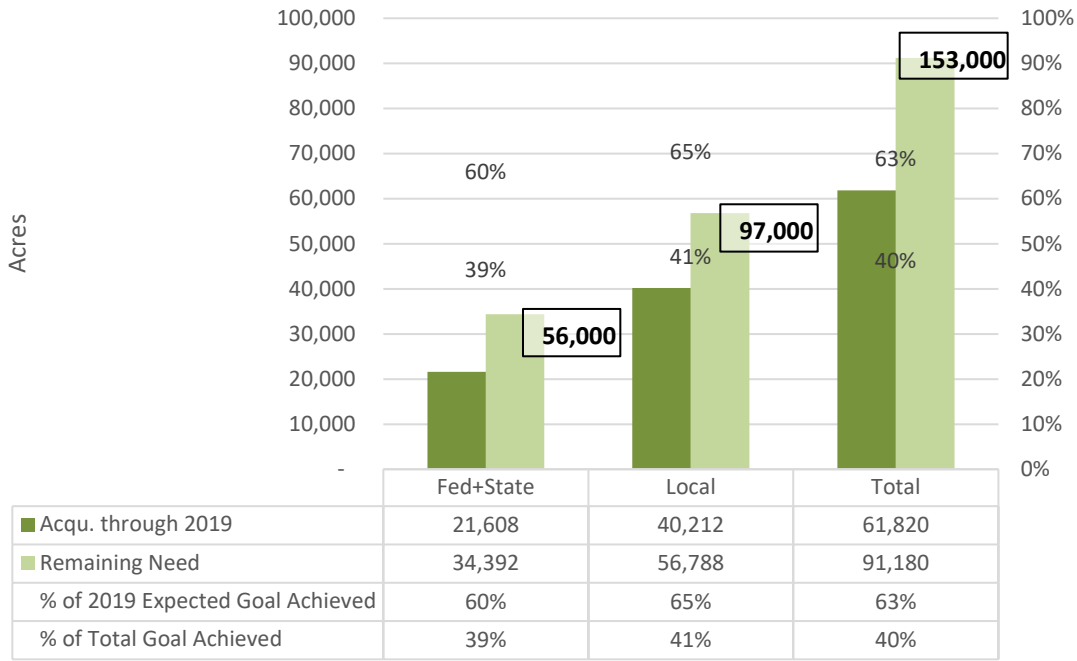
**Figure 4** illustrates how steady progress would result in achievement of the ARL goals by 2029. **Figure 5** shows actual progress toward the goals, through 2019. More than 21,000 acres have been conserved through State/federal means, and over 40,000 acres have been conserved through local actions. These totals sum to about 40 percent of the total ARL goal of 153,000 acres. As shown in **Figure 5**, with 16 years of the 25-year acquisition period completed, the ARL acquisitions have fallen behind the pace forecast in the Original Nexus Study. Protection through the end of 2019 represents 63 percent of the original forecast (65 percent for Local obligations and 60 percent for State/federal obligations). For the Local Permittee obligations, as discussed further below, the lower level of land dedication relative to the original forecasts account for much of the habitat protection gap that has emerged over the last 16 years.

**Figure 4 MSHCP Conservation Goals, 2019 and 2029 Goals Highlighted**

### MSHCP Goals, 2019 and 2028 Highlighted



**Figure 5 Progress Towards ARL Through End of 2019**



Sources: Western Riverside County Regional Conservation Authority; Economic & Planning Systems, Inc.

## Land Dedications

The MSHCP envisioned a conservation program where land and easements would be purchased by the RCA and land would be dedicated to the RCA through the development process.<sup>18</sup> In addition, the potential for no-cost and low-cost donations for tax benefit purposes was also created. The MSHCP did not assume donations or conservation easement acquisitions as part of its financial analysis (this is appropriate given the limited number of such transactions). The MSHCP did, however, anticipate that 41,000 acres would be conserved through dedications, 56,000 acres through purchases on behalf of local permittees, and 56,000 acres through purchases conducted by or funded by federal and State agencies/sources for a total of 153,000 acres.

For the local portion of the goal (97,000 acres), this translates into about 42 percent of the goal conserved via dedications associated with the development review process—called Habitat Evaluation and Acquisition Negotiation Strategy (HANS)—and the other 58 percent purchased by the RCA from willing sellers. The level of dedication is a key assumption for the MSHCP implementation cost estimate as each acre dedicated through HANS is one fewer acre which must be conserved through land acquisitions at market values.

The HANS process was established to apply to developments proposed within the Criteria Cells of the MSHCP Study Area. The Criteria Cells represent areas with high conservation values relative to the areas outside of the Criteria Cells. The HANS process was designed to indicate what conservation (dedication) may be needed from new development from a biological needs

<sup>18</sup> This process is known as the Habitat Evaluation and Acquisition Negotiation Strategy (HANS).

perspective. Subsequent to that technical analysis, applicants could then proceed to the Joint Project Review (JPR) process during which the parties negotiate an implementation plan for the project, consistent with the HANS findings. The applicants would also pay mitigation fees on the actual development. To date, a modest amount of land (less than 1,000 acres) has been conserved via the HANS/JPR method compared to the 26,000 acres that was forecast to have occurred by this point in the MSHCP implementation.

While very little land has been dedicated to the RCA through HANS/JPR, several projects went through the HANS/JPR process and have agreements in place for dedication/conservation of lands, but the start date (if any) for these projects is unknown (i.e., may be far in the future). These projects cover about 35,000 acres in the Criteria Cells and, under the JPR agreements, have set aside about 30 percent of that total or about 10,000 acres for conservation/dedication.

The adoption of Resolution No. 2016-003 in September 2016 revised the RCA's fee credit and waiver policy. This resolution indicated that MSHCP fee credit should be provided in exchange for land that contributes to reserve assembly. As a result, after the adoption of this resolution, new development is not be expected to pay mitigation fees and dedicate land in the manner originally envisioned in the MSHCP limiting the likelihood of the types of dedications envisioned in the Original Nexus Study.

## Future Conservation Scenario

This updated financial analysis, nexus study, and mitigation fees estimate require a base description of the additional habitat protection required. In subsequent chapters, cost estimates are developed in reference to, and in application to, this conservation scenario to develop the overall implementation costs and the associated funding required, both in aggregate and through time during the land acquisition period of the program. Four questions are of particular importance:

1. **Remaining Habitat Protection.** The amount of habitat protection required to meet the MSHCP requirements.
2. **Dedications.** The amount of land dedication assumed to occur through the HANS/JPR process over the habitat protection period and the associated amount of habitat that must be acquired.
3. **Time Frame.** The period over which habitat protection goals must be met.
4. **Land Characteristics.** The characteristics of the land to be protected to meet MSHCP requirements (e.g., goals by Area Plan, habitat cores and linkages etc., land use designations and parcel sizes).

The answers to question 1 are provided in the data above (see **Table 7**). The answer to question 4 is provided in the subsequent chapter on land costs, with illustrative answers coming from RCA data and GIS analysis. The answer to question 2 is addressed below and is based on information on accomplishments to date (described above), discussions with RCA staff, the current Fee Waiver and Credit Policy, and an assessment of realistic opportunities and expectations. Finally, question 3 raises the issue of whether an extension to the MSHCP land acquisition implementation period should be provided. As described below, three different

extension scenarios (5-, 10-, and 15-year extension scenarios) are evaluated, as well as the baseline, "No Extension Scenario," to indicate the outcomes under different scenarios.

### Habitat Protection, Land Dedication, and Conservation Scenarios

As shown in **Table 8**, there is a total of about 91,200 acres of land protection still required to complete the land protection obligations under the MSHCP and to bring the Additional Reserve Lands to 153,000 acres. Of this, the State/federal requirements is for about 34,400 acres, while the Local Permittee requirement is for about 56,800 acres.

The experience of the last 16 years indicates that the MSHCP was overly optimistic in terms of land dedications, assuming that 41,000 acres would be dedicated to the RCA. As noted above, about 10,000 acres of potential future land dedication is associated with a range of previously proposed projects. Based on historical information on actual, dedications agreements on proposed projects, current RCA policy, and consultations with RCA staff, minimal additional dedication is expected or assumed. This analysis, therefore, assumes that the prior agreement concerning dedications, summing to about 10,000 acres, will be secured over the next eight years and prior to the end of the current habitat protection period. Even if the implementation period were extended, no extra land dedication is forecast to occur.

As a result, and as shown in **Table 8**, a total of about 46,800 acres of Additional Reserve Land acquisition is required by Local Permittees for MSHCP implementation once the forecast of dedications is incorporated. As shown in **Table 8**, the required average annual pace of habitat protection varies considerably under the different acquisition period extension scenarios, as described below: <sup>19</sup>

- **Baseline/No Extension Scenario.** As currently structured, RCA is required to complete land acquisition by the end of Year 25 of Plan implementation in 2029. This provides nine (9) years to protect the 47,000 acres through direct land acquisition (distinct from the assumed dedications), an average annual acquisition pace of about 5,200 acres each year.
- **5-Year Extension.** With a 5-year extension to the acquisition period, the RCA would be required to complete land acquisitions by the end of Year 30 of Plan implementation in 2034. This provides fourteen (14) years to protect the 47,000 acres through direct land acquisition (distinct from the assumed dedications), an average annual acquisition pace of about 3,300 acres each year.
- **10-Year Extension.** With a 10-year extension to the acquisition period, the RCA would be required to complete land acquisitions by the end of Year 35 of Plan implementation in 2039. This provides nineteen (19) years to protect the 47,000 acres through direct land acquisition (distinct from the assumed dedications), an average annual acquisition pace of about 2,500 acres each year.

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<sup>19</sup> As a point of reference, the historical pace of Local Permittee-driven habitat protection has been somewhat above 2,000 acres each year with availability of funding being an important determinant of the pace of acquisition. The pace of State/federal-driven acquisition has averaged about 1,000 acres each year.



- **15-Year Extension.** With a 15-year extension to the acquisition period, the RCA would be required to complete land acquisitions by the end of Year 40 of Plan implementation in 2044. This provides twenty-four (24) years to protect the 47,000 acres through direct land acquisition (distinct from the assumed dedications), an average annual acquisition pace of about 2,000 acres each year.

**Table 8 Required Acquisition Acres to Achieve ARL Goals**

Entity/Item	Through 2019	2020-End of Acquisition Period	Years Remaining	Annual Conservation Acres Required	Total Acres
<b>NO EXTENSION</b>					
<b>State/Federal</b>	21,608	34,392	9	3,821	56,000
<b>Local</b>					
HANS Dedication (1)	715	10,000	9	1,111	10,715
Net Local Acquisition	39,497	46,788	9	5,199	86,285
Total Local Conservation	40,212	56,788	9	6,310	97,000
<b>State/Federal + Local = ARL Goal</b>	<b>61,820</b>	<b>91,180</b>	<b>9</b>	<b>10,131</b>	<b>153,000</b>
<b>5 YEAR EXTENSION</b>					
<b>State/Federal</b>			14	2,457	56,000
<b>Local</b>					
HANS Dedication	<i>See above</i>		14	714	10,715
Net Local Acquisition			14	3,342	86,285
Total Local Conservation			14	4,056	97,000
<b>State/Federal + Local = ARL Goal</b>			<b>14</b>	<b>6,513</b>	<b>153,000</b>
<b>10 YEAR EXTENSION</b>					
<b>State/Federal</b>			19	1,810	56,000
<b>Local</b>					
HANS Dedication	<i>See above</i>		19	526	10,715
Net Local Acquisition			19	2,463	86,285
Total Local Conservation			19	2,989	97,000
<b>State/Federal + Local = ARL Goal</b>			<b>19</b>	<b>4,799</b>	<b>153,000</b>
<b>15 YEAR EXTENSION</b>					
<b>State/Federal</b>			24	1,433	56,000
<b>Local</b>					
HANS Dedication	<i>See above</i>		24	417	10,715
Net Local Acquisition			24	1,950	86,285
Total Local Conservation			24	2,366	97,000
<b>State/Federal + Local = ARL Goal</b>			<b>24</b>	<b>3,799</b>	<b>153,000</b>
<b>20 YEAR EXTENSION</b>					
<b>State/Federal</b>			29	1,186	56,000
<b>Local</b>					
HANS Dedication	<i>See above</i>		29	345	10,715
Net Local Acquisition			29	1,613	86,285
Total Local Conservation			29	1,958	97,000
<b>State/Federal + Local = ARL Goal</b>			<b>29</b>	<b>3,144</b>	<b>153,000</b>

1. About 10,000 acres of potential future land dedication is associated with a range of previously proposed projects. Based on historical information on actual, dedications agreements on proposed projects, current RCA policy, and consultations with RCA staff, minimal additional dedication is expected or assumed beyond these agreements. This analysis, therefore, assumes that the prior agreements concerning dedications will occur with future dedications summing to about 10,000 acres. The precise timing of these dedications is uncertain, but are assumed to occur over the next eight years. Average annual numbers in this table are shown distributed across the full remaining acquisition period of each extension scenario.

Shading indicates acreage to be acquired with fee revenue.

Sources: Western Riverside County Regional Conservation Authority; and Economic & Planning Systems, Inc.

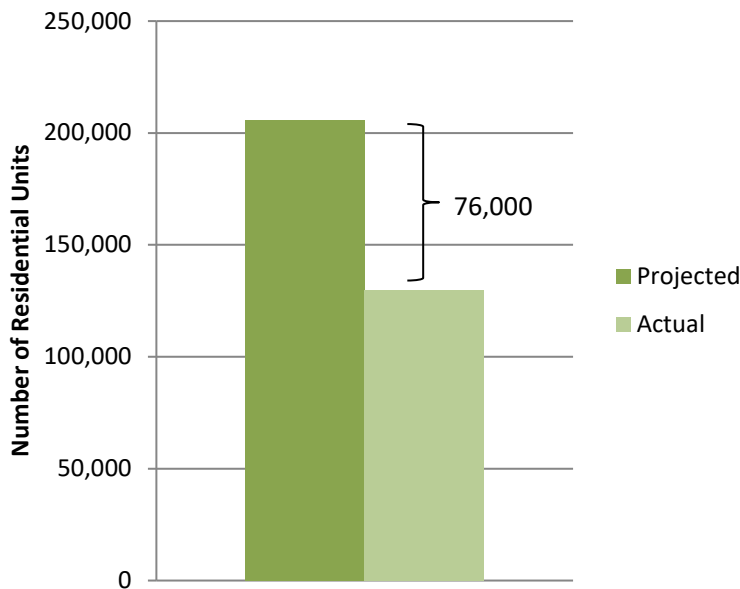
## 4. FORECASTS OF DEVELOPMENT, DEDICATION, FEE PAYMENT

Future development within Western Riverside County will both reduce land available for conservation while also serving as a primary funding mechanism for habitat acquisitions. This chapter identifies forecasts of future growth in Western Riverside County and develops an associated forecast of land development that is a key component of the fee calculation.

### Historic Development and HCP Fees

The MSHCP anticipated that 13,000 to 14,000 residential units and about 370 commercial and industrial acres would be developed on average annually. Specifically, between 2005 and 2019, 206,000 residential units were expected in the Plan Area. A review of new units in the Plan Area indicates about 130,000 units were developed over the period (see **Figure 6**), about 37 percent below the forecast.<sup>20</sup> While the substantial volatility in the real estate market over the period (including the housing boom, deep recession, and modest recovery) may explain some of this difference, the slower pace of development means that fee revenues have been similarly constrained relative to the original revenue projections.

**Figure 6 Residential Unit Development, Western Riverside County, 2005-2019**



Source: California Department of Finance; MSHCP Projections

<sup>20</sup> Actual units developed have been derived from the California Department of Finance (DOF), Demographics Unit information through January 1, 2019. Note that the DOF reports data by city and for the entire Riverside County unincorporated area. Western Riverside's portion of the total unincorporated area has been derived based on the area's historic share of unincorporated County, taking into account the incorporations of new cities that occurred in Western Riverside County since MSHCP Plan adoption (Eastvale, Jurupa Valley, Menifee, and Wildomar).

## Growth Projections

### SCAG Forecasts in Context

The Southern California Association of Governments (SCAG) is a Metropolitan Planning Organization (MPO)<sup>21</sup> representing six counties, 191 cities and more than 18 million residents. MPOs, such as SCAG are charged under California Senate Bill 375 with developing Sustainable Community Strategies (SCSs) as part of regional transportation plans. SCAG's SCS includes population, household, and job projections through 2040 by city and unincorporated area. SCAG consults with local governments within the region, including the Western Riverside Council of Governments (WRCOG) which represents Western Riverside County, to develop the projections. SCAG adopted the 2012-2040 Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS) in 2016. The 2016 RTP/SCS forms the basis of the SCAG projections; EPS extrapolated an annual growth rate from the SCAG projections and, assuming consistent development trends through 2050, applied the rate in order to estimate development projections through 2050.

SCAG forecasts for the future, on an annualized basis, were compared with the MSHCP's original forecast along with historical information (when available) as described further below:

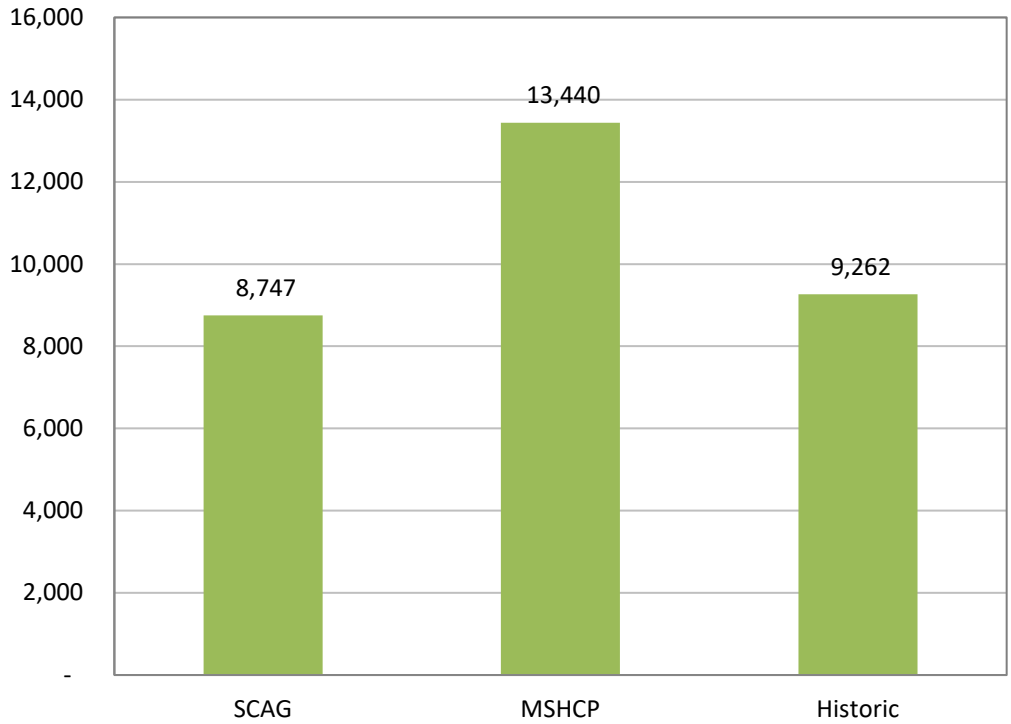
- **Residential Development Forecast.** **Figure 7** shows, for Western Riverside County, the annual residential unit count for SCAG projections through 2050, MSHCP projections through 2029, and residential units produced in Western Riverside County between 2005 and 2019. As shown, the SCAG projections suggest about 8,750 units each. This is similar to the average annual historic pace of growth between 2005 and 2019 of about 9,260 units, but well below the original MSHCP projections of about 13,400 units each year. Based on the similarity between the historical average and the SCAG forecast, the SCAG forecast is considered a reasonable basis for determining the future pace of residential development and associated residential land development (based on assumed densities of development).
- **Commercial Development Forecast.** The SCAG jobs forecast of about 15,000 jobs each year was converted into an annual gross amount of commercial/industrial development using the employment density and FAR assumptions used in the most recent Transportation Uniform Mitigation Fee (TUMF) update documents. As shown in **Figure 8**, this results in a forecast of about 690 acres of commercial/industrial land development each year (representing an overall average of about 21 jobs per acre of development), considerably above the original MSHCP projections of about 370 acres each year. The higher SCAG number, however, appears reasonable given recent and ongoing trends in Western Riverside County where substantial amounts of new logistics/distribution development have occurred covering substantial land areas and, as such, is considered reasonable as the basis of the future forecast of commercial/industrial land development.

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<sup>21</sup> Federal law requires that an urbanized area with a population of at least 50,000 be guided by a regional entity known as an MPO. California's Senate Bill 375 expands the role of the State's 18 MPOs to include regional plans that help the State reach its greenhouse gas reduction targets by encouraging compact development and new development near public transit.

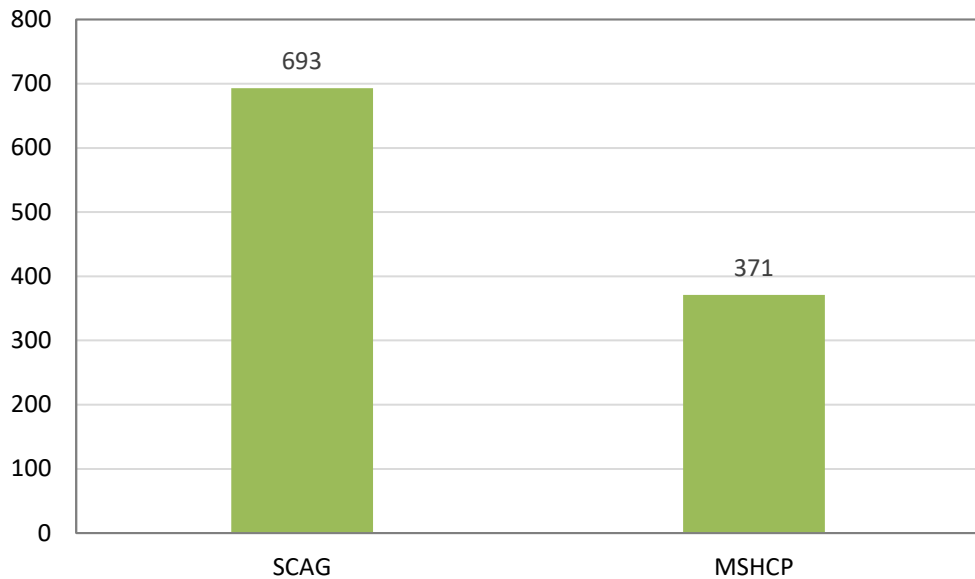
**Figure 7 New Housing Units per Year, SCAG and MSHCP Projections and Historic Production (2005-2019)**

*SCAG (2012-2040) and MSHCP Projections (2004-2029) and Historic Production (2005-2019)*



**Figure 8 Newly Developed Commercial Acres per Year**

*SCAG (2012-2040) and MSHCP Projections*



*Note: SCAG job projections converted into acres by EPS*

## Forecasts for Fee Calculation

For this fee program update, the SCAG projections are considered a reasonable basis for forecasting future land development. Because all new development is expected to pay the mitigation fee, all of the forecasted household and job growth is converted into a land development forecast that is, in turn, used to calculate the mitigation fees. **Table 9** shows SCAG's overall projections for households and employment in Western Riverside County between 2012 and 2050, and **Table 10** shows the implied average annual land development rates, and, in turn, the overall level of residential and commercial/industrial land development that would be expected to occur through the end of the land acquisition period for each of the extension scenarios.<sup>22</sup> As shown, all scenarios assume an overall average annual land development of 2,252 acres each year, including 693 acres in commercial/industrial land development and 1,558 acres in annual residential land development.<sup>23</sup>

- **Baseline/No Extension Scenario.** Under the no extension scenario, a total of 20,265 acres of land development is expected to occur during the remaining Plan implementation period of nine (9) years and would pay the mitigation fees.
- **5-Year Extension.** Under the 5-year extension to the acquisition period, a total of 31,523 acres of land development is expected to occur during the remaining Plan implementation period of 14 years and would pay the mitigation fees.
- **10-Year Extension.** Under the 10-year extension to the acquisition period, a total of 42,782 acres of land development is expected to occur during the remaining Plan implementation period of 19 years and would pay the mitigation fees.
- **15-Year Extension.** Under the 15-year extension to the acquisition period, a total of 54,040 acres of land development is expected to occur during the remaining Plan implementation period of 24 years and would pay the mitigation fees.

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<sup>22</sup> Under the MSHCP, all new development is required to pay the mitigation fee and contribute to funding the implementation of the MSHCP except where specifically exempted in the Ordinance.

<sup>23</sup> The 1,558 acres of residential land development was derived based on the forecasted 8,747 residential units each year and assumptions concerning distribution by density category and an average density level. More specifically, consistent with the recent TUMF analysis assumptions, 70 percent of new residential units are assumed to be in the low density category (less than 8 units per acre) with an average of 4.5 units/acre, 20 percent are assumed to be the medium density category (8 to 16 units per acre) with an average of 10.8 units/acre, and 10 percent are assumed to be the high density category (over 16 units per acre) with an average of 24.4 units/acre. The unit per acre factors are consistent with those indicated in the Original Nexus Study. The overall implied average residential density is 5.6 units/gross acre.

**Table 9 Projected Growth in Western Riverside County, through 2050**

SCAG	Western Riverside MSHCP Plan Area	
	Households	Employment
2012	530,970	463,833
2040 Projection	775,882	869,792
2050 Projection (1)	863,350	1,014,777
New Households/Jobs Expected by 2050	332,380	550,944
Average Annual	8,747	14,499

(1) SCAG projections forecast growth through 2040. EPS assumes the annual growth rate from 2012 to 2040 remains constant through 2050 and applies the rate to an additional 10 years in order to project growth through 2050.

Sources: Southern California Association of Governments; Economic & Planning Systems, Inc.

**Table 10 Projected Developed Acres in Western Riverside County, by Extension Scenario**

SCAG	Western Riverside MSHCP Plan Area				
	Residential		Non Residential		Total
<b>No Extension</b>					
Proportionate Share 2020-2028 <sup>1</sup>	78,722	Households	130,487	Jobs	
<b>New Development to Acres<sup>2</sup></b>					
Acres of New Development Through 2028	14,026	Acres	6,239	Acres	<b>20,265 Acres</b>
Acres per Year	1,558	Acres	693	Acres	<b>2,252 Acres</b>
<b>5 Year Extension</b>					
Proportionate Share 2020-2034 <sup>1</sup>	122,456	Households	202,979	Jobs	
<b>New Development to Acres<sup>2</sup></b>					
Acres of New Development Through 2034	21,818	Acres	9,705	Acres	<b>31,523 Acres</b>
Acres per Year	1,558	Acres	693	Acres	<b>2,252 Acres</b>
<b>10 Year Extension</b>					
Proportionate Share 2020-2038 <sup>1</sup>	166,190	Households	275,472	Jobs	
<b>New Development to Acres<sup>2</sup></b>					
Acres of New Development Through 2038	29,611	Acres	13,171	Acres	<b>42,782 Acres</b>
Acres per Year	1,558	Acres	693	Acres	<b>2,252 Acres</b>
<b>15 Year Extension</b>					
Proportionate Share 2020-2043 <sup>1</sup>	209,924	Households	347,965	Jobs	
<b>New Development to Acres<sup>2</sup></b>					
Acres of New Development Through 2043	37,403	Acres	16,637	Acres	<b>54,040 Acres</b>
Acres per Year	1,558	Acres	693	Acres	<b>2,252 Acres</b>

(1) SCAG forecasts from the 2016 Report have been used for all cities in Western Riverside County. The projections for the entire unincorporated area in Riverside have been split into just the Western part of the County through a review of WRCOG's recent proportion of unincorporated growth, compared to the whole County.

(2) Conversion from household projections to residential acres of developed land is based on expected development mix and average residential density by land use type, with an average residential density of 5.6 DUAC. Similarly, conversion from job projections to nonresidential acres of developed land is based on distribution of jobs by workspace type and average employment density by land use type, with an average nonresidential density of 21 jobs per land acre. Residential density assumptions are based on data from the Census and California Department of Finance; Employment density assumptions are based on SCAG data.

Sources: California Department of Finance; US Census Bureau; Southern California Association of Governments; Economic & Planning Systems, Inc.



## 5. MSHCP IMPLEMENTATION COSTS

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This chapter describes the analysis and assumptions that underpin the estimation of the total remaining MSHCP implementation costs in 2019 dollars. Key cost factors evaluated include land costs, management and monitoring costs, administration and professional services costs, and endowment costs. Together these cost components form the total MSHCP implementation costs. Because the duration allowed for land acquisition and endowment establishment affect several of these cost items, distinct total implementation cost estimates are provided for all scenarios (i.e., Baseline/ No Extension and the three extension scenarios).

### Land Costs

Planning-level estimates of the per acre values associated with potential Additional Reserve Land (ARL) acquisitions are a critical input into the estimation of total land acquisition costs associated with Plan implementation. Land acquisition costs represented the majority of the original estimates of MSHCP implementation costs. This chapter provides planning-level estimates of per acre land conservation costs in 2019-dollar terms based on available information. In combination with assumptions concerning the characteristics of the Additional Reserve Lands to be acquired and potential levels of dedication, the per acre land value estimates drive the estimate of overall land acquisition costs.

Actual per acre habitat conservation costs may vary from the average planning-level estimates presented in this chapter for a number of reasons, including differences in the specific characteristics of the actual parcels acquired as well as fluctuations in economic, real estate, and land market conditions over time. Individual transactions will require appraisals to establish their value at the time of acquisition based on parcel characteristics and pertinent market conditions at the time of appraisal. Over time, per acre and overall cost estimates typically change for a number of reasons as discussed further in **Chapter 9**.

### MSHCP/Original Nexus Study

The initial adoption of the mitigation fees was based on a nexus study completed in July 2003 that included a land valuation analysis that was completed in December 2002. The land valuation analysis assumed the acquisition of vacant and unentitled lands in the Criteria Cells. The land value analysis provided planning-level estimates of per acre land values by grouped land use designation and by Area Plan. Planning-level land value estimates were based on sales comparables. The land value estimates indicated per acre land values that were primarily driven by differentiation in land use category. The land use designation categories represent groupings of the broad number of land use designations present in the Study Area. **Table 11** summarizes the per-acre land value ranges and resulting averages. Based on this analysis, an overall weighted average of \$13,100 per acre was applied in the MSHCP financial sections in the Original Nexus Study.

**Table 11 Per-Acre Land Value Estimates—2003 Dollars (2003 Nexus Study)**

Land Use Designation	Value Range	Resulting Average *
Open Space	\$2,500 to \$10,000 per acre	\$ 8,000 per acre
Rural/Agricultural	\$5,000 to \$25,000 per acre	\$11,000 per acre
Community Development	\$20,000 to \$80,000 per acre	\$45,000 per acre
<b>Overall (1)</b>	<b>\$2,500 to \$80,000 per acre</b>	<b>Varied (1)</b>

\* Per acre values rounded to the nearest 1,000.

(1) Reported overall average land value per acre depends on mix of land types. Number varies by documents, though \$13,100 per acre was overall value applied in the MSHCP financing sections.

Source: Original 2003 Nexus Study

### RCA Experience to Date

**Table 12** summarizes average RCA land acquisition costs to date. Including land purchased shortly before the MSHCP was adopted through the end of 2018, costs for Local Permittee land acquisitions summed to \$352.5 million in nominal dollar terms, an average of \$9,400 per acre. However, for the year 2018, about 2,100 acres were acquired at the higher average per acre cost of \$13,200 per acre.

**Table 12 Local Conservation Costs Through 2018**

Item	Pre-MSHCP through 2018	2018
<b>Total Acres Acquired (1)</b>	37,547	2,066
<b>Total Cost (millions)</b>	\$352.5	\$27.4
<b>Cost per Acre (Nominal \$s)</b>	\$9,400	\$13,200

(1) Includes all acres purchased; does not include acres conserved via easement.

Sources: Western Riverside County Regional Conservation Authority MSHCP Annual Report 2018; Economic & Planning Systems, Inc.

To date, the overall historical level of per acre land acquisition expenditures is well below the original 2004 per acre land value estimates. The cost of RCA acquisitions during this timeframe were kept relatively low by concentrating more on lower cost parcels (larger parcels in remote areas with limited development potential). In 2018, as in the future, the average cost per acre is expected to be higher than this historical average due to the characteristics of land still needing to be acquired.

### New Land Value Analysis and Conclusions

New 2019 per acre land value estimates were developed based on recent historical transactions as reported in the sales comparables sections of appraisals conducted for RCA acquisitions. This data set provided a substantial inventory of over 150 land sales between 2012 and 2017 that supported conclusions concerning per acre land values by key land value characteristic.

Similar to the Original Nexus Study, land values were determined to be substantially affected by land use designation and by parcel size. Land values were developed for twelve different value categories based on combinations of three land use designations and four different size ranges.

Based on the land valuation data and detailed GIS analysis by RCA staff, parcels were divided into three groups of development potential based on their land use designation:<sup>24</sup>

- **Open Space.** Low development potential land use designations included open space, rural mountainous, and rural residential.
- **Rural.** Medium development potential land use designations include agriculture and rural communities land use designations.
- **Community Development.** High development potential land use designations include all community development designations, including residential, non-residential, and other community development designations.

In addition to these three land use designation groupings reflecting different levels of development potential, parcels were also divided by parcel size. The land value information indicated a per acre value distinction between the following parcels sizes:

- Parcels less than 5 acres.
- Parcels between 5 and 20 acres.
- Parcels between 20 and 80 acres.
- Parcels over 80 acres.

Based on the analysis of the sales comparables, **Table 13** shows the planning level per acre land value by land use designation grouping/size range in 2017 dollars.

**Table 13 Planning Level Per Acre Land Value Estimates by Category**

Land Use Designation	Per Acre Land Value (\$ / Acre) <sup>1</sup>			
	Less than 5 Acres	5 - 19.99 Acres	20 - 79.99 Acres	80 + Acres
Open Space	\$11,761	\$5,091	\$3,949	\$1,866
Rural	\$33,363	\$11,553	\$8,337	\$5,531
Community Development	\$177,414	\$76,050	\$72,369	\$24,335

1. Most land sale comparables used for pricing are from 2013 to 2017 and were converted to 2017 dollars using BLS CPI adjustments for the Los Angeles-Riverside-Orange County area.

Sources: Economic & Planning Systems, Inc.

<sup>24</sup> RCA staff developed a consistent set of land use designation categories across different jurisdictions in the Study Area for the purposes of this study. These formed the basis of the development potential categories.

The average land value per acre for future RCA acquisitions is dependent on the different land values per acre as well as the expected distribution of future acquisitions. The actual land to be acquired is uncertain and is dependent on the availability of land through willing sellers. However, based on the conservation needs by Area Plan, the suitable land available for protection, as well as the specific linkages that must be created between the core reserve areas, RCA staff provided sufficient information for EPS to develop a general expression of parcels by characteristic to support the land value analysis. An illustration of the expected distribution of acres by land use designation and size range is provided in **Table 14**.

**Table 14 Illustrative Distribution of Land Acquisitions by Land Use and Size**

Land Use Designation	Conservation Scenario (Acres) (1)				Total
	Less than 5 Acres	5 - 19.99 Acres	20 - 79.99 Acres	80 + Acres	
Open Space	535	1,531	3,626	4,654	10,346
Rural	1,901	17,241	26,802	29,428	75,371
Community Development	<u>638</u>	<u>1,707</u>	<u>3,613</u>	<u>4,384</u>	<u>10,342</u>
<b>Total Purchases by Acreage</b>	<b>3,074</b>	<b>20,479</b>	<b>34,041</b>	<b>38,466</b>	<b>96,059</b>

1. Conservation scenario analysis was conducted in 2017 so overall acres acquired more than those required as of end of 2019.

Sources: RCA; Economic & Planning Systems, Inc.

Applying the per acre land values in **Table 13** to the illustrative land conservation distribution in **Table 14** provides an estimate of the aggregate land value, supporting the estimate of the average planning level land value per acre in 2017-dollar terms (see **Table 15**).

**Table 15 Aggregate Land Value of Remaining Areas (2017 dollars)**

Land Use Designation	Land Comparables by Acres				Total
	Less than 5 Acres	5 - 19.99 Acres	20 - 79.99 Acres	80 + Acres	
Open Space	\$6,292,633	\$7,795,633	\$14,319,467	\$8,682,942	\$37,090,674
Rural	\$63,411,345	\$199,183,566	\$223,437,526	\$162,777,034	\$648,809,470
Community Development	<u>\$113,198,910</u>	<u>\$129,817,405</u>	<u>\$261,456,200</u>	<u>\$106,682,740</u>	<u>\$611,155,254</u>
<b>Total Cost of Purchases</b>	<b>\$182,902,887</b>	<b>\$336,796,603</b>	<b>\$499,213,192</b>	<b>\$278,142,716</b>	<b>\$1,297,055,399</b>
<b>% of Total</b>	<b>14%</b>	<b>26%</b>	<b>38%</b>	<b>21%</b>	<b>100%</b>

1. This table is the average land value per acre multiplied by the Conservation Scenario. See **Table E-1** and **E-2**.

Sources: RCA; Economic & Planning Systems, Inc.

As shown in **Table 15**, the aggregate land value of the approximately 96,000 acres remaining to be protected as part of the MSHCP as of 2017 is estimated at about \$1.3 billion in 2017 dollars. This represents an average land value of about \$13,500 per acre. To convert this land value into 2019 dollars terms (similar to the rest of the analysis), EPS indexed the value to about \$14,300 per acre in 2019-dollar terms.<sup>25</sup>

## **Other Costs—Administration, Management, and Monitoring**

Program administration, reserve management, and reserve monitoring are required functions that require annual funding. The forecasts for each of these cost categories are described below.

### **Administration and Professional Service Costs**

The Western Riverside County Regional Conservation Authority is responsible for implementing the MSHCP. Since 2004, RCA staff members have directed the acquisition, management, and monitoring of the local portion of the Additional Reserve Land (ARL) required by the MSHCP, monitored State and federal Public/Quasi-Public lands and the State and federal portions of the ARL, and undertook all of the administrative tasks associated with maintaining the permit.

Costs categorized in this fee study under MSHCP administration include all RCA staff costs and other costs like building rents and average expenditures on non-acquisition related professional services that are not anticipated to vary as the size of the ARL increases. The forecast for the acquisition period assumes that these costs will remain at approximately \$4.2 million in constant 2019 dollars, increasing with inflation but not increasing as the size of the ARL grows (see **Table 16**). This includes salaries and benefits of about \$2.3 million annually and about \$1.5 million in professional services, supplies, and other costs.

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<sup>25</sup> Two years of inflation (2017 – 2019) based on by BLS CPI adjustment for Riverside-San Bernardino-Ontario Metro Area.

**Table 16 Administrative and Professional Services Costs**

Expenditures	RCA FY16/17- 18/19 3-Year Average of Actuals	CPI Adjusted to 2019\$ <sup>1</sup>
<b>Total Salaries and Employee Benefits</b>	<b>\$2,219,261</b>	<b>\$2,288,495</b>
<b>Professional Services and Supplies</b>		
Environmental		
Legal	\$394,320	\$406,621
Auditing, Accounting & Financial Services	\$101,717	\$104,891
GIS Services	\$10,000	\$10,312
Personnel Services	\$13,920	\$14,354
Real Estate Services	\$653,774	\$674,169
<u>Other Services</u>	<u>\$247,979</u>	<u>\$255,715</u>
<b>Subtotal</b>	<b>\$1,421,710</b>	<b>\$1,466,062</b>
Other Charges	<u>\$388,145</u>	<u>\$400,254</u>
<b>Total</b>	<b>\$4,029,116</b>	<b>\$4,154,811</b>

(1) Three year average CPI-adjusted by one year, the average of the annual CPI adjustments for the three years.

Sources: Western Riverside County Regional Conservation Authority; Bureau of Labor Statistics;

## Management and Monitoring

### Reserve Management

The MSHCP describes reserve management activities focused on maintaining and improving habitat conditions and ecosystem functions including habitat and landscape-based activities and species-specific activities. For the purposes of this analysis, the average per acre cost estimate for Reserve Management as reported in the RCA actual spending for FY 2018-19 has been used to inform cost projections through the full acquisition period. Because RCA staff and relevant contractors have indicated that the current spending on staff capacity is not adequate to accomplish necessary management with existing land holdings, additional staffing and associated expenditures have been added to the current reserve management expenditures. Specifically, three new full time equivalent (FTE) positions are added to the current 2019 spending for reserve management. Overall, the 2019 per acre reserve management cost of \$25.39 per acre was adjusted to \$32.70 per acre (2019 dollars) to account for three new mid-level park ranger FTEs. While as of the end of 2019 about 40,200 acres were under management, ultimately, reserve management activities will cover the entire 97,000 acres to be acquired by the RCA.

### Biological Monitoring

The purpose of biological monitoring is to provide Reserve Managers with information and data upon which reserve management decisions will be made. According to the MSHCP, the monitoring program must provide “sufficient, scientifically reliable data for Reserve Managers to assess the MSHCP’s effectiveness at meeting resource objectives and achieving or maintaining a

healthy MSHCP Conservation Area in perpetuity.” Unlike the RCA’s reserve management activities which are limited to local ARL acres, the RCA will ultimately be responsible for monitoring all 500,000 acres of the reserve lands mandated under the MSHCP. The acreage currently being monitored totals roughly 408,000 acres. For the purposes of this analysis, the \$1.1 million annual cost estimate based on FY 2018-19 actual spending was used to inform cost projections through the full acquisition period. Because current staff capacity is not adequate to accomplish necessary biological monitoring with existing land holdings, to address the additional land acquisitions, two new full time equivalent (FTE) positions are added to the current 2019 spending for reserve monitoring. The 2019 per acre reserve monitoring cost of \$2.67 was adjusted to \$3.01 (2019 dollars) to account for two new entry-level biologist FTEs. (see **Table 17**). This constant dollar per acre cost was assumed to apply throughout the period of implementation.

***Reserve Management and Biological Monitoring Costs***

**Table 17** summarizes estimated per acre costs for reserve management and monitoring in 2019 dollars. Applying these per acre costs (in 2019 dollars) to current acreage under management and monitoring projects results in annual costs of \$1.32 million and \$1.23 million, respectively. The annual reserve management and biological monitoring costs increase as new acquisitions occur.

**Table 17 Management and Monitoring Anticipated Costs in 2004 and 2019 Dollars**

Item	Actual FY 2019 Spending
<b>Reserve Management<sup>1</sup></b>	
Acres under Management	40,212
Existing Reserve Management Expenses	\$1,021,000
<u>Additional Staff Capacity Required<sup>3</sup></u>	<u>\$294,000</u>
Total Reserve Management Expenses	\$1,315,000
\$/Acre	\$32.70
\$/Acre without additional staff capacity	\$25.39
<b>Biological Monitoring<sup>2</sup></b>	
Acres being Monitored	408,820
Existing Biological Monitoring Expenses	\$1,092,000
<u>Additional Staff Capacity Required<sup>3</sup></u>	<u>\$140,000</u>
Total Biological Monitoring Expenses	\$1,232,000
\$/Acre	\$3.01
\$/Acre without additional staff capacity	\$2.67

1. Reserve Management costs include Parks & Open Space contract fees, maintenance of motor vehicles, and HOA dues.
2. Biological Monitoring costs include SAWA contract fees, office and computer supplies, training, private mileage reimbursement, building rent, and rental vehicles/fuel.
3. Current staff capacity is not sufficient to accomplish necessary management and monitoring. An Expanded staff capacity scenario envisions adding 3 FTE mid-level park rangers to Reserve Management and 2 FTE entry-level biologists to Reserve Monitoring, with salaries and benefits of \$98,000 and \$70,000

Sources: Western Riverside County Regional Conservation Authority; and Economic & Planning Systems, Inc.

## Endowment Funding

The overall permit period was set at 75 years, ending in 2079. To cover ongoing management and monitoring costs beyond the duration when mitigation fees will be collected, the establishment of a non-depleting endowment is required. In other words, the endowment must be sufficient such that expected average interest revenues (after inflation and transaction costs) can cover the ongoing costs associated with administration, management and monitoring in perpetuity. This section summarizes the estimated cost of establishing this endowment under the different scenarios. A key assumption is that the endowment must be fully established by



the end of the land acquisition period as it is assumed that no more mitigation fees will be collected at that time.<sup>26</sup>

For the purposes of this analysis, we have assumed that habitat management and habitat monitoring costs continue in full, while administration costs are reduced by half following the end of the land acquisition period. All of these costs then continue in perpetuity. As a result and as shown in **Table 18**, the endowment is sized to cover the expected annual management and monitoring costs and 50 percent of the administration costs, totaling \$6.8 million (2019 dollars) once all lands have been acquired.

**Table 18 Annual Implementation Cost Estimate (2019\$)**

Cost Categories	Annual Cost by Last Year of Land Acquisition Period	Adjustment	Annual Post-Land Acquisition Cost
Ongoing Habitat Management	\$3,172,063	100%	\$3,172,063
Ongoing Habitat Monitoring	\$1,506,776	100%	\$1,506,776
Administration <sup>1</sup>	\$4,154,811	50%	\$2,077,406
<b>Total</b>	<b>\$8,833,650</b>		<b>\$6,756,244</b>

1. Administration includes salaries and benefits, accounting, auditing and reporting, contracts, etc.. Assumes less administration is needed following the land acquisition period; ongoing administrative needs include oversight, auditing and reporting, and board staffing.

Sources: Western Riverside County Regional Conservation Authority; and Economic & Planning Systems, Inc.

Consistent with many regional habitat conservation plans, the average annual net, real (allowing for inflation and institutional fees) interest rate is assumed to be three (3) percent.<sup>27</sup> Under all extension scenarios, the total required endowment funding is \$225.2 million. Because the longer extension periods provide more time for the accrual of interest revenues, the net endowment cost (that must be funded by mitigation fees) is different for each scenario. **Table 19** shows the consistent total endowment funding required by scenario as well as the different levels of aggregate endowment interest and associated net endowment funding requirement. For a detailed time-series accounting of endowment funding by extension scenario, see **Appendix II**.

<sup>26</sup> It is important to note that the RCA has collected a distinct set of endowment funds for situations where specific conservation activities are required over-and-above the core activities covered by this endowment calculation.

<sup>27</sup> This assumes that the implementing entity can use investment vehicles that may be not be typical for Riverside County.

**Table 19 Endowment Funding (2019\$), by Extension Scenario**

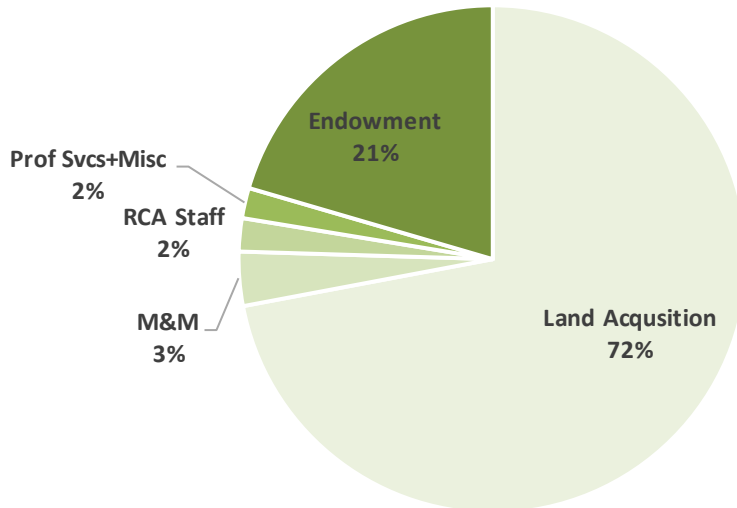
Item	No Extension	5-Year Extension	10-Year Extension	15-Year Extension
Total Endowment Funding Required	\$225,208,133	\$225,208,133	\$225,208,133	\$225,208,133
(Less) Endowment Interest	<u>(\$25,695,187)</u>	<u>(\$40,679,628)</u>	<u>(\$54,846,349)</u>	<u>(\$68,206,990)</u>
Net Endowment Funding Required	\$199,512,947	\$184,528,506	\$170,361,785	\$157,001,144

Sources: Western Riverside County Regional Conservation Authority; and Economic & Planning Systems, Inc.

### Total Implementation Costs

Implementation costs include land costs, administrative and professional services expenses, management and monitoring costs, and the required net endowment funding. The remaining MSHCP implementation costs, as described in detail in the preceding sections, are all estimated in 2019 constant dollar terms. Under the Baseline/ No Extension scenario, as shown in **Figure 9**, the \$702 million in estimated land acquisition costs make up 72 percent of the total implementation cost of \$974 million. Administrative costs total about 4 percent of total costs, management and monitoring sum to 3 percent of total implementation costs, and the endowment constitutes 21 percent of total costs.

**Figure 9 Comparison of Costs by Category**



Total implementation costs vary by extension scenario. Land acquisition costs are the same for all scenarios. Administrative, management and monitoring costs increase the longer the acquisition period is extended, but the endowment funding required decreases the longer the

acquisition period is extended. As shown in **Table 20**, total implementation costs range from \$890 million to \$967 million depending on the extension period. Although total costs over time increase with longer extension periods the per-year implementation costs decrease with longer extension periods, as shown in **Table 21**. For a detailed time-series of all implementation costs excepting the endowment, see **Appendix I**.

**Table 20 Total Implementation Costs (2019\$\*), by Extension Scenario**

Local Permittee MSHCP Implementation Costs	Total for 2020 - 2028 No Extension	Total for 2020 - 2033 5-Yr Extension	Total for 2020 - 2038 10-Yr Extension	Total for 2020 - 2043 15-Yr Extension
Land <sup>1</sup>	\$701,931,902	\$701,931,902	\$701,931,902	\$701,931,902
Management & Monitoring	\$33,582,193	\$51,646,790	\$69,711,387	\$87,775,983
RCA Staff <sup>2</sup>	\$20,596,453	\$32,038,927	\$43,481,401	\$54,923,875
Professional Services and Supplies <sup>2</sup>	\$13,194,561	\$20,524,873	\$27,855,185	\$35,185,497
Loan Repayment <sup>3</sup>	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
Other Costs <sup>2,4</sup>	\$3,602,285	\$5,603,554	\$7,604,824	\$9,606,093
Net Endowment Funding Required	<u>\$199,512,947</u>	<u>\$184,528,506</u>	<u>\$170,361,785</u>	<u>\$157,001,144</u>
<b>Total Costs</b>	<b>\$974,420,341</b>	<b>\$998,274,552</b>	<b>\$1,022,946,483</b>	<b>\$1,048,424,494</b>

1. Land value estimates at \$14,288 per acre in 2019 dollar terms.

2. RCA Administrative Costs are based on a three year average of FY 2016-17 through FY 2018-19 actual costs, adjusted to 2019 dollars.

3. RCA has "Other Long Term Obligations" totaling \$5 million, which was a loan received from the County in FY 2012/13 and is now payable in increments of \$1 million starting in FY 2018.

4. Includes rents and all other miscellaneous expenses.

NOTE: In some cases numbers may not perfectly sum due to rounding.

Sources: Western Riverside County RCA; Economic & Planning Systems, Inc.

\* All costs are provided in constant 2019 dollar terms. Costs will change over time due to inflation and other factors. These changes will be addressed through the fee indexing/ updating process that will include automatic inflation-indexed fee changes annually based on the regional Consumer Price Index and periodic comprehensive updates to the Nexus Study.

**Table 21 Average Annual Implementation Costs (2019\$), by Extension Scenario**

Local Permittee MSHCP Implementation Costs	Average Annual			
	2020 - 2028 No Extension	2020 - 2033 5-Yr Extension	2020 - 2038 10-Yr Extension	2020 - 2043 15-Yr Extension
Land <sup>1</sup>	\$77,992,434	\$50,137,993	\$36,943,784	\$29,247,163
Management & Monitoring	\$3,731,355	\$3,689,056	\$3,669,020	\$3,657,333
RCA Staff <sup>2</sup>	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495
Professional Services and Supplies <sup>2</sup>	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062
Loan Repayment <sup>3</sup>	\$222,222	\$142,857	\$105,263	\$83,333
Other Costs <sup>2,4</sup>	\$400,254	\$400,254	\$400,254	\$400,254
Net Endowment Funding Required	<u>\$22,168,105</u>	<u>\$13,180,608</u>	<u>\$8,966,410</u>	<u>\$6,541,714</u>
<b>Total Costs</b>	<b>\$108,268,927</b>	<b>\$71,305,325</b>	<b>\$53,839,289</b>	<b>\$43,684,354</b>

1. Land value estimates at \$14,288 per acre in 2019 dollar terms.

2. RCA Administrative Costs are based on a three year average of FY 2016-17 through FY 2018-19 actual costs, adjusted to 2019 dollars.

3. RCA has "Other Long Term Obligations" totaling \$5 million, which was a loan received from the County in FY 2012/13 and is now payable in increments of \$1 million starting in FY 2018.

4. Includes rents and all other miscellaneous expenses.

NOTE: In some cases numbers may not perfectly sum due to rounding.

Sources: Western Riverside County RCA; Economic & Planning Systems, Inc.

## 6. RCA NON-FEE REVENUES

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### MSHCP Forecast of Non-Fee Revenues

The MSHCP forecast an array of revenue sources, in addition to fee revenue, supporting the conservation program. These sources were anticipated to total about 44 percent of the revenue for the program, including:

- **Transportation funding** – includes the Measure A sales tax which is authorized through 2039 and other transportation funding sources such as the Transportation Uniform Mitigation Fees (TUMF) charged on new development. Note that the MSHCP envisioned up to \$121 million of Measure A money to the HCP.
- **Other infrastructure projects** – funding from this source was not quantified in the MSHCP but reflected the expectation that local public construction projects such as schools, administrative facilities, libraries, jails, and other projects like flood control and utility projects would mitigate the construction through the payment of a per-acre fee.<sup>28</sup> Since MSHCP adoption, the standard contribution has been three to five percent of total project costs.
- **Landfill contributions** – Landfill tipping fees have been used in the County since the 1990 for conservation programs. Under county permitting of landfills, the County has committed to divert portions of tipping fees to MSHCP implementation.

**Table 22** and **Figure 10** summarizes the revenue forecasts under the MSHCP. Including the fee revenues, these sources totaled \$1.07 billion or an estimated average almost \$43 million per year for 25-years (in 2004 dollars). Excluding fee revenues, a total of \$18.84 million in annual revenues were forecast, including Measure A funding, \$10 million each year from other transportation projects, and \$4.0 million from land fill contributions.

As described further below, at this point, the average annual funding from non-fee revenues sources are well below the MSCHP forecast. Measure A, a voter-approved ½ cent sales tax measure did provide substantial funding as envisioned (though is now fully used/ allocated) and, collectively, the other non-fee funding sources are well beyond what was originally envisioned.

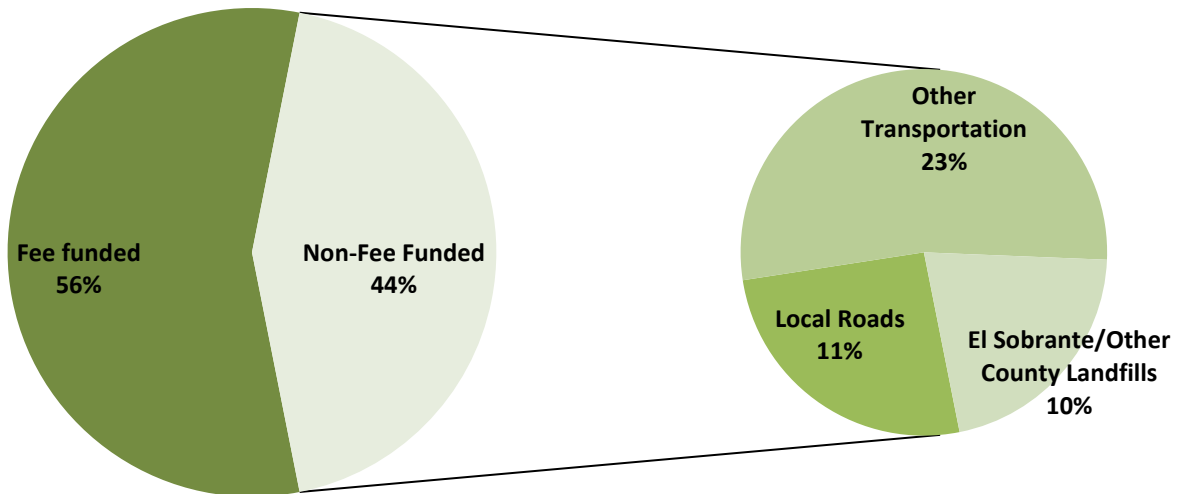
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<sup>28</sup> See Chapter 8.5.1 Funding Sources in the MSHCP.

**Table 22 2004 MSHCP Anticipated Funding Sources**

MSHCP Anticipated Funding Source	Estimate (millions)	% of Avg/Yr Total	(millions over 25 years)
<b>Fee Funded Sources:</b>			
Cities and County Development Mitigation Fees	\$539.6	50%	\$21,584,000
Density Bonus Fees	<u>\$66.0</u>	6%	<u>\$2,640,000</u>
Non-Fee Funded Sources	\$605.6		\$24,224,000.0
<b>Public Funding Sources</b>			
Local Roads (Measure A)	\$121.0	11%	\$4,840,000
Other Transportation	\$250.0	23%	\$10,000,000
Other infrastructure Projects	unknown	0%	\$0
El Sobrante Landfill	\$90.0	8%	\$3,600,000
County Landfills	\$10.0	1%	\$400,000
Eagle Mountain Landfill	unknown	0%	\$0
New Regional funding	<u>unknown</u>	0%	<u>\$0</u>
Non-Fee Funded Sources	\$471.0		\$18,840,000
<b>Total, Local Funds</b>	<b>\$1,076.6</b>	<b>100%</b>	<b>\$43,064,000</b>

**Figure 10 2004 MSHCP Anticipated Funding Sources**



### New Forecast of Non-Fee Revenues

Non-fee revenues to the RCA are projected to be \$6.85 million annually in 2019 dollars. This estimate was derived from a line by line review of the major revenue items for a 3-year period from FY 2016-17 to FY 2018-19, projections by collection entities (e.g., TUMF revenue), and recent dynamics likely to affect the revenue source (e.g., greater diversion of trash to recycling

will likely reduce tipping fees). The estimates have been inflated from a three-year average to 2019 dollars, as detailed in **Table 23**.

**Table 23 Annual Non-Fee Revenue Projection (2019\$s)**

Non-Fee Revenue Item	RCA FY16/17- 18/19 3-Year Average of Actuals	CPI Adjusted to 2019\$
<b><u>Transportation Mitigation<sup>1</sup></u></b>		
TUMF Revenue-Developer Fees	\$950,000	\$979,637
<b>Subtotal</b>	<b>\$950,000</b>	<b>\$979,637</b>
<b><u>Tipping Fee</u></b>	<b>\$3,865,728</b>	<b>\$3,986,326</b>
<b><u>Public Project Mitigation</u></b>		
PSE Mitigation Fee <sup>2</sup>	NA	\$500,000
Other Gov MSHCP Infrastructure	\$284,570	\$293,448
Other Gov MSHCP Civic Projects	\$93,629	\$96,550
Flood Control District	\$293,084	\$302,227
<b>Subtotal</b>	<b>\$671,283</b>	<b>\$1,192,225</b>
<b><u>Other Revenue</u></b>		
Interest and Other Sources	\$467,073	\$481,644
Rents	\$80,531	\$83,043
Joint Project Review Fees	\$124,762	\$128,654
<b>Subtotal</b>	<b>\$672,365</b>	<b>\$693,341</b>
<b>Total Revenue</b>	<b>NA</b>	<b>\$6,851,529</b>

1. All Measure A funding was provided prior to 2020 and the associated obligations have been met.  
 2. Participating Special Entities fees. This does not include Developer Mitigation Fees. These fees vary widely year over year, \$500,000 is used as an annual average per the recommendation of RCA staff.

Sources: Western Riverside County Regional Conservation Authority; Economic & Planning Systems, Inc.

## 7. MITIGATION FEE CALCULATION

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The revised Local Development Mitigation Fee is based on a generally similar methodology to the Original Nexus Study that ensures the fee level is proportional to the development impact. This methodology looks at the remaining conservation requirements associated with Local Permittee obligations under the MSHCP and associated Incidental Take Permit and Implementing Agreement, determines the remaining Local Permittee implementation cost, subtracts out reasonable estimates of non-fee revenues and other contributions, to determine the overall fee-funding obligation. This obligation is then divided among the new development forecast to determine the required mitigation fee. In others words, the original 2003 and updated 2020 Local Development Mitigation Fee estimates are the outcome of the following formula (the 2003 and 2020 Nexus Studies differ in their process of allocating funding required between land uses):

1. **Implementation Costs**  
*minus*
2. **Non-Fee Funding**  
*equals*
3. **Outstanding Funding Required**  
*divided by*
4. **Development Forecast**  
*equals*
5. **Local Development Mitigation Fee Schedule**

**Table 24** summarizes the estimated Net Implementation Costs, Expected Acres of Development, and the associated per gross acre mitigation fee. As shown, the average mitigation fee per gross acre decreases with each extension as similar levels of net implementation costs are spread across more development. **Tables 25** through **28** provide the detailed calculations that determine the total net MSHCP implementation costs shown in **Table 24**. As noted in **Chapter 1**, for residential development, the per-gross-acre fee is translated into a per-unit fee schedule for administrative continuity.



**Table 24 MSHCP Implementation Costs and Per Acre Mitigation Fees**

Fee Per Acre	No Extension	5-Year Extension	10-Year Extension	15-Year Extension
<b>Net Cost</b>	<b>\$912,756,583</b>	<b>\$902,353,150</b>	<b>\$892,767,438</b>	<b>\$883,987,805</b>
<b>Acres of Development</b>				
Residential	14,026	21,818	29,611	37,403
Nonresidential	<u>6,239</u>	<u>9,705</u>	<u>13,171</u>	<u>16,637</u>
<b>Total</b>	<b>20,265</b>	<b>31,523</b>	<b>42,782</b>	<b>54,040</b>
<b>Mitigation Fee per Acre</b>	<b>\$45,041</b>	<b>\$28,625</b>	<b>\$20,868</b>	<b>\$16,358</b>

Sources: Southern California Association of Governments; Western Riverside County RCA; Economic & Planning Systems, Inc.

**Table 25 Recommended Fee Level—No Extension**

Item	Total for 2020 - 2029 (Years 17 - 25)	9 yrs	Average Annual	% of Total Cost/ Funding Need
<b>Local Permittee Land Requirements</b>				
Preservation Requirement	56,788 acres		6,310 acres	na
(less) HANS Dedication	<u>10,000</u> acres		<u>1,111</u> acres	na
Local Permittee Acquisition	46,788 acres		5,199 acres	na
<b>Local Permittee MSHCP Implementation Costs</b>				
Land (1)	\$701,931,902		\$77,992,434	72.0%
Management & Monitoring	\$33,582,193		\$3,731,355	3.4%
RCA Staff (2)	\$20,596,453		\$2,288,495	2.1%
Professional Services and Supplies (2)	\$13,194,561		\$1,466,062	1.4%
Loan Repayment (3)	\$2,000,000		\$222,222	0.2%
Other Costs (2) (4)	\$3,602,285		\$400,254	0.4%
Net Endowment Funding Required	\$199,512,947		\$22,168,105	20.5%
<b>Total Costs</b>	<b>\$974,420,341</b>		<b>\$108,268,927</b>	<b>100.0%</b>
<b>Offsetting Revenues (5)</b> (exc. Private Development Mitigation)				
Public Project Mitigation (6)	\$10,730,025		\$1,192,225	1.4%
Transportation Mitigation (7)	\$8,816,731		\$979,637	1.1%
Tipping Fees	\$35,876,934		\$3,986,326	4.6%
Other Revenues (8)	<u>\$6,240,068</u>		<u>\$693,341</u>	<u>0.8%</u>
<b>Total Selected Revenues</b>	<b>\$61,663,758</b>		<b>\$6,851,529</b>	<b>8.0%</b>
<b>Funding Required from Private Development Mitigation</b>				
Net Cost	\$912,756,583		\$101,417,398	93.7%
<b>Mitigation Fee Estimates (per gross acre of development)</b>				
<b><u>Growth Projection:</u></b>				
<b>Development</b>	<b>2020 - 2028</b>		<b>Annual</b>	
Residential Units	79,000		8,778	
Residential Acres	14,026		1,558	
Non-Residential Acres	6,239		693	
<b>Total Acres</b>	<b>20,265</b>		<b>2,252</b>	
<b>Mitigation Fee</b>	<b>\$45,041 per acre</b>			

(1) Land value estimates at \$14,288 per acre in 2019 dollar terms plus a 5% transaction cost.  
 (2) RCA Administrative Costs are based on a three year average of FY 2016-17 through FY 2018-19 actual costs, adjusted to 2019 dollars.  
 (3) RCA has "Other Long Term Obligations" totaling \$2 million, which was a loan received from the County in FY 2012/13 and is now payable in increments of \$1 million over the course of two years.  
 (4) Includes rents and all other miscellaneous expenses.  
 (5) RCA Revenues are based on a three year average of FY 2016-17 through FY 2018-19 actual costs, adjusted to 2019 dollars.  
 (6) Includes Flood Control District, PSE mitigation payments, and other government MSHCP infrastructure & civic project revenues.  
 (7) Includes TUMF fees.  
 (8) Includes interest and other sources, rents, and joint project review fees.

Sources: MSHCP; RCA; Economic & Planning Systems, Inc.

**Table 26 Recommended Fee Level—5-Year Extension**

Item	Total for 2020 - 2034 (Years 17 - 30)	14 yrs	Average Annual	% of Total Cost/ Funding Need
<b>Local Permittee Land Requirements</b>				
Preservation Requirement	56,788 acres		4,056 acres	na
(less) HANS Dedication	<u>10,000</u> acres		<u>714</u> acres	na
Local Permittee Acquisition	46,788 acres		3,342 acres	na
<b>Local Permittee MSHCP Implementation Costs</b>				
Land (1)	\$701,931,902		\$50,137,993	70.3%
Management & Monitoring	\$51,646,790		\$3,689,056	5.2%
RCA Staff (2)	\$32,038,927		\$2,288,495	3.2%
Professional Services and Supplies (2)	\$20,524,873		\$1,466,062	2.1%
Loan Repayment (3)	\$2,000,000		\$142,857	0.2%
Other Costs (2) (4)	\$5,603,554		\$400,254	0.6%
Net Endowment Funding Required	\$184,528,506		\$13,180,608	18.5%
<b>Total Costs</b>	<b>\$998,274,552</b>		<b>\$71,305,325</b>	<b>100.0%</b>
<b>Offsetting Revenues (5)</b> (exc. Private Development Mitigation)				
Public Project Mitigation (6)	\$16,691,150		\$1,192,225	2.1%
Transportation Mitigation (7)	\$13,714,915		\$979,637	1.7%
Tipping Fees	\$55,808,564		\$3,986,326	6.9%
Other Revenues (8)	<u>\$9,706,772</u>		<u>\$693,341</u>	<u>1.2%</u>
<b>Total Selected Revenues</b>	<b>\$95,921,402</b>		<b>\$6,851,529</b>	<b>11.8%</b>
<b>Funding Required from Private Development Mitigation</b>				
Net Cost	\$902,353,150		\$64,453,796	90.4%
<b>Mitigation Fee Estimates (per gross acre of development)</b>				
<b><u>Growth Projection:</u></b>				
<b>Development</b>	<b>2020 - 2033</b>		<b>Annual</b>	
Residential Units (4.2 DU/Acres)	122,456		8,747	
Residential Acres	21,818		1,558	
Non-Residential Acres	9,705		693	
<b>Total Acres</b>	<b>31,523</b>		<b>2,252</b>	
<b>Mitigation Fee</b>	<b>\$28,625 per acre</b>			

(1) Land value estimates at \$14,288 per acre in 2019 dollar terms plus a 5% transaction cost.  
 (2) RCA Administrative Costs are based on a three year average of FY 2016-17 through FY 2018-19 actual costs, adjusted to 2019 dollars.  
 (3) RCA has "Other Long Term Obligations" totaling \$2 million, which was a loan received from the County in FY 2012/13 and is now payable in increments of \$1 million over the course of two years.  
 (4) Includes rents and all other miscellaneous expenses.  
 (5) RCA Revenues are based on a three year average of FY 2016-17 through FY 2018-19 actual costs, adjusted to 2019 dollars.  
 (6) Includes Flood Control District, PSE mitigation payments, and other government MSHCP infrastructure & civic project revenues.  
 (7) Includes TUMF fees.  
 (8) Includes interest and other sources, rents, and joint project review fees.

Sources: MSHCP; RCA; Economic & Planning Systems, Inc.

**Table 27 Recommended Fee Level—10-Year Extension**

Item	Total for 2020 - 2039 (Years 17 - 35)	19 yrs	Average Annual	% of Total Cost/ Funding Need
<b>Local Permittee Land Requirements</b>				
Preservation Requirement	56,788 acres		2,989 acres	na
(less) HANS Dedication	<u>10,000</u> acres		<u>526</u> acres	na
Local Permittee Acquisition	46,788 acres		2,463 acres	na
<b>Local Permittee MSHCP Implementation Costs</b>				
Land (1)	\$701,931,902		\$36,943,784	68.6%
Management & Monitoring	\$69,711,387		\$3,669,020	6.8%
RCA Staff (2)	\$43,481,401		\$2,288,495	4.3%
Professional Services and Supplies (2)	\$27,855,185		\$1,466,062	2.7%
Loan Repayment (3)	\$2,000,000		\$105,263	0.2%
Other Costs (2) (4)	\$7,604,824		\$400,254	0.7%
Net Endowment Funding Required	\$170,361,785		\$8,966,410	16.7%
<b>Total Costs</b>	<b>\$1,022,946,483</b>		<b>\$53,839,289</b>	<b>100.0%</b>
<b>Offsetting Revenues (5)</b> (exc. Private Development Mitigation)				
Public Project Mitigation (6)	\$22,652,275		\$1,192,225	2.7%
Transportation Mitigation (7)	\$18,613,099		\$979,637	2.2%
Tipping Fees	\$75,740,195		\$3,986,326	8.9%
Other Revenues (8)	<u>\$13,173,476</u>		<u>\$693,341</u>	<u>1.5%</u>
<b>Total Selected Revenues</b>	<b>\$130,179,045</b>		<b>\$6,851,529</b>	<b>15.3%</b>
<b>Funding Required from Private Development Mitigation</b>				
Net Cost	\$892,767,438		\$46,987,760	87.3%
<b>Mitigation Fee Estimates (per gross acre of development)</b>				
<b><u>Growth Projection:</u></b>				
<b>Development</b>	<b>2020 - 2038</b>		<b>Annual</b>	
Residential Units (4.2 DU/Acres)	166,000		8,737	
Residential Acres	29,611		1,558	
Non-Residential Acres	13,171		693	
<b>Total Acres</b>	42,782		2,252	
<b>Mitigation Fee</b>	<b>\$20,868 per acre</b>			

(1) Land value estimates at \$14,288 per acre in 2019 dollar terms plus a 5% transaction cost.  
 (2) RCA Administrative Costs are based on a three year average of FY 2016-17 through FY 2018-19 actual costs, adjusted to 2019 dollars.  
 (3) RCA has "Other Long Term Obligations" totaling \$2 million, which was a loan received from the County in FY 2012/13 and is now payable in increments of \$1 million over the course of two years.  
 (4) Includes rents and all other miscellaneous expenses.  
 (5) RCA Revenues are based on a three year average of FY 2016-17 through FY 2018-19 actual costs, adjusted to 2019 dollars.  
 (6) Includes Flood Control District, PSE mitigation payments, and other government MSHCP infrastructure & civic project revenues.  
 (7) Includes TUMF fees.  
 (8) Includes interest and other sources, rents, and joint project review fees.

Sources: MSHCP; RCA; Economic & Planning Systems, Inc.

**Table 28 Recommended Fee Level—15-Year Extension**

Item	Total for 2020 - 2044 (Years 17 - 40)	24 yrs	Average Annual	% of Total Cost/ Funding Need
<b>Local Permittee Land Requirements</b>				
Preservation Requirement	56,788 acres		2,366 acres	na
(less) HANS Dedication	<u>10,000</u> acres		<u>417</u> acres	na
Local Permittee Acquisition	46,788 acres		1,950 acres	na
<b>Local Permittee MSHCP Implementation Costs</b>				
Land (1)	\$701,931,902		\$29,247,163	67.0%
Management & Monitoring	\$87,775,983		\$3,657,333	8.4%
RCA Staff (2)	\$54,923,875		\$2,288,495	5.2%
Professional Services and Supplies (2)	\$35,185,497		\$1,466,062	3.4%
Loan Repayment (3)	\$2,000,000		\$83,333	0.2%
Other Costs (2) (4)	\$9,606,093		\$400,254	0.9%
Net Endowment Funding Required	\$157,001,144		\$6,541,714	15.0%
<b>Total Costs</b>	<b>\$1,048,424,494</b>		<b>\$43,684,354</b>	<b>100.0%</b>
<b>Offsetting Revenues (5)</b> (exc. Private Development Mitigation)				
Public Project Mitigation (6)	\$28,613,400		\$1,192,225	3.2%
Transportation Mitigation (7)	\$23,511,283		\$979,637	2.6%
Tipping Fees	\$95,671,825		\$3,986,326	10.7%
Other Revenues (8)	<u>\$16,640,181</u>		<u>\$693,341</u>	<u>1.9%</u>
<b>Total Selected Revenues</b>	<b>\$164,436,689</b>		<b>\$6,851,529</b>	<b>18.4%</b>
<b>Funding Required from Private Development Mitigation</b>				
Net Cost	\$883,987,805		\$36,832,825	84.3%
<b>Mitigation Fee Estimates (per gross acre of development)</b>				
<b><u>Growth Projection:</u></b>				
<b>Development</b>	<b>2020 - 2043</b>		<b>Annual</b>	
Residential Units	210,000		8,750	
Residential Acres	37,403		1,558	
Non-Residential Acres	16,637		693	
<b>Total Acres</b>	54,040		2,252	
<b>Mitigation Fee</b>	<b>\$16,358 per acre</b>			

(1) Land value estimates at \$14,288 per acre in 2019 dollar terms plus a 5% transaction cost.  
 (2) RCA Administrative Costs are based on a three year average of FY 2016-17 through FY 2018-19 actual costs, adjusted to 2019 dollars.  
 (3) RCA has "Other Long Term Obligations" totaling \$2 million, which was a loan received from the County in FY 2012/13 and is now payable in increments of \$1 million over the course of two years.  
 (4) Includes rents and all other miscellaneous expenses.  
 (5) RCA Revenues are based on a three year average of FY 2016-17 through FY 2018-19 actual costs, adjusted to 2019 dollars.  
 (6) Includes Flood Control District, PSE mitigation payments, and other government MSHCP infrastructure & civic project revenues.  
 (7) Includes TUMF fees.  
 (8) Includes interest and other sources, rents, and joint project review fees.

Sources: MSHCP; RCA; Economic & Planning Systems, Inc.

## 8. MITIGATION FEE ACT (NEXUS) FINDINGS

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Mitigation fees are utilized in California to finance public facilities necessary to mitigate impacts stemming from new development. In 1987, the California Legislature adopted the Mitigation Fee Act to provide a framework for the application and administration of such fees. Current prevailing practice among the majority of approved and permitted regional multiple-species Habitat Conservation Plans is that any habitat mitigation fees are to be adopted by the relevant jurisdictions (cities and Counties) consistent with the Mitigation Fee Act.<sup>29</sup> As discussed further in **Chapter 9**, the adoption of fees under the Mitigation Fee Act includes a number of auditing and reporting requirements.

The Mitigation Fee Act, defined in California Government Code Sections 66000 to 66025, requires all public agencies to document five findings when establishing or increasing a fee as a condition for new development. These findings were made when the Western Riverside County MSHCP Local Development Mitigation Fees were first justified and established.<sup>30</sup>

This Chapter of the Western Riverside Habitat Conservation Plan Nexus Fee Study was prepared to describe how the proposed increase in the Local Development Mitigation Fee satisfies the five statutory findings required by the Mitigation Fee Act and is based on the appropriate nexus between new development and the imposition of a mitigation fee. The five statutory findings required for the establishment of a mitigation fee are summarized in the sections below and supported by the technical analysis in the prior chapters of this Study.

### Purpose of Fee

*Identify the purpose of the fee. (66001(a)(1))*

The purpose of the Local Development Mitigation Fee is to contribute to the funding required to implement the MSCHP and, as a result, help maintain the incidental take permits for new private and public development in Western Riverside County under the federal and State Endangered Species Acts. Maintaining the incidental take permit is necessary to allow for future development, and without the development community paying for the cost of the MSHCP, individual applicants will need to apply independently for development approval under federal and State law if the project impacts a threaten or endangered species. The federal Endangered Species Act specifically requires that the applicant for incidental take permit “ensure that adequate funding for the plan will be provided.”<sup>31</sup> In addition, the Local Development Mitigation Fee helps provide the regional benefit of streamlined economic development in Western Riverside County as well as

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<sup>29</sup> In addition to the current Western Riverside County habitat mitigation fee, see also the Coachella Valley habitat mitigation fee, the San Joaquin County Multi-Species Habitat Conservation and Open Space Fee, and the East Contra Costa County HCP/NCCP mitigation fee.

<sup>30</sup> See the Final Mitigation Nexus Report for the Western Riverside County Multiple Species Habitat Conservation Plan, published July 1, 2003.

<sup>31</sup> See Section 1539(a)(2)Biii of the federal Endangered Species Act.

the provision of contiguous open spaces that will serve as a community amenity to residents, workers, and visitors.

## Use of Fee Revenues

*Identify the use to which the fee is to be put. If the use is financing public facilities, the facilities shall be identified. That identification may, but need not, be made by reference to a capital improvement plan as specific in Section 65403 or 66002, may be made in applicable general or specific plan requirements, or may be made in other public documents that identify the public facilities for which the fee is charged. (66001(a)(2)).*

The MSHCP is the public document that outlines the actions required as a whole and the particular set of actions required by the Local Permittees (and the Regional Conservation Agency as their agent) to obtain incidental take permits—associated with State and federal Endangered Species Act requirements—for new public and private development in Western Riverside County. Failure to meet the requirements of the MSHCP will result in an inability to obtain or maintain incidental take permits through the MSHCP, which would require future development to secure individual take authorization if the project impacts a threaten or endangered species.

Revenues from the Local Development Mitigation Fee will be used, in conjunction with other local and regional funding sources, to fund the conservation actions identified as the responsibility of Local Permittees in the MSHCP. The revenue from the Local Development Mitigation Fee will be used to help fund the appropriate habitat acquisition (land acquisition and associated transaction costs), maintenance and monitoring of habitat land (preserve management, monitoring, and adaptive management), and program management, administration, and oversight activities and costs.<sup>32</sup> **Chapter 3** of this report describes the Local Permittee conservation requirements, progress to date, and the remaining actions required under the MSHCP.

## Relationship

*Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. (66001(a)(3)).*

The implementation of the MSHCP, and the mitigation fee as a fundamental part of it, will benefit all new development by mitigating their collective impacts on covered species and associated habitat. All new public and private development in the Plan area will affect habitat and species either directly, indirectly, or as a cumulative effect. New infrastructure development, for example, in addition to its direct effects, will support new development on other parcels and other locations in the Plan Area. Similarly, new private development will require new infrastructure and also result in additional demand for new developments through linkages—for

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<sup>32</sup> Consistent with the interpretation applied to the majority of permitted and approved regional, multiple-species Habitat Conservation Plans in California and guidance from RCA Counsel, the Local Development Mitigation Fee is assumed to fund its proportionate share (as determined by the technical analysis and constrained by the statutory requirements) of applicable MSHCP implementation costs including, but also limited to, habitat acquisition costs (and associated transaction costs), the costs of managing and monitoring the habitat preserves in perpetuity, and the administrative and other costs of managing the overall program.

example, the need for new housing to accommodate new workers at commercial developments or the need for new retail developments to serve new residents at residential developments. In other words, all new development in Western Riverside County will benefit from the incidental take permits obtained through the MSHCP and via the use of the mitigation fee revenues.

In addition, the incidental take permits are necessary to permit any future development within the Plan Area, and in order to obtain or maintain such incidental take permits, the MSHCP must be fully funded. Because funding the MSHCP is required in order to allow for future development under the MSHCP, there is a direct relationship between the proposed use of the mitigation fee and development within the Plan Area.

## Need

*Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed. (66001(a)(4)).*

Without new development, no MSHCP would be necessary and no further habitat conservation would be required under the federal and State Endangered Species Acts. To allow for any future development under the Plan, the MSHCP must be fully funded. New development in the Plan Area, as noted above, will directly, indirectly, or cumulatively affect species and habitat in Western Riverside County. Because of this, development of the MSHCP was undertaken to provide a regional, streamlined approach to benefit future development of all types in Western Riverside County, including the development and improvements envisioned under the numerous General Plans and the Regional Transportation Improvement Program. The requirements of the MSHCP (habitat acquisition, management and monitoring, program administration) are a direct result of the regional approach to mitigation that is engendered by all new development in the Plan Area under the pertinent environmental regulations. Meeting the requirements of the MSHCP is necessary to obtain the necessary federal authorization to develop within the Plan Area.

## Proportionality

*Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed. (66001(b)).*

The MSHCP includes detailed conservation requirements based on the scientific evaluations that form the basis of the MSHCP. Based on these evaluations, conservation responsibilities were allocated between the Local Permittees and other agencies, such as the State and federal governments. The Local Development Mitigation Fee appropriately provides funding towards the fulfillment of the Local Permittee conservation requirements. Furthermore, the Local Permittee obligations are not fully funded through the Local Development Mitigation Fee revenues. Other local and regional funding sources, such as the Measure A sales tax and tipping fees, provide additional mitigation and/or offsetting revenues that reduce the overall cost allocation to the Local Development Mitigation Fee Program. In addition, consistent with the relationship between new development in Western Riverside County and the need for the public facilities (conservation program) described above, proportional attribution between new development is ensured



through the determination of a consistent per gross acre Local Development Mitigation Fee.<sup>33</sup> As a result, the Local Development Mitigation Fee level calculations are carefully determined to fund only the proportionate (or less than) conservation costs attributable to the new development on which the fee is imposed and to allocate the fee levels proportionally across all new development. It is this process of careful calculation based on the requirements of the MSHCP that is the subject of a substantial portion of this Nexus Study (see **Chapters 2** through **7**).

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<sup>33</sup> Determining habitat mitigation fees on a gross acre basis is the clearest way of ensuring proportionate cost allocations among new developments and is a common practice among adopted Habitat Conservation Plans. For purposes of implementation/administrative consistency, for residential uses, the per-gross-acre fee is translated into per unit fees for different density categories.

## 9. FEE IMPLEMENTATION

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The revised Local Development Mitigation Fee must be implemented consistent with the MSHCP (and associated Incidental Take Permit and Implementing Agreement) as well as the California Mitigation Fee Act. A detailed set of guidance is included in the Fee Implementation Handbook to support clarity and specificity in the implementation of the updated fee program by Local Permittees. The sections below summarize some of the key implementation and administration actions to be consistent with the requirements.

### Adoption of Revised LDMF

- Consistent with the MSHCP and associated documents, each Local Permittee (i.e., all participating jurisdictions) must adopt an updated LDMF ordinance and a fee resolution establishing the revised fee level as prescribed by the Mitigation Fee Act.
- Consistent with the Mitigation Fee Act, the revised ordinance and associated fee resolution will become effective after a public hearing and 60 days.
- RCA Legal Counsel will prepare a Fee Update Ordinance and Resolution to facilitate the consistent adoption of the updated LDMF by Local Permittees.

### Securing Supplemental Funding

The revised Local Development Mitigation Fee is set at the level that would cover the Local Permittee cost obligations once expected non-fee revenues are subtracted out. To the extent any discounts/exemptions are provided to new Western Riverside County development below the updated fee level, additional funding will be required to backfill the fee revenue losses. To the extent, these revenues do not make up for any fee discounts provided, other sources of funding will need to be sought by the RCA and the Local Permittees to fulfill their Plan obligations. At the same time, if new substantial funding sources become available to the RCA for Local Permittee obligations, the funding required through fees may decrease, in turn reducing the required fee levels through a new update.

### Annual Review

The Mitigation Fee Act (at Gov. C. §§ 66001(c), 66006(b)(1)) stipulates that each local agency that requires payment of a fee make specific information available to the public annually within 180 days of the last day of the fiscal year. In this case, the RCA can play this role on behalf of the Local Permittees. This information includes the following:

- A description of the type of fee in the account.
- The amount of the fee (the mitigation fee schedule).
- The beginning and ending balance of the fund.
- The amount of fees collected and interest earned.
- Identification of the improvements constructed.
- The total cost of the improvements constructed.
- The fees expended to construct the improvement.
- The percentage of total costs funded by the fee.

If sufficient fees have been collected to fund specific improvement cost, the agency must specify the approximate date for the cost of that improvement. Because of the dynamic nature of growth and MSHCP implementation costs and consistent with current practice, the RCA should continue to monitor progress towards MSHCP goals. The overall adequacy of the fee revenues and other available funding in meeting these goals should be reviewed annually.

## Surplus Funds

The Mitigation Fee Act also requires that if any portion of a fee remains unexpended or uncommitted in an account for 5 years or more after deposit of the fee, the RCA, acting for the Local Permittees, shall make findings once each year (1) to identify the purpose to which the fee is to be put, (2) to demonstrate a reasonable relationship between the fee and the purpose for which it was charged, (3) to identify all sources and amounts of funding anticipated to complete financing of incomplete improvements, and (4) to designate the approximate dates on which the funding identified in (3) is expected to be deposited into the appropriate fund (§66001(d)).

If adequate funding has been collected for specific investments, an approximate date must be specified as to when the cost of the investment will be incurred. If the findings show no need for the unspent funds, or if the conditions discussed above are not met, and the administrative costs of the refund do not exceed the refund itself, the local agency that has collected the funds must refund them (Gov. C §66001(e)(f)).

## Annual and Periodic Updates

Consistent with the current practice, the Fee Ordinance should allow an automatic annual adjustment to the fees based on the Riverside-San Bernardino-Ontario, CA Consumer Price Index (CPI) or a similar inflation factor. In addition, a more comprehensive update should be conducted required periodically. The Nexus Study and the technical information it contains should be reviewed periodically by the RCA (every five years is recommended) to identify any necessary refinements to the Local Development Mitigation Fees to ensure adequate funding to implement the MSHCP. Under certain circumstances, the RCA may wish to conduct a Nexus Study update sooner than after five years. For example, to the extent there are significant and unexpected changes in implementation costs, in the level of non-fee funding, and/ or the level of fee-paying private development over time, a more immediate fee update may be appropriate.

APPENDIX I:  
Detailed Time Series of Implementation Costs



**All Implementation Costs Over Time – No Extension**

Habitat Lands/ Cost Items	Factors	End of:								
		17 2020	18 2021	19 2022	20 2023	21 2024	22 2025	23 2026	24 2027	25 2028
<b>ACRES</b>										
<b>Land Acquisition Costs</b>										
<b>Land Acquisition (Annual)</b>										
Local		6,310	6,310	6,310	6,310	6,310	6,310	6,310	6,310	6,310
(less) HANS/JPR Dedications		<u>-1,250</u>	<u>-1,250</u>	<u>-1,250</u>	<u>-1,250</u>	<u>-1,250</u>	<u>-1,250</u>	<u>-1,250</u>	<u>-1,250</u>	0
Total Local		5,060	5,060	5,060	5,060	5,060	5,060	5,060	5,060	6,310
State/Fed		<u>3,821</u>	<u>3,821</u>	<u>3,821</u>	<u>3,821</u>	<u>3,821</u>	<u>3,821</u>	<u>3,821</u>	<u>3,821</u>	<u>3,821</u>
Total		8,881	8,881	8,881	8,881	8,881	8,881	8,881	8,881	10,131
<b>Land Acquisition (Cumulative)</b>										
Local <sup>1</sup>		45,272	50,332	55,391	60,451	65,511	70,571	75,630	80,690	87,000
State/Fed		25,429	29,251	33,072	36,893	40,715	44,536	48,357	52,179	56,000
Local - HANS/JPR Dedications		<u>1,250</u>	<u>2,500</u>	<u>3,750</u>	<u>5,000</u>	<u>6,250</u>	<u>7,500</u>	<u>8,750</u>	<u>10,000</u>	<u>10,000</u>
Total		71,951	82,082	92,213	102,344	112,476	122,607	132,738	142,869	153,000
<b>Management and Monitoring Costs</b>										
<b>Reserve Summary</b>										
		<b>Financial Responsibility</b>								
		Monitoring	Management							
<b>State/ Federal</b>										
PQP	RCA	State/ Fed		282,000	282,000	282,000	282,000	282,000	282,000	282,000
ARL	RCA	State		<u>25,429</u>	<u>29,251</u>	<u>33,072</u>	<u>36,893</u>	<u>40,715</u>	<u>44,536</u>	<u>48,357</u>
Total				307,429	311,251	315,072	318,893	322,715	326,536	330,357
<b>Local</b>										
PQP	RCA	Non-RCA Local		65,000	65,000	65,000	65,000	65,000	65,000	65,000
ARL	RCA	RCA		<u>46,522</u>	<u>52,832</u>	<u>59,141</u>	<u>65,451</u>	<u>71,761</u>	<u>78,071</u>	<u>84,380</u>
Total				111,522	117,832	124,141	130,451	136,761	143,071	149,380
Total Acres under RCA Management				46,522	52,832	59,141	65,451	71,761	78,071	84,380
Total Acres under RCA Monitoring				418,951	429,082	439,213	449,344	459,476	469,607	479,738
<b>COSTS (all constant 2019 dollars)</b>										
<b>Land Acquisition Costs</b>										
Local, ARL, Annual	\$14,288 \$/Acre			\$72,294,065	\$72,294,065	\$72,294,065	\$72,294,065	\$72,294,065	\$72,294,065	\$72,294,065
Land Transaction Costs	5% of acquisition costs			\$3,614,703	\$3,614,703	\$3,614,703	\$3,614,703	\$3,614,703	\$3,614,703	\$3,614,703
Total, Land Acquisition Costs				\$75,908,768	\$75,908,768	\$75,908,768	\$75,908,768	\$75,908,768	\$75,908,768	\$75,908,768
Local, ARL, Cumulative				\$75,908,768	\$151,817,536	\$227,726,304	\$303,635,072	\$379,543,840	\$455,452,608	\$531,361,376
<b>Management and Monitoring Costs</b>										
Management, Annual	\$32.70 \$/Acre			\$1,521,340	\$1,727,681	\$1,934,021	\$2,140,361	\$2,346,702	\$2,553,042	\$2,759,382
Management Cumulative				\$1,521,340	\$3,249,021	\$5,183,042	\$7,323,403	\$9,670,105	\$12,223,147	\$14,982,530
Monitoring, Annual	\$3.01 \$/Acre			\$1,262,531	\$1,293,061	\$1,323,592	\$1,354,122	\$1,384,653	\$1,415,184	\$1,445,714
Monitoring Cumulative				\$1,262,531	\$2,555,592	\$3,879,184	\$5,233,306	\$6,617,959	\$8,033,143	\$9,478,857
<b>Endowment Costs</b>										
Net Endowment Funding, Annual				\$22,168,105	\$22,168,105	\$22,168,105	\$22,168,105	\$22,168,105	\$22,168,105	\$22,168,105
Net Endowment Funding, Cumulative				\$22,168,105	\$44,336,210	\$66,504,316	\$88,672,421	\$110,840,526	\$133,008,631	\$155,176,736
<b>Administrative Costs<sup>2</sup></b>										
RCA Staff Costs				\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495
Professional Services				\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062
Loan Repayment <sup>3</sup>				\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0
Other				\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254
Total Annual				\$5,154,811	\$5,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811
Cumulative Costs				\$5,154,811	\$10,309,622	\$14,464,433	\$18,619,244	\$22,774,055	\$26,928,866	\$31,083,677
<b>TOTAL ALL COSTS</b>										
TOTAL Annual				\$106,015,555	\$106,252,426	\$105,489,297	\$105,726,168	\$105,963,039	\$106,199,910	\$106,436,781
TOTAL Cumulative				\$106,015,555	\$212,267,981	\$317,757,279	\$423,483,447	\$529,446,486	\$635,646,396	\$742,083,177

1. All local land conserved to date, including all HANS dedications to date, are captured in the year 17 number.

2. RCA Administrative Costs are based on a three year average of FY 2016-17 through FY 2018-19 actual costs, adjusted to 2019 dollars.

3. Annual administrative costs decrease in year 19 due to assumption that loan repayment is completed.

**All Implementation Costs Over Time – 5 Year Extension**

Habitat Lands/ Cost Items	Factors	End of:													
		17 2020	18 2021	19 2022	20 2023	21 2024	22 2025	23 2026	24 2027	25 2028	26 2029	27 2030	28 2031	29 2032	30 2033
<b>ACRES</b>															
<b>Land Acquisition Costs</b>															
<b>Land Acquisition (Annual)</b>															
Local		4,056	4,056	4,056	4,056	4,056	4,056	4,056	4,056	4,056	4,056	4,056	4,056	4,056	4,056
(less) HANS/JPR Dedications		-1,250	-1,250	-1,250	-1,250	-1,250	-1,250	-1,250	-1,250	0	0	0	0	0	0
Total Local		2,806	2,806	2,806	2,806	2,806	2,806	2,806	2,806	4,056	4,056	4,056	4,056	4,056	4,056
State/Fed		2,457	2,457	2,457	2,457	2,457	2,457	2,457	2,457	2,457	2,457	2,457	2,457	2,457	2,457
Total		5,263	5,263	5,263	5,263	5,263	5,263	5,263	5,263	6,513	6,513	6,513	6,513	6,513	6,513
<b>Land Acquisition (Cumulative)</b>															
Local <sup>1</sup>		43,018	45,825	48,631	51,437	54,243	57,050	59,856	62,662	66,719	70,775	74,831	78,887	82,944	87,000
State/Fed		24,065	26,521	28,978	31,434	33,891	36,347	38,804	41,261	43,717	46,174	48,630	51,087	53,543	56,000
Local - HANS/JPR Dedications		1,250	2,500	3,750	5,000	6,250	7,500	8,750	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Total		68,333	74,846	81,359	87,871	94,384	100,897	107,410	113,923	120,436	126,949	133,461	139,974	146,487	153,000
<b>Management and Monitoring Costs</b>															
<b>Reserve Summary</b>															
		<b>Financial Responsibility</b>													
		Monitoring	Management												
<b>State/ Federal</b>															
PQP	RCA	State/ Fed		282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000
ARL	RCA	State		24,065	26,521	28,978	31,434	33,891	36,347	38,804	41,261	43,717	46,174	48,630	51,087
Total				306,065	308,521	310,978	313,434	315,891	318,347	320,804	323,261	325,717	328,174	330,630	333,087
<b>Local</b>															
PQP	RCA	Non-RCA Local		65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000
ARL	RCA	RCA		44,268	48,325	52,381	56,437	60,493	64,550	68,606	72,662	76,719	80,775	84,831	88,887
Total				109,268	113,325	117,381	121,437	125,493	129,550	133,606	137,662	141,719	145,775	149,831	153,887
Total Acres under RCA Management				44,268	48,325	52,381	56,437	60,493	64,550	68,606	72,662	76,719	80,775	84,831	88,887
Total Acres under RCA Monitoring				415,333	421,846	428,359	434,871	441,384	447,897	454,410	460,923	467,436	473,949	480,461	486,974
<b>COSTS (all constant 2019 dollars)</b>															
<b>Land Acquisition Costs</b>															
Local, ARL, Annual	\$14,288 \$/Acre			\$40,096,188	\$40,096,188	\$40,096,188	\$40,096,188	\$40,096,188	\$40,096,188	\$40,096,188	\$40,096,188	\$57,956,178	\$57,956,178	\$57,956,178	\$57,956,178
Land Transaction Costs	5% of acquisition costs			\$2,004,809	\$2,004,809	\$2,004,809	\$2,004,809	\$2,004,809	\$2,004,809	\$2,004,809	\$2,004,809	\$2,897,809	\$2,897,809	\$2,897,809	\$2,897,809
Total, Land Acquisition Costs				\$42,100,997	\$42,100,997	\$42,100,997	\$42,100,997	\$42,100,997	\$42,100,997	\$42,100,997	\$42,100,997	\$60,853,987	\$60,853,987	\$60,853,987	\$60,853,987
Local, ARL, Cumulative				\$42,100,997	\$84,201,995	\$126,302,992	\$168,403,990	\$210,504,987	\$252,605,985	\$294,706,982	\$336,807,979	\$397,661,967	\$458,515,954	\$519,369,941	\$580,223,928
<b>Management and Monitoring Costs</b>															
Management, Annual	\$32.70 \$/Acre			\$1,447,647	\$1,580,295	\$1,712,942	\$1,845,589	\$1,978,237	\$2,110,884	\$2,243,532	\$2,376,179	\$2,508,826	\$2,641,474	\$2,774,121	\$2,906,768
Management Cumulative				\$1,447,647	\$3,027,942	\$4,740,884	\$6,586,474	\$8,564,710	\$10,675,595	\$12,919,126	\$15,295,305	\$17,804,131	\$20,445,605	\$23,219,726	\$26,126,494
Monitoring, Annual	\$3.01 \$/Acre			\$1,251,627	\$1,271,254	\$1,290,880	\$1,310,507	\$1,330,134	\$1,349,761	\$1,369,388	\$1,389,015	\$1,408,641	\$1,428,268	\$1,447,895	\$1,467,522
Monitoring Cumulative				\$1,251,627	\$2,522,880	\$3,813,761	\$5,124,268	\$6,454,402	\$7,804,163	\$9,173,551	\$10,562,566	\$11,971,207	\$13,399,476	\$14,847,371	\$16,314,893
<b>Endowment Costs</b>															
Net Endowment Funding, Annual				\$13,180,608	\$13,180,608	\$13,180,608	\$13,180,608	\$13,180,608	\$13,180,608	\$13,180,608	\$13,180,608	\$13,180,608	\$13,180,608	\$13,180,608	\$13,180,608
Net Endowment Funding, Cumulative				\$13,180,608	\$26,361,215	\$39,541,823	\$52,722,430	\$65,903,038	\$79,083,645	\$92,264,253	\$105,444,860	\$118,625,468	\$131,806,076	\$144,986,683	\$158,167,291
<b>Administrative Costs <sup>2</sup></b>															
RCA Staff Costs				\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495
Professional Services				\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062
Loan Repayment <sup>3</sup>				\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other				\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254
Total Annual Costs				\$5,154,811	\$5,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811
Cumulative Costs				\$5,154,811	\$10,309,622	\$14,464,433	\$18,619,244	\$22,774,055	\$26,928,866	\$31,083,677	\$35,238,488	\$39,393,299	\$43,548,111	\$47,702,922	\$51,857,733
<b>TOTAL ALL COSTS</b>															
TOTAL Annual				\$63,135,690	\$63,287,964	\$62,440,239	\$62,592,513	\$62,744,787	\$62,897,061	\$63,049,335	\$63,201,610	\$82,106,873	\$82,259,148	\$82,411,422	\$82,563,696
TOTAL Cumulative				\$63,135,690	\$126,423,655	\$188,863,893	\$251,456,406	\$314,201,193	\$377,098,254	\$440,147,590	\$503,349,199	\$585,456,073	\$667,715,220	\$750,126,642	\$832,690,338

1. All local land conserved to date, including all HANS dedications to date, are captured in the year 17 number.  
 2. RCA Administrative Costs are based on a three year average of FY 2016-17 through FY 2018-19 actual costs, adjusted to 2019 dollars.  
 3. Annual administrative costs decrease in year 19 due to assumption that loan repayment is completed.

**All Implementation Costs Over Time – 10 Year Extension**

Habitat Lands/ Cost Items	Factors	End of:																			
		17 2020	18 2021	19 2022	20 2023	21 2024	22 2025	23 2026	24 2027	25 2028	26 2029	27 2030	28 2031	29 2032	30 2033	31 2034	32 2035	33 2036	34 2037	35 2038	
<b>ACRES</b>																					
<b>Land Acquisition Costs</b>																					
<b>Land Acquisition (Annual)</b>																					
Local		2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989	
(less) Anheuser Busch purchase		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(less) HANS/JPR Dedications		-1,250	-1,250	-1,250	-1,250	-1,250	-1,250	-1,250	-1,250	0	0	0	0	0	0	0	0	0	0	0	
Total Local		1,739	1,739	1,739	1,739	1,739	1,739	1,739	1,739	2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989	
State/Fed		1,810	1,810	1,810	1,810	1,810	1,810	1,810	1,810	1,810	1,810	1,810	1,810	1,810	1,810	1,810	1,810	1,810	1,810	1,810	
Total		3,549	3,549	3,549	3,549	3,549	3,549	3,549	3,549	4,799	4,799	4,799	4,799	4,799	4,799	4,799	4,799	4,799	4,799	4,799	
<b>Land Acquisition (Cumulative)</b>																					
Local <sup>1</sup>		41,951	43,690	45,429	47,167	48,906	50,645	52,384	54,123	57,112	60,100	63,089	66,078	69,067	72,056	75,045	78,033	81,022	84,011	87,000	
State/Fed		23,418	25,228	27,038	28,848	30,659	32,469	34,279	36,089	37,899	39,709	41,519	43,329	45,139	46,949	48,760	50,570	52,380	54,190	56,000	
Local - HANS/JPR Dedications		1,250	2,500	3,750	5,000	6,250	7,500	8,750	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	
Total		66,619	71,418	76,217	81,016	85,815	90,614	95,413	100,212	105,011	109,809	114,608	119,407	124,206	129,005	133,804	138,603	143,402	148,201	153,000	
<b>Management and Monitoring Costs</b>																					
<b>Reserve Summary</b>																					
		<b>Financial Responsibility</b>																			
		Monitoring									Management										
<b>State/ Federal</b>																					
PQP	RCA	State/ Fed	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	
ARL	RCA	State	23,418	25,228	27,038	28,848	30,659	32,469	34,279	36,089	37,899	39,709	41,519	43,329	45,139	46,949	48,760	50,570	52,380	54,190	
Total			305,418	307,228	309,038	310,848	312,659	314,469	316,279	318,089	319,899	321,709	323,519	325,329	327,139	328,949	330,760	332,570	334,380	336,190	
<b>Local</b>																					
PQP	RCA	Non-RCA Local	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	
ARL	RCA	RCA	43,201	46,190	49,179	52,167	55,156	58,145	61,134	64,123	67,112	70,100	73,089	76,078	79,067	82,056	85,045	88,033	91,022	94,011	
Total			108,201	111,190	114,179	117,167	120,156	123,145	126,134	129,123	132,112	135,100	138,089	141,078	144,067	147,056	150,045	153,033	156,022	159,011	
Total Acres under RCA Management			43,201	46,190	49,179	52,167	55,156	58,145	61,134	64,123	67,112	70,100	73,089	76,078	79,067	82,056	85,045	88,033	91,022	94,011	
Total Acres under RCA Monitoring			413,619	418,418	423,217	428,016	432,815	437,614	442,413	447,212	452,011	456,809	461,608	466,407	471,206	476,005	480,804	485,603	490,402	495,201	
<b>COSTS (all constant 2019 dollars)</b>																					
<b>Land Acquisition Costs</b>																					
Local, ARL, Annual	\$14,288	\$/Acre	\$24,844,562	\$24,844,562	\$24,844,562	\$24,844,562	\$24,844,562	\$24,844,562	\$24,844,562	\$24,844,562	\$42,704,552	\$42,704,552	\$42,704,552	\$42,704,552	\$42,704,552	\$42,704,552	\$42,704,552	\$42,704,552	\$42,704,552	\$42,704,552	
Land Transaction Costs	5%	of acquisition costs	\$1,242,228	\$1,242,228	\$1,242,228	\$1,242,228	\$1,242,228	\$1,242,228	\$1,242,228	\$1,242,228	\$2,135,228	\$2,135,228	\$2,135,228	\$2,135,228	\$2,135,228	\$2,135,228	\$2,135,228	\$2,135,228	\$2,135,228	\$2,135,228	
Total, Land Acquisition Costs			\$26,086,790	\$26,086,790	\$26,086,790	\$26,086,790	\$26,086,790	\$26,086,790	\$26,086,790	\$26,086,790	\$44,839,780	\$44,839,780	\$44,839,780	\$44,839,780	\$44,839,780	\$44,839,780	\$44,839,780	\$44,839,780	\$44,839,780	\$44,839,780	
Local, ARL, Cumulative			\$26,086,790	\$52,173,581	\$78,260,371	\$104,347,161	\$130,433,952	\$156,520,742	\$182,607,532	\$208,694,323	\$253,534,102	\$298,373,882	\$343,213,662	\$388,053,442	\$432,893,222	\$477,733,002	\$522,572,782	\$567,412,562	\$612,252,342	\$657,092,122	\$701,931,902
<b>Management and Monitoring Costs</b>																					
Management, Annual	\$32.70	\$/Acre	\$1,412,740	\$1,510,480	\$1,608,220	\$1,705,961	\$1,803,701	\$1,901,441	\$1,999,181	\$2,096,921	\$2,194,661	\$2,292,402	\$2,390,142	\$2,487,882	\$2,585,622	\$2,683,362	\$2,781,102	\$2,878,843	\$2,976,583	\$3,074,323	
Management Cumulative			\$1,412,740	\$2,923,220	\$4,531,441	\$6,237,402	\$8,041,102	\$9,942,543	\$11,941,725	\$14,038,646	\$16,233,307	\$18,525,709	\$20,915,851	\$23,403,733	\$25,989,355	\$28,672,717	\$31,453,819	\$34,332,662	\$37,309,245	\$40,383,568	
Monitoring, Annual	\$3.01	\$/Acre	\$1,246,462	\$1,260,924	\$1,275,386	\$1,289,847	\$1,304,309	\$1,318,771	\$1,333,233	\$1,347,695	\$1,362,157	\$1,376,619	\$1,391,081	\$1,405,542	\$1,420,004	\$1,434,466	\$1,448,928	\$1,463,390	\$1,477,852	\$1,492,314	
Monitoring Cumulative			\$1,246,462	\$2,507,386	\$3,782,771	\$5,072,619	\$6,376,928	\$7,695,699	\$9,028,932	\$10,376,627	\$11,738,784	\$13,115,403	\$14,506,484	\$15,912,026	\$17,332,030	\$18,766,497	\$20,215,425	\$21,678,815	\$23,156,667	\$24,648,980	
<b>Endowment Costs</b>																					
Net Endowment Funding, Annual			\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	
Net Endowment Funding, Cumulative			\$8,966,410	\$17,932,819	\$26,899,229	\$35,865,639	\$44,832,049	\$53,798,458	\$62,764,868	\$71,731,278	\$80,697,687	\$89,664,097	\$98,630,507	\$107,596,917	\$116,563,326	\$125,529,736	\$134,496,146	\$143,462,556	\$152,428,965	\$161,395,375	
<b>Administrative Costs <sup>2</sup></b>																					
RCA Staff Costs			\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	
Professional Services			\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	
Loan Repayment <sup>3</sup>			\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Other			\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	
Total Annual Costs			\$5,154,811	\$5,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	
Cumulative Costs			\$5,154,811	\$10,309,622	\$14,464,433	\$18,619,244	\$22,774,055	\$26,928,866	\$31,083,677	\$35,238,488	\$39,393,299	\$43,548,111	\$47,702,922	\$51,857,733	\$56,012,544	\$60,167,355	\$64,322,166	\$68,476,977	\$72,631,788	\$76,786,599	
<b>TOTAL ALL COSTS</b>																					
TOTAL Annual			\$42,867,213	\$42,979,415	\$42,091,617	\$42,203,819	\$42,316,021	\$42,428,223	\$42,540,425	\$42,652,627	\$61,517,819	\$61,630,021	\$61,742,223	\$61,854,425	\$61,966,627	\$62,078,829	\$62,191,031	\$62,303,233	\$62,415,435	\$62,527,637	
TOTAL Cumulative			\$42,867,213	\$85,846,628	\$127,938,245	\$170,142,065	\$212,458,086	\$254,886,309	\$297,426,735	\$340,079,362	\$401,597,181	\$463,227,202	\$524,969,425	\$586,823,850	\$648,790,477	\$710,869,307	\$773,060,338	\$835,363,571	\$897,779,006	\$960,306,644	

1. All local land conserved to date, including all HANS dedications to date, are captured in the year 17 number.  
 2. RCA Administrative Costs are based on a three year average of FY 2016-17 through FY 2018-19 actual costs, adjusted to 2019 dollars.  
 3. Annual administrative costs decrease in year 19 due to assumption that loan repayment is completed.

All Implementation Costs Over Time – 15 Year Extension

Habitat Lands/ Cost Items	Factors	End of:																								
		17 2020	18 2021	19 2022	20 2023	21 2024	22 2025	23 2026	24 2027	25 2028	26 2029	27 2030	28 2031	29 2032	30 2033	31 2034	32 2035	33 2036	34 2037	35 2038	36 2039	37 2040	38 2041	39 2042	40 2043	
<b>ACRES</b>																										
<b>Land Acquisition Costs</b>																										
<b>Land Acquisition (Annual)</b>																										
Local		2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366
(less) HANS/JPR Dedications		-1,250	-1,250	-1,250	-1,250	-1,250	-1,250	-1,250	-1,250	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Local		1,116	1,116	1,116	1,116	1,116	1,116	1,116	1,116	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	
State/Fed		1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	
Total		2,549	2,549	2,549	2,549	2,549	2,549	2,549	2,549	3,799	3,799	3,799	3,799	3,799	3,799	3,799	3,799	3,799	3,799	3,799	3,799	3,799	3,799	3,799	3,799	
<b>Land Acquisition (Cumulative)</b>																										
Local <sup>1</sup>		41,328	42,444	43,561	44,677	45,793	46,909	48,025	49,141	51,508	53,874	56,240	58,606	60,972	63,338	65,705	68,071	70,437	72,803	75,169	77,535	79,902	82,268	84,634	87,000	
State/Fed		23,041	24,474	25,907	27,340	28,773	30,206	31,639	33,072	34,505	35,938	37,371	38,804	40,237	41,670	43,103	44,536	45,969	47,402	48,835	50,268	51,701	53,134	54,567	56,000	
Local - HANS/JPR Dedications		1,250	2,500	3,750	5,000	6,250	7,500	8,750	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	
Total		65,619	69,418	73,218	77,017	80,816	84,615	88,414	92,213	96,013	99,812	103,611	107,410	111,209	115,008	118,808	122,607	126,406	130,205	134,004	137,803	141,603	145,402	149,201	153,000	
<b>Management and Monitoring Costs</b>																										
<b>Reserve</b>																										
<b>Summary</b>																										
<b>Financial Responsibility</b>																										
<b>Monitoring Management</b>																										
<b>State/ Federal</b>																										
PQP	RCA	State/ Fed	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000
ARL	RCA	State	23,041	24,474	25,907	27,340	28,773	30,206	31,639	33,072	34,505	35,938	37,371	38,804	40,237	41,670	43,103	44,536	45,969	47,402	48,835	50,268	51,701	53,134	54,567	56,000
Total			305,041	306,474	307,907	309,340	310,773	312,206	313,639	315,072	316,505	317,938	319,371	320,804	322,237	323,670	325,103	326,536	327,969	329,402	330,835	332,268	333,701	335,134	336,567	338,000
<b>Local</b>																										
PQP	RCA	Non-RCA	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000
ARL	RCA	RCA	42,578	44,944	47,311	49,677	52,043	54,409	56,775	59,141	61,508	63,874	66,240	68,606	70,972	73,338	75,705	78,071	80,437	82,803	85,169	87,535	89,902	92,268	94,634	97,000
Total			107,578	109,944	112,311	114,677	117,043	119,409	121,775	124,141	126,508	128,874	131,240	133,606	135,972	138,338	140,705	143,071	145,437	147,803	150,169	152,535	154,902	157,268	159,634	162,000
<b>Total Acres under RCA Management</b>																										
<b>Total Acres under RCA Monitoring</b>																										
			42,578	44,944	47,311	49,677	52,043	54,409	56,775	59,141	61,508	63,874	66,240	68,606	70,972	73,338	75,705	78,071	80,437	82,803	85,169	87,535	89,902	92,268	94,634	97,000
			412,619	416,418	420,218	424,017	427,816	431,615	435,414	439,213	443,013	446,812	450,611	454,410	458,209	462,008	465,808	469,607	473,406	477,205	481,004	484,803	488,603	492,402	496,201	500,000
<b>COSTS (all constant 2019 dollars)</b>																										
<b>Land Acquisition Costs</b>																										
Local, ARL, Annual	\$14,288 \$/Acre	\$15,947,780	\$15,947,780	\$15,947,780	\$15,947,780	\$15,947,780	\$15,947,780	\$15,947,780	\$15,947,780	\$33,807,771	\$33,807,771	\$33,807,771	\$33,807,771	\$33,807,771	\$33,807,771	\$33,807,771	\$33,807,771	\$33,807,771	\$33,807,771	\$33,807,771	\$33,807,771	\$33,807,771	\$33,807,771	\$33,807,771	\$33,807,771	\$33,807,771
Land Transaction Costs	5% of acquisition costs	\$797,389	\$797,389	\$797,389	\$797,389	\$797,389	\$797,389	\$797,389	\$797,389	\$1,690,389	\$1,690,389	\$1,690,389	\$1,690,389	\$1,690,389	\$1,690,389	\$1,690,389	\$1,690,389	\$1,690,389	\$1,690,389	\$1,690,389	\$1,690,389	\$1,690,389	\$1,690,389	\$1,690,389	\$1,690,389	\$1,690,389
Total, Land Acquisition Costs		\$16,745,170	\$16,745,170	\$16,745,170	\$16,745,170	\$16,745,170	\$16,745,170	\$16,745,170	\$16,745,170	\$35,498,159	\$35,498,159	\$35,498,159	\$35,498,159	\$35,498,159	\$35,498,159	\$35,498,159	\$35,498,159	\$35,498,159	\$35,498,159	\$35,498,159	\$35,498,159	\$35,498,159	\$35,498,159	\$35,498,159	\$35,498,159	\$35,498,159
Local, ARL, Cumulative		\$16,745,170	\$33,490,339	\$50,235,509	\$66,980,678	\$83,725,848	\$100,471,017	\$117,216,187	\$133,961,356	\$169,459,515	\$204,957,674	\$240,455,833	\$275,953,992	\$311,452,152	\$346,950,311	\$382,448,470	\$417,946,629	\$453,444,788	\$488,942,947	\$524,441,106	\$559,939,265	\$595,437,424	\$630,935,583	\$666,433,743	\$701,931,902	
<b>Management and Monitoring Costs</b>																										
Management, Annual	\$32.70 \$/Acre	\$1,392,378	\$1,469,755	\$1,547,133	\$1,624,511	\$1,701,888	\$1,779,266	\$1,856,643	\$1,934,021	\$2,011,399	\$2,088,776	\$2,166,154	\$2,243,532	\$2,320,909	\$2,398,287	\$2,475,664	\$2,553,042	\$2,630,420	\$2,707,797	\$2,785,175	\$2,862,553	\$2,939,930	\$3,017,308	\$3,094,685	\$3,172,063	
Management Cumulative		\$1,392,378	\$2,862,133	\$4,409,266	\$6,033,776	\$7,735,664	\$9,514,930	\$11,371,574	\$13,305,595	\$15,316,993	\$17,405,770	\$19,571,923	\$21,815,455	\$24,136,364	\$26,534,651	\$29,010,315	\$31,563,357	\$34,193,777	\$36,901,574	\$39,686,749	\$42,549,302	\$45,489,232	\$48,506,540	\$51,601,225	\$54,773,288	
Monitoring, Annual	\$3.01 \$/Acre	\$1,243,449	\$1,254,898	\$1,266,347	\$1,277,796	\$1,289,245	\$1,300,694	\$1,312,143	\$1,323,592	\$1,335,041	\$1,346,490	\$1,357,939	\$1,369,388	\$1,380,837	\$1,392,286	\$1,403,735	\$1,415,184	\$1,426,633	\$1,438,082	\$1,449,531	\$1,460,980	\$1,472,429	\$1,483,878	\$1,495,327	\$1,506,776	
Monitoring Cumulative		\$1,243,449	\$2,498,347	\$3,764,694	\$5,042,490	\$6,331,735	\$7,632,429	\$8,944,572	\$10,268,163	\$11,603,204	\$12,949,694	\$14,307,633	\$15,677,021	\$17,057,857	\$18,450,143	\$19,853,878	\$21,269,062	\$22,695,694	\$24,133,776	\$25,583,307	\$27,044,286	\$28,516,715	\$30,000,593	\$31,495,919	\$33,002,695	
<b>Endowment Costs</b>																										
Net Endowment Funding, Annual		\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	
Net Endowment Funding, Cumulative		\$6,541,714	\$13,083,429	\$19,625,143	\$26,166,857	\$32,708,572	\$39,250,286	\$45,792,000	\$52,333,715	\$58,875,429	\$65,417,143	\$71,958,858	\$78,500,572	\$85,042,286	\$91,584,001	\$98,125,715	\$104,667,429	\$111,209,144	\$117,750,858	\$124,292,572	\$130,834,286	\$137,376,001	\$143,917,715	\$150,459,429	\$157,001,144	
<b>Administrative Costs<sup>2</sup></b>																										
RCA Staff Costs		\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	\$2,288,495	
Professional Services		\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	\$1,466,062	
Loan Repayment <sup>3</sup>		\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Other		\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	\$400,254	
Total Annual Costs		\$5,154,811	\$5,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	\$4,154,811	
Cumulative Costs		\$5,154,811	\$10,309,622	\$14,464,433	\$18,619,244	\$22,774,055	\$26,928,866	\$31,083,677	\$35,238,488	\$39,393,299	\$43,548,111	\$47,702,922	\$51,857,733	\$56,012,544	\$60,167,355	\$64,322,166	\$68,476,977	\$72,631,788	\$76,786,599	\$80,941,410	\$85,096,221	\$89,251,032	\$93,405,843	\$97,560,654	\$101,715,465	
<b>TOTAL ALL COSTS</b>																										
TOTAL Annual		\$																								



APPENDIX II:  
Detailed Time Series of Endowment Funding



Annual Cost Estimate for Management and Monitoring, Constant 2019\$

Cost Categories	Annual Cost by Last Year of Land Acquisition Period	Adjustment	Annual Post-Land Acquisition Cost
Ongoing Habitat Management	\$3,172,063	100%	\$3,172,063
Ongoing Habitat Monitoring	\$1,506,776	100%	\$1,506,776
Administration <sup>1</sup>	\$4,154,811	50%	\$2,077,406
<b>Total</b>	<b>\$8,833,650</b>		<b>\$6,756,244</b>

1. Administration includes salaries and benefits, accounting, auditing and reporting, contracts, etc.. Assumes less administration is needed following the land acquisition period; ongoing administrative needs include oversight, auditing and reporting, and board staffing.

Sources: Western Riverside County Regional Conservation Authority; and Economic & Planning Systems, Inc.

**Endowment Funding – No Extension Scenario**

Item	1	2	3	4	5	6	7	8	9	Post-Permit
New Impact Acres (avg. annual)	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	
Average Per Acre Endowment Fee	\$9,845	\$9,845	\$9,845	\$9,845	\$9,845	\$9,845	\$9,845	\$9,845	\$9,845	
Annual Endowment Funding	\$22,168,105	\$22,168,105	\$22,168,105	\$22,168,105	\$22,168,105	\$22,168,105	\$22,168,105	\$22,168,105	\$22,168,105	
Endowment Balance	\$22,168,105	\$44,336,210	\$67,169,359	\$90,687,502	\$114,911,189	\$139,861,586	\$165,560,496	\$192,030,373	\$219,294,346	
Annual Interest	\$0	\$665,043	\$1,350,038	\$2,055,582	\$2,782,293	\$3,530,804	\$4,301,772	\$5,095,868	\$5,913,787	
Cumulative Interest Earnings	\$0	\$665,043	\$2,015,081	\$4,070,663	\$6,852,955	\$10,383,760	\$14,685,531	\$19,781,399	\$25,695,187	
Total Endowment	\$22,168,105	\$45,001,254	\$68,519,396	\$92,743,083	\$117,693,481	\$143,392,391	\$169,862,268	\$197,126,241	\$225,208,133	
Average Annual Post Permit Interest										\$6,756,244

(1) Endowment fee set to ensure that, at the end of the permit term, the total endowment (including endowment fee revenues and interest) are sufficient to provide annual interest revenues equal to the post-permit annual cost. The real interest rate is assumed to be 3 percent annually.

Assumptions
20,265 impact acres developed
9 year plan
3% interest rate (real, net)
\$6,756,244 annual post-permit cost estimate
\$9,845 Endowment Funding Per Acre of Conservation

**Endowment Funding – 5 Year Extension Scenario**

Item	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Post-Permit
New Impact Acres (avg. annual)	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	
Average Per Acre Endowment Fee	\$5,854	\$5,854	\$5,854	\$5,854	\$5,854	\$5,854	\$5,854	\$5,854	\$5,854	\$5,854	\$5,854	\$5,854	\$5,854	\$5,854	
Annual Endowment Funding	\$13,180,608	\$13,180,608	\$13,180,608	\$13,180,608	\$13,180,608	\$13,180,608	\$13,180,608	\$13,180,608	\$13,180,608	\$13,180,608	\$13,180,608	\$13,180,608	\$13,180,608	\$13,180,608	
Endowment Balance	\$13,180,608	\$26,361,215	\$39,937,241	\$53,920,547	\$68,323,353	\$83,158,243	\$98,438,180	\$114,176,514	\$130,386,999	\$147,083,799	\$164,281,502	\$181,995,136	\$200,240,180	\$219,032,574	
Annual Interest	\$0	\$395,418	\$802,699	\$1,222,198	\$1,654,282	\$2,099,329	\$2,557,727	\$3,029,877	\$3,516,192	\$4,017,096	\$4,533,027	\$5,064,436	\$5,611,787	\$6,175,559	
Cumulative Interest Earnings	\$0	\$395,418	\$1,198,117	\$2,420,315	\$4,074,598	\$6,173,927	\$8,731,654	\$11,761,531	\$15,277,723	\$19,294,819	\$23,827,846	\$28,892,281	\$34,504,069	\$40,679,628	
Total Endowment	\$13,180,608	\$26,756,633	\$40,739,940	\$55,142,746	\$69,977,636	\$85,257,572	\$100,995,907	\$117,206,392	\$133,903,191	\$151,100,894	\$168,814,529	\$187,059,572	\$205,851,967	\$225,208,133	
Average Annual Post Permit Interest															\$6,756,244

(1) Endowment fee set to ensure that, at the end of the permit term, the total endowment (including endowment fee revenues and interest) are sufficient to provide annual interest revenues equal to the post-permit annual cost. The real interest rate is assumed to be 3 percent annually.

Assumptions	
31,523	impact acres developed
14	year plan
3%	interest rate (real, net)
\$6,756,244	annual post-permit cost estimate
\$5,854	Endowment Funding Per Acre of Conservation

**Endowment Funding – 10 Year Extension Scenario**

Item	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	Post-Permit
New Impact Acres (avg. annual)	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252
Average Per Acre Endowment Fee	\$3,982	\$3,982	\$3,982	\$3,982	\$3,982	\$3,982	\$3,982	\$3,982	\$3,982	\$3,982	\$3,982	\$3,982	\$3,982	\$3,982	\$3,982	\$3,982	\$3,982	\$3,982	\$3,982	\$3,982
Annual Endowment Funding	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410	\$8,966,410
Endowment Balance	\$8,966,410	\$17,932,819	\$27,168,221	\$36,680,686	\$46,478,524	\$56,570,297	\$66,964,823	\$77,671,185	\$88,698,738	\$100,057,118	\$111,756,249	\$123,806,354	\$136,217,962	\$149,001,918	\$162,169,393	\$175,731,892	\$189,701,266	\$204,089,722	\$218,909,831	
Annual Interest	\$0	\$268,992	\$546,054	\$831,428	\$1,125,363	\$1,428,117	\$1,739,952	\$2,061,143	\$2,391,970	\$2,732,721	\$3,083,695	\$3,445,198	\$3,817,547	\$4,201,065	\$4,596,089	\$5,002,964	\$5,422,046	\$5,853,699	\$6,298,303	
Cumulative Interest Earnings	\$0	\$268,992	\$815,047	\$1,646,475	\$2,771,838	\$4,199,955	\$5,939,907	\$8,001,051	\$10,393,020	\$13,125,742	\$16,209,437	\$19,654,635	\$23,472,182	\$27,673,247	\$32,269,336	\$37,272,301	\$42,694,347	\$48,548,046	\$54,846,349	
Total Endowment	\$8,966,410	\$18,201,812	\$27,714,276	\$37,512,114	\$47,603,887	\$57,998,413	\$68,704,775	\$79,732,328	\$91,090,708	\$102,789,839	\$114,839,944	\$127,251,552	\$140,035,508	\$153,202,983	\$166,765,482	\$180,734,856	\$195,123,312	\$209,943,421	\$225,208,133	
Average Annual Post Permit Interest																				\$6,756,244

(1) Endowment fee set to ensure that, at the end of the permit term, the total endowment (including endowment fee revenues and interest) are sufficient to provide annual interest revenues equal to the post-permit annual cost. The real interest rate is assumed to be 3 percent annually.

Assumptions
42,782 impact acres developed
19 year plan
3% interest rate (real, net)
\$6,756,244 annual post-permit cost estimate
\$3,982 Endowment Funding Per Acre of Conservation

**Endowment Funding – 15 Year Extension Scenario**

Item	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
New Impact Acres (avg. annual)	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252
Average Per Acre Endowment Fee	\$2,905	\$2,905	\$2,905	\$2,905	\$2,905	\$2,905	\$2,905	\$2,905	\$2,905	\$2,905	\$2,905	\$2,905	\$2,905	\$2,905	\$2,905
Annual Endowment Funding	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714
Endowment Balance	\$6,541,714	\$13,083,429	\$19,821,394	\$26,761,499	\$33,909,807	\$41,272,564	\$48,856,204	\$56,667,353	\$64,712,836	\$72,999,684	\$81,535,138	\$90,326,655	\$99,381,917	\$108,708,838	\$118,315,566
Annual Interest	\$0	\$196,251	\$398,390	\$606,594	\$821,043	\$1,041,925	\$1,269,435	\$1,503,769	\$1,745,134	\$1,993,739	\$2,249,803	\$2,513,548	\$2,785,206	\$3,065,014	\$3,353,216
Cumulative Interest Earnings	\$0	\$196,251	\$594,642	\$1,201,235	\$2,022,278	\$3,064,204	\$4,333,638	\$5,837,407	\$7,582,541	\$9,576,280	\$11,826,083	\$14,339,631	\$17,124,837	\$20,189,851	\$23,543,067
Total Endowment	\$6,541,714	\$13,279,680	\$20,219,785	\$27,368,093	\$34,730,850	\$42,314,490	\$50,125,639	\$58,171,122	\$66,457,970	\$74,993,424	\$83,784,941	\$92,840,203	\$102,167,123	\$111,773,852	\$121,668,781
Average Annual Post Permit Interest															

16	17	18	19	20	21	22	23	24	Post-Permit
2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	
\$2,905	\$2,905	\$2,905	\$2,905	\$2,905	\$2,905	\$2,905	\$2,905	\$2,905	
\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	\$6,541,714	
\$128,210,496	\$138,402,273	\$148,899,805	\$159,712,262	\$170,849,092	\$182,320,028	\$194,135,092	\$206,304,607	\$218,839,209	
\$3,650,063	\$3,955,817	\$4,270,743	\$4,595,116	\$4,929,221	\$5,273,349	\$5,627,801	\$5,992,887	\$6,368,925	
\$27,193,130	\$31,148,947	\$35,419,689	\$40,014,806	\$44,944,027	\$50,217,377	\$55,845,178	\$61,838,065	\$68,206,990	
\$131,860,559	\$142,358,090	\$153,170,547	\$164,307,378	\$175,778,314	\$187,593,377	\$199,762,893	\$212,297,494	\$225,208,133	
									\$6,756,244

(1) Endowment fee set to ensure that, at the end of the permit term, the total endowment (including endowment fee revenues and interest) are sufficient to provide annual interest revenues equal to the post-permit annual cost. The real interest rate is assumed to be 3 percent annually.

Assumptions
54,040 impact acres developed
24 year plan
3% interest rate (real, net)
\$6,756,244 annual post-permit cost estimate
\$2,905 Endowment Funding Per Acre of Conservation



# MSHCP Mitigation Fee Implementation Manual

December 2020



## **RCA's MSHCP MITIGATION FEE IMPLEMENTATION MANUAL**

The Western Riverside County Regional Conservation Authority ("RCA") was formed in 2004 to achieve one of America's most ambitious environmental efforts, the Western Riverside County Multiple Species Habitat Conservation Plan ("MSHCP" or the "Plan"). As the nation's largest habitat conservation plan of its kind, the MSHCP strengthens the sustainability and quality of life in western Riverside County by nurturing economic development opportunities, alleviating traffic congestion, protecting natural resources, and improving air quality.

This MSHCP Mitigation Fee Implementation Manual ("Manual") provides direction to Local Jurisdictions under the MSHCP concerning their obligations under the MSHCP and Permits regarding the imposition, collection, accounting, remittance and calculation of the Local Development Mitigation Fee. The Local Development Mitigation Fee Program is administered by the RCA. The instructions in this Manual are intended to be consistent with and based on the MSHCP, the Implementing Agreement (IA), and the 2020 Nexus Study. The Manual is also intended to provide direction to Member Agencies concerning their Fee Ordinances and any related Resolutions. For questions and clarifications, please contact the RCA.



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# I. Introduction



## CHAPTER I. INTRODUCTION

### A. Background on MSHCP and Implementation Agreements

The MSHCP, originally adopted in 2004, is a comprehensive, multi-jurisdictional Habitat Conservation Plan focusing on the permanent conservation of 500,000 acres and the protection of 146 species, including 33 that are currently listed as threatened or endangered. The MSHCP was developed in response to the need for future growth opportunities in western Riverside County while addressing the requirements of the State and federal Endangered Species Acts. The MSHCP serves as an HCP pursuant to Section 10(a)(1)(B) of the federal Endangered Species Act of 1973 as well as a Natural Communities Conservation Plan under the NCCP Act of 2001. The MSHCP streamlines these environmental permitting processes by allowing the participating jurisdictions to authorize “take” of plant and wildlife species identified within the Plan Area and has saved taxpayers more than \$500 million by expediting the construction of more than 30 major freeway and road improvements in Riverside County valued at more than \$5 billion. At the same time, Plan implementation provides a coordinated MSHCP Conservation Area and implementation program to preserve biological diversity and maintain the region’s quality of life.

The MSHCP and the associated Implementing Agreement (“IA”) and Incidental Take Permit collectively determine a set of conservation actions that must be taken to meet the terms of the Incidental Take Permit and benefit from the regulatory streamlining and other benefits of the MSHCP. This includes the identification of the responsible parties, including the responsibilities of the Local Permittees.<sup>1</sup> One of the key requirements of the MSHCP, IA, and Incidental Take Permit (consistent with the requirements of the federal Endangered Species Act) is the provision of adequate funding by Local Permittees to the Implementing Entity (the Western Riverside County Regional Conservation Authority<sup>2</sup>) (“RCA”) to conduct their portion of the conservation actions identified in the MSHCP.

### B. Purpose of MSHCP and Local Development Mitigation Fee

The purpose of the Local Development Mitigation Fee (“LDMF”) is to contribute to the funding required to implement the MSHCP and, as a result, help maintain the Incidental Take Permit for new private and public development in western Riverside County under the federal and State Endangered Species Acts. Maintaining the Incidental Take Permit is necessary to allow for future development, and without the development community paying for the cost of the MSHCP, individual applicants would need to apply

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<sup>1</sup>Local Permittees include the western Riverside Cities, the County of Riverside, County Flood Control and Water Conservation District, County Regional Park and Open-Space District, County Department of Waste Resources, and Riverside County Transportation Commission.

<sup>2</sup>The Western Riverside County Regional Conservation Authority is a joint powers authority established in 2004 to implement the MSHCP.

independently for development approval under federal and State law if the project impacts a threatened or endangered species. The Federal Endangered Species Act specifically requires that the applicant for Incidental Take Permit “ensure that adequate funding for the [MSHCP] will be provided.”<sup>3</sup> In addition, the LDMF helps provide the regional benefit of streamlined economic development in western Riverside County as well as the provision of contiguous open spaces that will serve as a community amenity to residents, workers, and visitors.

New development in the MSHCP Area will directly, indirectly, or cumulatively affect species and habitat in western Riverside County. Because of this, the County of Riverside along with several other agencies prepared and adopted the MSHCP to provide a regional, streamlined approach to benefit future development of all types in western Riverside County, including the development and improvements envisioned under the numerous General Plans and the Regional Transportation Improvement Program. The requirements of the MSHCP (habitat acquisition, management and monitoring, and program administration) are a direct result of the regional approach to mitigation that is engendered by all new development in the Plan Area under the pertinent environmental regulations. Consequently, the LDMF applies to all new development in western Riverside County whether or not the development is within a Criteria Cell.

The overall permit period was set at 75 years, ending in 2079. To cover ongoing management and monitoring costs beyond the duration when mitigation fees will be collected, the establishment of a non-depleting endowment is required. In other words, the endowment must be sufficient such that expected average interest revenues (after inflation and transaction costs) can cover the ongoing costs associated with management and monitoring in perpetuity. The endowment must be fully established by the end of the land acquisition period as it is assumed that no more mitigation fees will be collected after that time.

Finally, the LDMF is required by the MSHCP and the IA (IA §13.2(A); MSHCP § 8.5.1).

### **C. Public Projects**

A number of Public Projects also pay fees related to the MSHCP in order to mitigate the impact of public projects in accordance with the terms of the IA. These different types of Public Projects and the fees related to them are discussed more in the later chapters of this Manual.

### **D. RCA Administration of Fee Program**

Section 2 of the Member Agencies’ Fee Ordinance provides that the RCA is appointed as the Administrator of the Fee Ordinance. The RCA is authorized to receive all fees generated from the LDMF within the Cities or County, and to invest, account for, and expend such fees in accordance with the provisions of the Plan, IA, and Fee Ordinances.

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<sup>3</sup>See Section 1539(a)(2)(B)(iii) of the federal Endangered Species Act.

The RCA's Executive Director or his/her designee is authorized to act on behalf of the RCA as the Administrator of the LDMF Program. Furthermore, the RCA shall have the final determination regarding collection of the fee, the appropriate methodology to calculate the fee based on the information provided, and the interpretation of this Manual.

#### **E. Purpose of Implementation Manual**

The purpose of this Manual is to provide those jurisdictions and agencies that are participants in the MSHCP and IA with direction and policies for implementation of the LDMF Ordinance and Resolution adopted by each of the member jurisdictions. The Manual specifies implementation and responsibilities for the LDMF Ordinance and Resolution. The instructions in this Manual shall control the administration of the Local Development Mitigation Fee except where directly in conflict with the adopting Ordinance. Capitalized terms in this Manual shall have the same meaning as in the adopting Ordinance.

The RCA may, from time to time, amend this Manual as necessary to add additional direction, clarification, or guidance regarding implementation of the LDMF Ordinance.

## II. Local Jurisdiction Instructions



## CHAPTER II. LOCAL JURISDICTION INSTRUCTIONS

### A. Legal Authority

Any capitalized terms used within this Manual which are not defined herein are the same as those defined in the LDMF Ordinances.

The MSHCP notes that “new development affects the environment directly through construction activity and cumulatively through population bases that result from Development.” As a result, the Member Agencies are required to implement a LDMF that was expected to represent one of the primary sources of funding for the implementation of the MSHCP. The LDMF has been developed in accordance with California Government Code Section 66000 et seq. (the “Mitigation Fee Act”) that “allows cities and counties to charge new development for the costs of mitigating the impacts of new development.” Fees charged to Public Projects have been imposed pursuant to the MSHCP IA.

### B. Member Agency Obligations under MSHCP and Implementation Agreements.

As set forth in Section 11.1 of the MSHCP Implementing Agreement, the Member Agencies and the RCA have selected legal mechanisms to ensure implementation of the terms of the MSHCP and the IA.

1. **Enactment of Fee Ordinance and Resolution.** Pursuant to Sections 11.1.1 and 11.1.2 of the MSHCP IA, the Member Agencies shall adopt an Ordinance imposing the LDMF in substantially the form proposed by the RCA and the related Resolution within 90 days’ notice from the RCA. The Member Agencies shall also adopt any updated Fee Ordinance or Resolution within 90 days’ notice from the RCA.
2. **Imposition of Fee.**
  - a. The LDMF will be paid no later than at the issuance of a building permit. Notwithstanding any other provision of the Municipal or County Ordinance, as relevant, no building permit shall be issued for any Development Project unless the LDMF applicable to such Development Project has been paid. The amount of the Fee shall be calculated in accordance with this Manual.
  - b. In lieu of the payment of the LDMF as provided above, the Fee for a Development may be paid through a Community Facilities District, provided that such arrangement is approved by the RCA in writing.



### 3. **Remittance of Fees to the RCA**

- a. Timing. The Member Agencies shall remit all LDMFs which are collected or should have been collected for any Development, as defined in the MSHCP, and contributions for Public Projects to the RCA on a monthly basis to be expended to fulfill the terms of the MSHCP. Payment to the RCA shall be made no later than 90 days after the LDMFs were collected. Payment to the RCA shall be made no later than 90 days after the construction contract for the Public Project is approved by the Member Agency.
- b. Documentation and Records Requirements. The Member Agencies shall maintain complete and accurate records with respect to all LDMF revenues collected under their LDMF Ordinances and the calculation of contributions for all Public Projects. All such records shall be clearly identifiable.
- c. Annual audits. The Member Agencies shall allow a representative of the RCA during normal business hours to examine, audit, and make transcripts or copies of such records.

### 4. **Imposition of CPI increases and other Fee Adjustments**

- a. Automatic Annual Fee Adjustment. The RCA will provide the Member Agencies with an automatic annual fee adjustment for the fee established by Resolution based on the average percentage change over the previous calendar year set forth in the Consumer Price Index for the Riverside-San Bernardino-Ontario metropolitan area or a replacement CPI index issued by the federal government. The Member Agencies shall adopt a resolution implementing the fee adjustment no later than 60 days after receiving notice from the RCA.
- b. Periodic Fee Adjustment. The fee schedule may be periodically reviewed, and the amounts adjusted by the RCA Board of Directors. By amendment to the fee Resolution referenced in the Fee Ordinance, the fees may be increased or decreased to reflect the changes in actual and estimated costs of the MSHCP including, but not limited to, management and monitoring, endowment, and acquisition costs. The adjustment of the fees may also reflect changes in the facilities required to be acquired, in estimated revenues received pursuant to the Fee Ordinances, as well as the availability or lack thereof of other funds with which to

implement the MSHCP. The Member Agencies shall adopt a resolution implementing the fee adjustment no later than 60 days after receiving notice from the RCA.

## **C. Fee Credits and Fee Credit Agreements**

### **1. Fee Credits**

When a Member Agency determines that a request for a fee credit (“Fee Credit”) is appropriate for on-site conservation which meets the standards in Section II below, the Member Agency shall notify the RCA’s Executive Director (“Executive Director”) in writing as part of the Joint Project Review (“JPR”) Application. This notification shall include all relevant documentation related to the project, including project description, map, criteria cells, and designation of land proposed for conservation.

Fee Credits shall be applied only to the Project they are associated with in the JPR. Fee Credits shall only be provided to the underlying property owner or development company at the time the LDMF applies and are not transferrable to other entities, individuals, or development projects. Fee Credits shall not be applied retroactively. Fee Credits shall not be granted for on-site conservation that would not be considered developable land in the absence of the MSHCP. Some examples of such undevelopable land include that which could not be developed under the California Environmental Quality Act, land with topography consisting of 50% or greater slopes, land that is in a flood way, or land that could not be developed due to other local ordinance restrictions. In cases where both developable and undevelopable land are included in on-site conservation, only that land that is developable in the absence of the MSHCP shall be considered for Fee Credit.

### **2. STANDARDS. Fee credits shall meet the following standards:**

- a. Proposed conservation land must be within Criteria Cells and contribute to Reserve Assembly;
- b. Conservation land must be of a size, configuration, and location such that it can be managed as part of the MSHCP Conservation Area;
- c. In addition to the exclusions identified in Section I above, fuel modification/hazardous vegetation areas, manufactured slopes, storm drain or detention basin outfalls, constructed slope protection, utility easement areas, and Best Management Practices such as bioswales, infiltration trenches, and basins will be excluded from Fee Credits and will not be accepted for management by the RCA.

3. APPRAISAL

- a. The RCA or Member Agency will obtain an appraisal for the property being offered in exchange for the Fee Credit. The cost of the appraisal will be borne by the entity that commissions the appraisal.
- b. The appraisal shall be prepared by a licensed appraiser and meet the standards in Section 6.1.1 of the MSHCP. The property owner may select the appraiser from an approved list of appraisers used by the RCA.

4. DECISION.

- a. Member Agency – Approval Authority up to \$200,000 A Member Agency may approve Fee Credits up to \$200,000. The RCA will assist Member Agency in making a determination on the Fee Credits if requested. Notwithstanding the above, the RCA is authorized to review and audit a Member Agency's approval of Fee Credits hereunder. In the event of a disagreement between RCA and a Member Agency regarding Fee Credits provided under this Section IV.A, the matter shall be referred to the RCA Board of Directors for consideration and further action.
- b. Board of Directors – Approval Authority Over \$200,000 All Fee Credits over \$200,000 require approval of the RCA Board of Directors. The Executive Director shall place the Fee Credit request on the agenda for the next regularly scheduled meeting of the RCA Board of Directors for which an agenda has not been posted.

5. REPORTING. The Member Agency will provide the RCA with a copy of all Fee Credit agreements within 30 days of execution. The Executive Director shall provide monthly reports to the RCA Board of Directors of all notifications concerning Fee Credits.

6. CONVEYANCE OF CONSERVATION LAND. Conservation land associated with approved Fee Credits shall be conveyed in fee title to the RCA or another entity or organization lawfully authorized to acquire and hold conservation easements pursuant to Civil Code Section 815.3. The conservation land shall be free of encumbrances that could adversely impact the ability to manage the conservation land in accordance with the MSHCP. Conveyance of the conserved land must occur prior to the point in time when MSHCP Fee payment is due for the Project, and the Member Agency shall not issue occupancy permits for the Project until such time as the conservation

land has been conveyed and any Fee balance has been paid to the RCA. If a non-member agency holds title to the land, the entity must enter into a Management MOU with the RCA agreeing to manage the land in accordance with the MSHCP prior to issuance of a grading permit for the Project.

#### **D. Fee Exemptions.**

The following types of construction shall be exempt from the provisions of this Ordinance:

1. Reconstruction or improvements that were damaged or destroyed by fire or other natural causes, provided that the reconstruction or improvements do not result in additional usable square footage.
2. Rehabilitation or remodeling to an existing Development Project, provided that the rehabilitation or remodeling does not result in additional usable square footage.
3. Accessory Dwelling Units, but only to the extent such fee is exempted under state law.
4. Junior Accessory Dwelling Units, but only to the extent such fee is exempted under state law.
5. Existing structures where the use is changed from an existing permitted use to a different permitted use, provided that no additional improvements are constructed and does not result in additional usable square footage.
6. Certain Agricultural Operations as allowed by the MSHCP, as amended.
7. Vesting Tentative Tract Maps entered into pursuant to Government Code section 66452 et seq. (also, Government Code section 66498.1 et seq.) and Development Projects which are the subject of a development agreement entered into pursuant to Government Code section 65864 et seq., prior to the effective date of a Member Agency's original LMDF Ordinance, wherein the imposition of new fees are expressly prohibited, provided that if the term of such a vesting map or development agreement is extended by amendment or by any other manner after the effective date of the Member Agency's original LDMF Ordinance, the Fee shall be imposed.

Except as exempted above, all projects are required to make a mitigation payment/contribution and where no mitigation payment process is specified, the project will pay the updated per acre mitigation fee.

### E. Project Area.

As defined in the Fee Ordinance, the “Project Area” means the area, measured in acres, within the Development Project including, without limitation, any areas to be developed as a condition of the Development Project. The Project Area shall be calculated in accordance with the following guidelines:

1. The Project Area shall be determined by the Member Agency staff based on the subdivision map, plot plan, and other information submitted to or required by the Member Agency.
2. An applicant may elect, at his or her own expense, to have a Project Area dimensioned, calculated, and certified by a registered civil engineer or licensed land surveyor. The engineer or land surveyor shall prepare a wet-stamped letter of certification of the Project Area dimensions and a plot plan exhibit thereto that clearly delineates the Project Area. Upon receipt of the letter of certification and plot plan exhibit, the Member Agency shall calculate the LDMF required to be paid based on the certified Project Area.
3. Where construction or other improvements on Project Area are prohibited due to legal restrictions on the Project Area, such as Federal Emergency Management Agency designated floodways or areas legally required to remain in their natural state, that portion of the Project Area so restricted shall be excluded for the purpose of calculating the LDMF.

### F. Developer Refunds and Appeals

Under certain circumstances, such as double payment, expiration of a building permit, or fee miscalculation due to clerical error, an applicant may be entitled to a refund. Refunds will be reimbursed by the end of the fiscal year on a first come, first served basis, depending upon the net revenue stream. Refunds will only be considered reimbursable if requested within three (3) years of the original LDMF payment. In all cases, the applicant must promptly submit a refund request with proof of LDMF payment to the RCA if the RCA collected the LDMF, or if collected by a local jurisdiction, the refund request shall be submitted to that local jurisdiction, which will subsequently forward the request to the RCA for verification, review, and possible action.

1. **Expiration of Building Permits** If a building permit should expire, be revoked, or is voluntarily surrendered and is, therefore voided and no construction or improvement of land has commenced, then the applicant may be entitled to a refund of the LDMF collected which was paid as a condition of approval, less administration costs. Any refund must be requested within three (3) years of the original payment. The applicant shall pay the current LDMF in effect at the time in full if s/he reapplies for the permit.

2. **Double Payments** On occasion due to a clerical error, a developer has paid all or a portion of the required LDMF for project twice. In such cases, a refund of the double payment may be required if the request is made within three (3) years of the original payment.
3. **Balance Due** When LDMF is incorrectly calculated due to a Member Agency's clerical error, it is the Member Agency's responsibility to remit the balance due to the RCA. The error must be discovered within three (3) years of the original payment for the Member Agency to be held accountable. The amount due can be remitted through alternate methods agreed to by the RCA Executive Committee. If first approved through RCA staff in writing, the calculation is not subject to additional review.

### **G. Options for Administrative Add-On Costs to Fees**

In the Fee Resolution mentioned in the Fee Ordinance, the Member Agencies are permitted to add an additional cost to the LDMF schedule to cover the Member Agency's costs of imposing, administering, collecting, and remitting the fees.

### **H. Public Project Fees**

1. **City/County Roadways** The Member Agencies shall contribute 5% of the facility construction costs for city/County roads for impacts related to City/County roadways to the RCA as set forth herein.
  - a. The 5% contribution shall apply to the construction of new roads, the widening of existing roads, or other improvements which increase roadway throughput.
  - b. Maintenance projects, as defined herein, are exempt from the 5% contribution.
  - c. The 5% does not apply to:
    - i. Projects, or portions thereof, paid for by the existing Measure A (contribution already paid directly by RCTC); and
    - ii. Projects, or portions thereof, paid for by TUMF (contribution already paid directly by WRCOG).
  - d. The Member Agency will include the payment of MSHCP fees within its grant applications to the Federal Highway Administration.
  - e. Only contributions for the Caltrans-funded portion of a Caltrans highway project shall be exempted from the Public

Project fee. Caltrans contributions are covered pursuant to MSHCP section 8.4.4 (pages 8-11 & 8-12).

2. **City/County Civic Projects** The Member Agency will contribute a per acre mitigation fee based upon the current commercial/industrial fee for these types of facilities.
3. **Riverside County Flood Control District Projects.** Riverside County Flood Control District will contribute mitigation through payment of 3% of total capital costs for a Covered Activity. Such payment may be offset through acquisition of replacement habitat or creation of new habitat for the benefit of Covered Species, as appropriate. Such mitigation shall be implemented prior to impacts to Covered Species and their habitats.

#### **I. Monthly Payment.**

Pursuant to Section 8.5 of the MSHCP, Sections 12.2.1 and 12.2.2 of the IA, and Sections 19.A and 19.B of the Joint Powers Agreement (JPA), the Member Agencies shall remit all LDMFs which are collected or should have been collected for any Development, as defined in the MSHCP, and contributions for Public Projects to the RCA on a monthly basis to be expended to fulfill the terms of the MSHCP.

1. Payment to the RCA shall be made no later than 90 days after the LDMFs were collected.
2. Payment to the RCA shall be made no later than 90 days after the construction contract for the Public Project is approved by the County or the City/County.

#### **J. No Withholding.**

The Member Agencies may not recover the costs of administering the provisions of their LDMF Ordinance using the LDMF revenues generated by them through said Ordinance.

#### **K. Audit.**

Pursuant to the JPA, the Member Agencies shall maintain complete and accurate records with respect to all LDMFs collected under their LDMF Ordinance and the calculation of contributions for all Public Projects. All such records shall be clearly identifiable. The Member Agencies shall allow a representative of the RCA during normal business hours to examine, audit, and make transcripts or copies of such records.

#### **L. Late Payments.**

Starting January 1, 2008, if a Member Agency fails to remit the monthly payment within 90 days as required in Section 2.0 above, any delinquent amounts will be assessed interest at the rate of the RCA's prevailing rate for invested funds. Notwithstanding the

prior sentence, no interest shall be assessed on delinquent fees remitted prior to January 1, 2008.

**M. No Effect on Withdrawal.**

The obligations imposed under this Article on the Member Agencies shall not affect any more strict obligation imposed on each of them under Section 22.1 of the I A pertaining to withdrawal from the MSHCP.

**N. Periodic Fee Adjustment.**

The fee schedule may be periodically reviewed, and the amounts adjusted by the RCA Board of Directors; the LDMF may be increased or decreased to reflect the changes in actual and estimated costs of the MSHCP including, but not limited to, debt service, lease payments, and acquisition costs. The adjustment of the fees may also reflect changes in the facilities required to be acquired, in estimated revenues received pursuant to this Ordinance, as well as the availability or lack thereof of other funds with which to implement the MSHCP.

**O. Automatic Annual Fee Adjustment.**

In addition to the Periodic Fee Adjustment mentioned above, the RCA will provide the Member Agencies with an automatic annual fee adjustment for the fee established by this Ordinance based on the average percentage change over the previous calendar year set forth in the Construction Price Index for the Riverside-San Bernardino-Ontario metropolitan area.

**P. Authority.**

The RCA shall have final determination regarding the appropriate methodology to calculate the fee based on the information provided.



## III. Mitigation Payment Requirements



### CHAPTER III. MITIGATION PAYMENT REQUIREMENTS

New private, public, and other development activity in western Riverside County must comply with the MSHCP, IA, Ordinances, and Resolutions to obtain permits and make the appropriate mitigation payment. This Chapter describes the mitigation payment mechanisms and formulae that apply to different types of projects. It first defines three broad project categories and then provides more detail on the different mitigation payment calculations that apply to different types of projects under these broad categories. The subsequent **Chapter IV** provides illustrative fee calculations for Private and Public Project examples to clarify the appropriate calculation of mitigation payments.<sup>4</sup> RCA staff is available to answer questions if there are questions about mitigation payment requirements for a specific project.

#### A. General Project Categories

All projects fall into one of three (3) general categories as described below. Local Permittees should first determine which general category any project falls under.

##### 1. Private Projects

Private Projects include projects where the primary project purpose is for use by households, businesses, or other private entities (i.e. not accessible to the public except where allowed by private owner/ renter). These projects include homes, apartments, offices, industrial buildings, and retail stores, among others. This category also includes Private Projects that receive public support (e.g., support through direct public investments in infrastructure, ground leases of publicly owned land, or direct investment of public dollars in projects such as affordable housing).

Private Projects often require the development of public infrastructure, improvements, and amenities (e.g., streets, parks, and community buildings) by the project developer. In these cases, the Private Project developer will be responsible for making payments for the private and public components of the project. As discussed in more detail in subsequent sections, the mitigation fee payment calculation for privately developed public infrastructure, improvements, and amenities depends on the type of project (residential versus non-residential) and the nature and role of the improvements (whether they solely serve project residents or serve a broader community).

##### 2. Public Projects

Public Projects include projects whose primary goal is to provide publicly accessible/ useable infrastructure, improvements, or other amenities. Public Projects include a broad range of project types, including transportation, flood control, water, wastewater, stormwater, parks, community centers and other public buildings, among others.

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<sup>4</sup>All projects are required to make mitigation payments, except where specifically exempted in the Fee Ordinance.

Some Public Projects will involve the private sector. Private sector involvement could be through design, construction, operation, and/or funding. For mitigation purposes, these projects are considered Public Projects and are treated the same from a mitigation perspective.<sup>5</sup>

### 3. Participating Special Entities (PSE) Projects

Some types of projects can obtain the MSHCP benefits of permit streamlining by participating as Participating Special Entities (“PSE’s”). This is a third category of project and its mitigation payment requirements are described separately, though in many ways PSE projects are treated similarly to Public Projects.

#### B. Private Projects

This section categorizes the different types of Private Projects and the associated mitigation payment requirements. Private project mitigation payments are determined by the MSHCP LDMF for the current fiscal year and project characteristics. Chapter IV provides illustrative examples of different types of Private Projects to further clarify and support the calculation of the appropriate mitigation payment.

#### 1. Private Project Types

Private Projects are further distinguished into three (3) types (along with some sub-types). In all cases, mitigation occurs through mitigation fee payment, though as described further below the mitigation fee type and calculation varies for these different types.

##### a. Non-Residential

The non-residential category of Private Projects encompasses the full and broad range of Private Projects that do not incorporate residential development. Uses include all commercial, industrial, and any other private non-residential projects.

##### b. Residential

The residential category of Private Projects covers the full range of residential development projects, including, but not limited to, residential subdivisions, apartment complexes, infill residential projects, affordable housing projects, single homesite developments, and Accessory Dwelling Units (“ADUs”). Mixed-use Private Projects (projects that combine residential and commercial/ industrial uses) are addressed distinctly, as described below.

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<sup>5</sup>As described above under Private Projects and explained in more detail below, when public infrastructure/ improvements/ amenities are part of a Private Project, the mitigation for the public part of the Private Project is incorporated into the Private Project mitigation requirement.

Because of the variation in the type and extent of public infrastructure, improvements, and amenities developed as part of private residential projects, distinctions between different types of residential projects are required. Distinctions are also required as State law limits and specifies the application of mitigation fees to ADUs.

- **Type I. Residential Development with Resident-Serving Public Improvements Only.** Residential projects whose public infrastructure, improvements, and amenities only serve project residents (e.g., in-tract roads, resident clubhouses, pocket parks, and parking for project resident/ guest use) and do not provide broader community access or benefits.
- **Type II. Residential Development with Community-Serving Public Improvements.** Residential projects that include the development of public infrastructure, improvements, and amenities that serve more than project residents alone; e.g., backbone infrastructure such as roads that serve beyond the project residents or parks and amenities that serve more than just the new residential units.
- **Type III. Accessory Dwelling Units.** State law restricts the imposition of mitigation fees on ADUs of less than 750 square feet and provides a formula for ADUs above this size.

#### c. Mixed-Use Projects

The mixed-use category of Private Projects encompasses projects that include private residential and private non-residential uses. The mixed-use project category is divided into two types because of the two distinct mixed-use project forms – horizontally mixed-use and vertically mixed-use.

- **Type I. Horizontally Mixed-Use Projects.** Mixed-use projects where a distinct portion of the project land area is developed as residential and a distinct portion as non-residential. For example, a project that includes a residential subdivision and neighborhood shopping center.
- **Type II. Vertically Mixed-Use Projects.** Mixed-use projects where one or more land use is developed vertically above another. For example, a project where apartment units are developed above ground floor retail.

#### 2. Private Project Mitigation Fee Schedule

The updated 2020 Nexus Study developed a consistent per gross acre mitigation fee. For residential projects, this per gross acre fee was then translated into per residential unit fees for three different residential development density categories (to allow for a continuation of the existing fee structure). The mitigation fee schedule is shown in Table 3-1 and includes the mitigation fees provided under the updated 2020 Nexus Study (actual fee levels will vary with fee phase-in and annual adjustments).

**Table 3-1: Updated Fee Levels (effective January 1, 2022)**

Development Type	Fee
<b>Residential Development</b>	
Low Density (fewer less than or equal to 8.0 units per Gross Residential Project Acre)	\$3,635 per Unit
Medium Density (between 8.0 and 14.0 units per Gross Residential Project Acre)	\$1,515 per Unit
High Density (more than 14.0 units per Gross Residential Project Acre)	\$670 per Unit
<b>Non-Residential Development</b>	
Commercial/ Industrial/ Non-Residential Mitigation Fee <sup>1</sup>	\$16,358 per Gross Project Acre

[1] The per gross acre also applies to the public components to private projects and to certain types of public and PSE Projects.

**Private Project Mitigation Fee Calculations by Project Type**

The table below shows the mitigation payment approach for residential projects.

**Table 3-2: Mitigation Payment Approach for Residential Projects**

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**MITIGATION PAYMENT FORMULA FOR DIFFERENT TYPES OF RESIDENTIAL PROJECTS \***

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**Residential Developments - Type I**

*Residential Development with Resident-Serving Public Improvements Only*

Fee Calculation:

Fee Payment = Number of Residential Units x Per Unit Mitigation Fee for Appropriate Density Category

Notes:

1. Density Category = Total Number of Residential Units / Gross Residential Project Acres
2. Type I Residential Development cannot include any public improvements that serve beyond the project residents (i.e. only resident-serving public improvements; not "community-serving" public improvements)

**Residential Developments - Type II**

*Residential Development with Community-Serving Public Improvements*

Fee Calculation:

Fee Payment = Number of Residential Units x Per Unit Mitigation Fee for Appropriate Density Category  
plus Gross Acres of community-serving Public Improvements x Per Gross Acre Fee

Notes:

1. Density Category = Total Number of Residential Units / Gross Residential Project Acres
2. Type II Residential Development includes "Community-serving" Public Improvements that serve beyond the project residents and are not covered by the per residential unit mitigation fee
3. Gross Project Acres = Gross Residential Project Acres + Gross Community-Serving Public Improvement Acres

**Residential Developments - Type III**

*Development of an Accessory Dwelling Unit (ADU)*

Fee Calculation:

Fee Payment for ADUs of less than 750 square feet  
= \$0

Fee Payment for ADUs of more than 750 square feet  
= Per Unit Mitigation Fee for Low Density Category x (ADU square feet / Primary Residence square feet)

Notes:

1. State Law does not allow charging of mitigation fees to ADUs of less than 750 square feet
2. State law provides the formula for calculating fee payments by larger ADUs

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\* The term "Public Improvements" is used as a collective term for all Public Infrastructure, Improvement, and Amenities.

The table below shows the approach for non-residential projects and mixed-use projects.

### Table 3-3: Mitigation Payment Approach for Non-Residential and Mixed-Use Projects

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#### MITIGATION PAYMENT FORMULA FOR NON-RESIDENTIAL AND MIXED USE PROJECTS \*

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##### **Non Residential Projects**

*All Non-Residential Projects*

Fee Calculation:

Fee Payment = Gross Project Acres x Per Gross Acre Fee

Notes:

1. Gross Project Acres include all project acres including non-residential development areas and all associated project acreage (i.e. including all parking, landscaping, public improvements etc.)
- 

##### **Mixed-Use Project - Type I**

*Horizontally mixed-use project with residential and non-residential private development*

Fee Calculation:

Fee Payment = Number of Residential Units x Per Unit Mitigation Fee for Appropriate Density Category  
plus Gross Acres of Community-serving Public Improvements x Per Gross Acre Fee  
plus Gross Acres of Non-Residential Development x Per Gross Acre Fee

Notes:

1. Density Category = Total Number of Residential Units / Gross Residential Project Acres
2. All gross project acres outside of the Gross Residential Project Acres contribute through the per gross acre fee

##### **Mixed-Use Project - Type II**

*Vertically mixed-use project with residential and non-residential private development*

Fee Payment is the higher of two (2) calculations:

Calculation 1: Fee Payment = Gross Project Acres x Per Gross Acre Fee

Calculation 2:

Fee Payment = Number of Residential Units x Per Unit Mitigation Fee for Appropriate Density Category  
plus Gross Acres of Community-serving Public Improvements x Per Gross Acre Fee

Notes:

1. Density Category = Total Number of Residential Units / Gross Project Residential Acres  
(Gross Residential Acres = Gross Project Acres minus Community-serving Public Improvements Acres)
- 

\* The term "Public Improvements" is used as a collective term for all Public Infrastructure, Improvement, and Amenities.

Key definitions associated with the above mitigation formula table include:

- **Gross Project Area/ Acres.** This is the total or gross areas of the project. This overall acreage can only be reduced under unique circumstances.<sup>6</sup>
- **Gross Residential Area/ Acres.** This is the total area of the project dedicated to residential land uses and includes residential buildings as well as “Project Resident-Serving” Infrastructure/ Improvements/ Amenities.
- **Project Resident-Serving Infrastructure/ Improvements/ Amenities.** Infrastructure/ improvements, and amenities that only serve project residents and include, but are not limited to, roads, parks, and non-residential buildings that only serve project residents.
- **Gross “Community-Serving” Area/ Acres.** This is the area of residential projects that provide infrastructure, improvements, and amenities that go beyond only serving project residents and hence are “community-serving”. This includes, but is not limited to, roads that serve multiple projects, parks that serve more than one residential project, parking that serves other uses/ developments etc. The acreage associated with these improvements/ amenities are part of the gross project acreage but distinct from project resident-serving improvements/ amenities and the gross residential area.

For further clarification, mitigation fee payment calculations for illustrative Private Projects are provided in **Chapter IV**.

### C. Public Projects

This section categorizes the different types of Public Projects and the associated mitigation payment requirements. The MSHCP, Implementing Agreement, and other documents established the mitigation system for Public Projects that includes a mix of approaches typically tied to a percent of capital cost or the adopted per gross acre mitigation fee for non-residential uses. The mitigation payments for road projects are more complex as certain funding sources (Measure A and TUMF) provide direct mitigation payments for the portions of transportation projects they fund. **Chapter IV** provides illustrative examples of selected Public Projects to further clarify and support the calculation of the appropriate mitigation payment.

#### 1. Public Project Types

Public Projects include the full range of projects that provide public infrastructure, improvements, or amenities. This includes, but is not limited to, public roads, parks, libraries, administrative facilities, jails, courts, and flood control projects among others. As

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<sup>6</sup>Specifically, the MSHCP exempts flood control areas that cannot be developed from mitigation fee calculations.



described in the following section, certain public/ quasi-public improvements are covered as Participating Special Entity projects (the third major project category type). These include public (and private) utility districts/ companies, School Districts, Special Districts, and other quasi-public entities.

Per the MSHCP, Implementing Agreement, and other documents, the mitigation payment requirement/ obligation varies between the following Public Project types.

- **City/ County Road Projects.** Includes all City and County road projects.
- **City/County Civic Projects.** Includes all non-road City and County projects, including City/ County administrative facilities, jails, courts, juvenile facilities, parks, libraries, and all other facilities that serve the public.
- **Riverside County Flood Control District Projects.** Includes all Riverside County Flood Control District projects.

As noted in the MSHCP and the Implementing Agreement, mitigation contributions for Caltrans Projects are intended to be covered through a combination of Measure A funds, 3,000 acres of land dedication, and support for the endowment and ongoing positions. Mitigation for federal projects (e.g., development of a federal building) occurs through the Section 7 consultation process of the Federal Endangered Species Act; in some cases, these projects might be required to provide mitigation similar to those of other Public Projects under the MSHCP.

## 2. Mitigation Requirements and Transportation Funding Sources

For transportation projects, the mitigation payment calculations are more complicated due to the distinct mitigation payments/ contributions directly incorporated into certain types of transportation funding, as described below:

- **TUMF Funding.** The TUMF includes a small component tied to the mitigation of the portions of projects funded by TUMF revenues. This portion of the TUMF is passed directly from WRCOG to the RCA. As a result, the proportion of transportation projects that are funded by TUMF revenues are netted out from transportation project mitigation payments (described in more detail below).
- **Measure A Funding.** A portion of the Measure A sales tax revenues was collected and provided to the RCA to support MSHCP implementation. This contribution represented the mitigation payment for the portions of projects funded with Measure A dollars. As a result, the proportion of transportation projects that are funded by Measure A funds are netted out from transportation project mitigation payments (described in more detail below).
- **Federal Funding.** Unlike TUMF and Measure A funding, direct mitigation funding has not been provided for the portions of transportation projects that are federally funded. As a result, federal funding is not excluded from the mitigation payment

calculation. It is recommended that Local Permittees incorporate the mitigation payment associated with federally funded portions of their transportation projects into any grant applications for federal transportation funding.

### 3. Public Project Mitigation Payment Approaches

There are two primary approaches that underlie the calculation of Public Project mitigation payments, including:

- **Per Gross Acre Fee Payments.** For some Public Projects, the required mitigation payment is based on the application of the per gross acre fee to the gross project acres. The per gross acre fee is the same fee that applies to Private Projects. The fee will vary each year/ periodically and is calculated at \$16,358 per Gross Project Acre in the updated 2020 Nexus Study.
- **Percent of Construction Costs.** For some Public Projects, the mitigation payment requirement is three (3) percent or five (5) percent of total construction costs (described in more detail below).

### 4. Public Project Mitigation Fee Calculations by Project Type

The table below shows fee calculations for different Public Projects types.

**Table 3-4: Mitigation Payment Approach for Public Projects**

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**MITIGATION PAYMENT FORMULA FOR DIFFERENT TYPES OF PUBLIC PROJECTS**

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**City/ County Road Projects**

*All City and County Road Projects*

Fee Calculation:

Fee Payment = 5% x Total Construction Costs

Notes:

1. Applies to all new road projects, all road widening projects, and other road investments that are not maintenance efforts.
2. The proportion of total project costs covered by TUMF funding and Measure A funding is discounted from the total construction costs (where applicable) prior to fee payment calculation.
3. Total construction costs are a portion of total project costs. Total construction costs include all direct/ hard costs, including contingencies and change orders. ROW acquisition costs and soft costs are not included in total construction costs.

**City/ County Civic Projects**

*All City and County (non-road) public projects, including City/ County administrative facilities, jails, courts, juvenile facilities, parks, libraries, or other facilities that serve the public.*

Fee Calculation:

Fee Payment = Gross Project Acres x Per Gross Acre Fee

Notes:

1. No exceptions unless specifically noted in the Ordinance.
2. School District, Special District, and certain other public projects are covered as PSE's.

**Riverside County Flood Control District Projects**

*All Riverside County Flood Control District projects*

Fee Calculation

Fee Payment = 3% x Total Construction Costs

Notes

1. Total construction costs are a portion of total project costs. Total construction costs include all direct/ hard costs, including contingencies and change orders. ROW acquisition costs and soft costs are not included in total construction costs.
-

## D. Participating Special Entity Projects

Participating Special Entities (“PSE’s”) are entities that are not formally covered under the MSHCP but are allowed to obtain the same MSHCP streamlined permitting by making the appropriate mitigation payments. This section categorizes the different types of PSE projects and the associated mitigation payment requirements. The mitigation payment system for PSE projects is similar to the one for public projects and includes a mix of approaches typically tied to percent of construction costs or the adopted per gross acre mitigation fee for non-residential uses.

### 1. PSE Project Types

Participating Special Entities includes entities/ agencies such as public and private utility districts/ companies, School Districts, Special Districts, and Quasi-Public entities, among others. Public water districts, private water companies, telecommunication companies, Investor Owned Utilities (IOU’s), Schools, Colleges, and Universities would all fall in this project category.

The mitigation payment requirement/ obligation varies between the following Public Project types.

- Non-Linear Projects. Includes all projects that are non-linear in form.
- Linear Projects. Includes all linear projects with differentiation in payment amount between permanent and temporary projects.

### 2. PSE Mitigation Payment Approaches

There are two primary approaches that underlie the calculation of Public Project mitigation payments, including:

- Per Gross Acre Fee Payments. For non-linear Public Projects, the required mitigation payment is based on the application of the per gross acre fee to the gross project acres. The per gross acre fee is the same fee that applies to Private Projects. The fee will vary each year/ periodically and is calculated at \$16,358 per Gross Project Acre in the updated 2020 Nexus Study.
- Percent of Construction Costs. For linear projects, the mitigation payment requirement is 5 percent of total construction costs for permanent impacts and three (3) percent of total construction costs for temporary impacts.

### 3. PSE Project Mitigation Fee Calculations by Project Type

The table below shows fee calculations for different PSE project types.

**Table 3-5: Mitigation Payment Approach for PSE Projects**

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**MITIGATION PAYMENT FORMULA FOR DIFFERENT TYPES OF PSE PROJECTS**

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**Non-Linear Projects**

*All PSE projects that are not linear in form*

Fee Calculation:

Fee Payment = Gross Project Acres x Per Gross Acre Fee

**Linear Projects - Permanent Impacts**

*All PSE projects that are linear in form and permanent*

Fee Calculation

Fee Payment = 5% x Total Construction Costs

**Linear Projects - Temporary Impacts**

*All PSE projects that are linear in form and temporary*

Fee Calculation

Fee Payment = 3% x Total Construction Costs

Notes

1. Total construction costs are a portion of total project costs. Total construction costs include all direct/ hard costs, including contingencies and change orders. ROW acquisition costs and soft costs are not included in total construction costs.

## IV. Mitigation Payment Examples



## CHAPTER IV. MITIGATION PAYMENT EXAMPLES

This chapter provides illustrative fee calculations for examples of Private and Public Projects. Building off the comprehensive description of mitigation requirements and formulae by project type in **Chapter III**, this chapter provides fee calculations for an illustrative set of projects. Illustrative examples were developed for a range of circumstances and are designed to help Local Permittees identify the appropriate approach for estimating mitigation payments. The examples included in this chapter are for illustration purposes only. In the event of a conflict between these examples and the Fee Ordinance of the applicable City/County, the Fee Ordinance shall control the administration of the Local Development Mitigation Fee. Please contact RCA staff if you are unclear on how to conduct the mitigation payment calculation for a particular project.

### A. Private Projects: Residential/Mixed Use Examples

This section contains six (6) examples of private development projects, including four (4) residential projects and two (2) mixed-use projects. More specifically, they include:

- Example 1: All Residential – Low Density
- Example 2: All Residential – Low Density – including Backbone Road Construction
- Example 3: All Residential – High Density - including Backbone Road Construction
- Example 4: All Residential – Combination of Densities
- Example 5: Horizontal Mixed Use – Residential/ Commercial – including Backbone Road Construction
- Example 6: Vertical Mixed Use – Residential/ Commercial

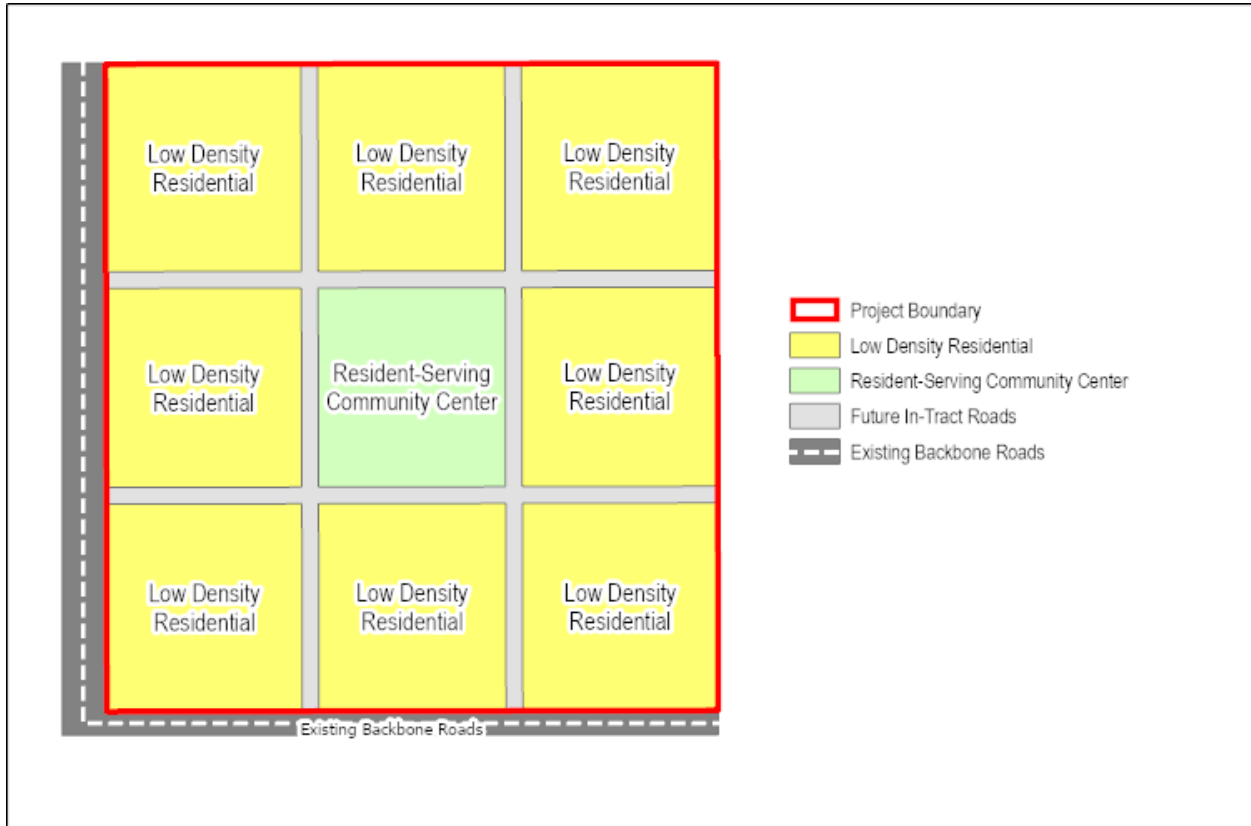
These examples are not intended to be all inclusive but rather give permittees guidance on calculating the mitigation fee payment given different project types and characteristics. Included in each example is a narrative of the example project, a figure representation of the project layout, the development program description, and the mitigation fee calculation. No stand-alone commercial project examples are included as the application of the per gross acre mitigation fee to the gross project acres is universal for all non-residential Private Projects.

#### **Example 1 - All Residential – Low Density**

Residential project to be developed on a total of ten acres (area inside red boundary). The project will include residential units, a community building/ area for the residents of the development (project residents only), and streets within the development (in-tract streets). All roads leading to the development have already been built and do not require investments by the developer. A total of 50 residential units are planned within the ten gross acres, resulting in an average residential density of five units per acre. This represents a low-density residential project for the purpose of the fee program. Please

see the visual representation of the project layout (Figure 1-1), the development program data (Table 1-1), and mitigation payment calculation (Table 1-2) below.

**Figure 1-1: Illustrative Project Layout**





**Table 1-1: Illustrative Development Program**

<b>Item</b>	<b>Amount</b>
<b>Gross Project Area</b>	<b>10 acres</b>
<u>Residential Development Area</u>	
Residential Development Area	8.25
In-Tract/ Project Resident Serving (Residential)	<u>1.75</u>
Total/ Gross Residential Acres	10.00
<u>All Other Development</u>	
Non-Residential Development Area	0
Backbone/ Area-Serving	<u>0</u>
Total Non-Residential Development	0
<b>Residential Development</b>	
Low Density (1)	50
Medium Density (1)	0
High Density (1)	<u>0</u>
<b>Total Units</b>	<b>50 units</b>
<b>Residential Project Density</b>	
Residential Project Density	5 units/ acre
Residential Fee Density Category (1)	LOW

(1) Residential density categories as follows:

- Low Density - less than or equal to 8 residential units/ gross residential acre.
- Medium Density - greater than 8 and less than 16 residential units/ gross residential acre.
- High Density - greater than 16 residential units/ gross residential acre.

**Table 1-2: Mitigation Fee Payment Calculation**

Item	Units/ Acres	Per Unit/ Per Acre Mitigation Fee (1)	Mitigation Fee Payment
Residential Development (2)	50 units	\$3,635 (low density)	\$181,750
Non-Residential Development (3)	0 acres	\$16,358	\$0
Backbone/ Community-Serving (4)	0 acres	\$16,358	\$0
<b>Total Mitigation Fee Payment (5)</b>			<b>\$181,750</b>

(1) Fee schedule will be updated periodically. Fee schedule used for Example Calculations as follows:

Residential Development

Low Density (on average)	\$3,635	per unit
Medium Density (on average)	\$1,515	per unit
High Density (on average)	\$670	per unit
<u>All Other Development</u>	\$16,358	per gross acre

(2) Residential mitigation fee payment covers residential units and associated in-tract infrastructure/ improvements and project resident-serving amenities. All infrastructure, improvements, and amenities that serve beyond the project residents is covered in separate component of the fee calculation.

(3) Includes land area associated with non-residential development, such as commercial/ industrial buildings, parking, and landscaping, among other components.

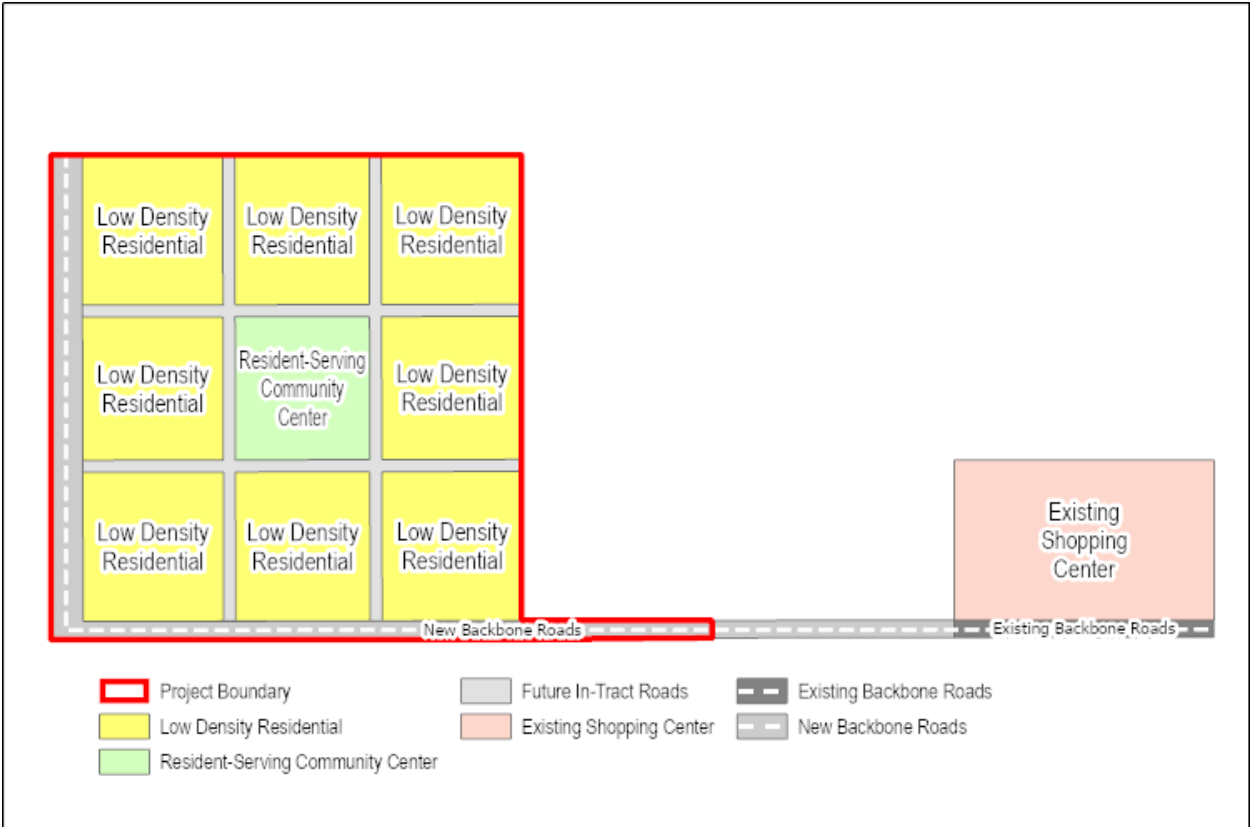
(4) All infrastructure/ improvements/ amenities that serve beyond the project/ project residents and that are not included in the non-residential development fee payment calculation included here.

(5) Mitigation fee payment calculation does not include any additional member jurisdiction administrative charges.

### Example 2 – All Residential – Low Density – Including Backbone Road Construction

Residential project to be developed on a total of 12.5 acres (inside red boundary). The project will include residential units, a community building/ area for the residents of the development (project residents only), streets within the development (in-tract streets), and new streets leading to the project (backbone/ community-serving streets). The member agency has required the builder to construct backbone roads as a condition of the permit. The backbone roads will be built on an additional 2.5 acres of land distinct from the 10 acres that will incorporate the residential development and project resident-serving improvements/ amenities. A total of 50 residential units are planned within the 10 gross acres (gross residential acres) that exclude the backbone/community-serving infrastructure. This results in an average residential density of five units per acre and represents a low-density residential project for the purpose of the fee program. Please see the visual representation of the project layout (Figure 2-1), the development program data (Table 2-1), and the mitigation payment calculation (Table 2-2) below.

Figure 2-1: Illustrative Project Layout



**Table 2-1: Illustrative Development Program**

<b>Item</b>	<b>Amount</b>
<b>Gross Project Area</b>	<b>12.5 acres</b>
<u>Residential Development Area</u>	
Residential Development Area	8.25
In-Tract/ Project Resident Serving (Residential)	<u>1.75</u>
Total/ Gross Residential Acres	10.00
<u>All Other Development</u>	
Non-Residential Development Area	0
Backbone/ Area-Serving	<u>2.5</u>
Total Non-Residential Development	2.5
<b>Residential Development</b>	
Low Density (1)	50
Medium Density (1)	0
High Density (1)	<u>0</u>
<b>Total Units</b>	<b>50 units</b>
<b>Residential Project Density</b>	
Residential Project Density	5 units/ acre
Residential Fee Density Category (1)	LOW

(1) Residential density categories as follows:

- Low Density - less than or equal to 8 residential units/ gross residential acre.
- Medium Density - greater than 8 and less than 16 residential units/ gross residential acre.
- High Density - greater than 16 residential units/ gross residential acre.

**Table 2-2: Mitigation Payment Calculation**

Item	Units/ Acres	Per Unit/ Per Acre Mitigation Fee (1)	Mitigation Fee Payment
Residential Development (2)	50 units	\$3,635 (low density)	\$181,750
Non-Residential Development (3)	0 acres	\$16,358	\$0
Backbone/ Community-Serving (4)	2.5 acres	\$16,358	\$40,895
<b>Total Mitigation Fee Payment (5)</b>			<b>\$222,645</b>

(1) Fee schedule will be updated periodically. Fee schedule used for Example Calculations as follows:

Residential Development

Low Density (on average)	\$3,635	per unit
Medium Density (on average)	\$1,515	per unit
High Density (on average)	\$670	per unit
<u>All Other Development</u>	\$16,358	per gross acre

(2) Residential mitigation fee payment covers residential units and associated in-tract infrastructure/ improvements and project resident-serving amenities. All infrastructure, improvements, and amenities that serve beyond the project residents is covered in separate component of the fee calculation.

(3) Includes land area associated with non-residential development, such as commercial/ industrial buildings, parking, and landscaping, among other components.

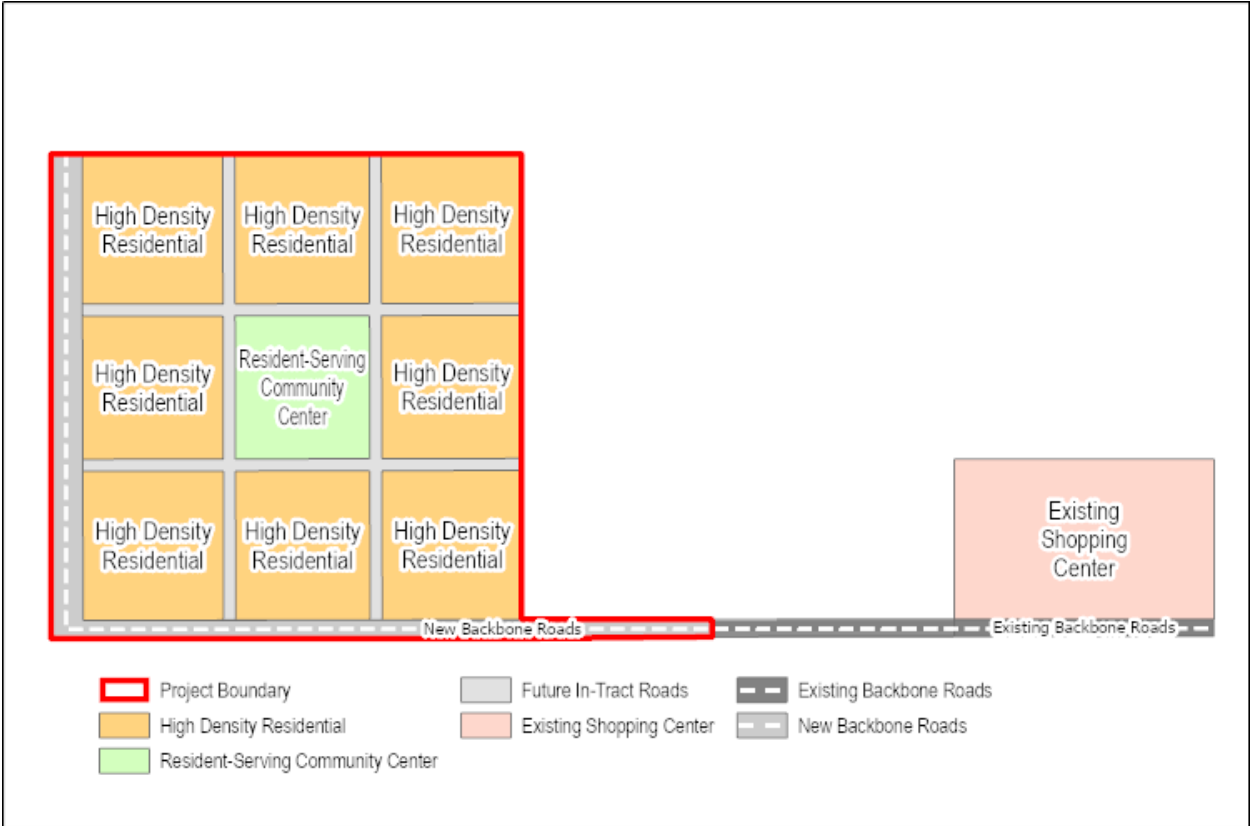
(4) All infrastructure/ improvements/ amenities that serve beyond the project/ project residents and that are not included in the non-residential development fee payment calculation included here.

(5) Mitigation fee payment calculation does not include any additional member jurisdiction administrative charges.

### Example 3 – All Residential – High Density – Including Backbone Road Construction

Residential project to be developed on a total of 12.5 acres (inside red boundary). The project will include residential units, a community building/area for the residents of the development (project residents only), streets within the development (in-tract streets), and new streets leading to the project (backbone/ community-serving streets). The member agency has required the builder to construct backbone roads as a condition of the permit. The backbone roads will be built on an additional 2.5 acres of land distinct from the 10 acres that will incorporate the residential development and project resident-serving improvements/ amenities. A total of 200 residential units are planned within the 10 gross acres that exclude the backbone/ community-serving infrastructure. This results in an average residential density of 20 units per acre and represents a high-density residential project for the purpose of the fee program. Please see the visual representation of the project layout (Figure 3-1), the illustrative development program data (Table 3-1), and the mitigation payment calculation (Table 3-2) below.

Figure 3-1: Project Layout



**Table 3-1: Illustrative Development Program**

<b>Item</b>	<b>Amount</b>
<b>Gross Project Area</b>	<b>12.5 acres</b>
<u>Residential Development Area</u>	
Residential Development Area	8.00
In-Tract/ Project Resident Serving (Residential)	<u>2.00</u>
Total/ Gross Residential Acres	10.00
<u>All Other Development</u>	
Non-Residential Development Area	0
Backbone/ Area-Serving	<u>2.5</u>
Total Non-Residential Development	2.5
<b>Residential Development</b>	
Low Density (1)	0
Medium Density (1)	0
High Density (1)	<u>200</u>
<b>Total Units</b>	<b>200 units</b>
<b>Residential Project Density</b>	
Residential Project Density	20 units/ acre
Residential Fee Density Category (1)	HIGH

(1) Residential density categories as follows:

- Low Density - less than or equal to 8 residential units/ gross residential acre.
- Medium Density - greater than 8 and less than 16 residential units/ gross residential acre.
- High Density - greater than 16 residential units/ gross residential acre.

**Table 3-2: Mitigation Payment Calculation**

Item	Units/ Acres	Per Unit/ Per Acre Mitigation Fee (1)	Mitigation Fee Payment
Residential Development (2)	200 units	\$670 (high density)	\$134,000
Non-Residential Development (3)	0 acres	\$16,358	\$0
Backbone/ Community-Serving (4)	2.5 acres	\$16,358	\$40,895
<b>Total Mitigation Fee Payment (5)</b>			<b>\$174,895</b>

(1) Fee schedule will be updated periodically. Fee schedule used for Example Calculations as follows:

Residential Development

Low Density (on average) \$3,635 per unit

Medium Density (on average) \$1,515 per unit

High Density (on average) \$670 per unit

All Other Development \$16,358 per gross acre

(2) Residential mitigation fee payment covers residential units and associated in-tract infrastructure/ improvements and project resident-serving amenities. All infrastructure, improvements, and amenities that serve beyond the project residents is covered in separate component of the fee calculation.

(3) Includes land area associated with non-residential development, such as commercial/ industrial buildings, parking, and landscaping, among other components.

(4) All infrastructure/ improvements/ amenities that serve beyond the project/ project residents and that are not included in the non-residential development fee payment calculation included here.

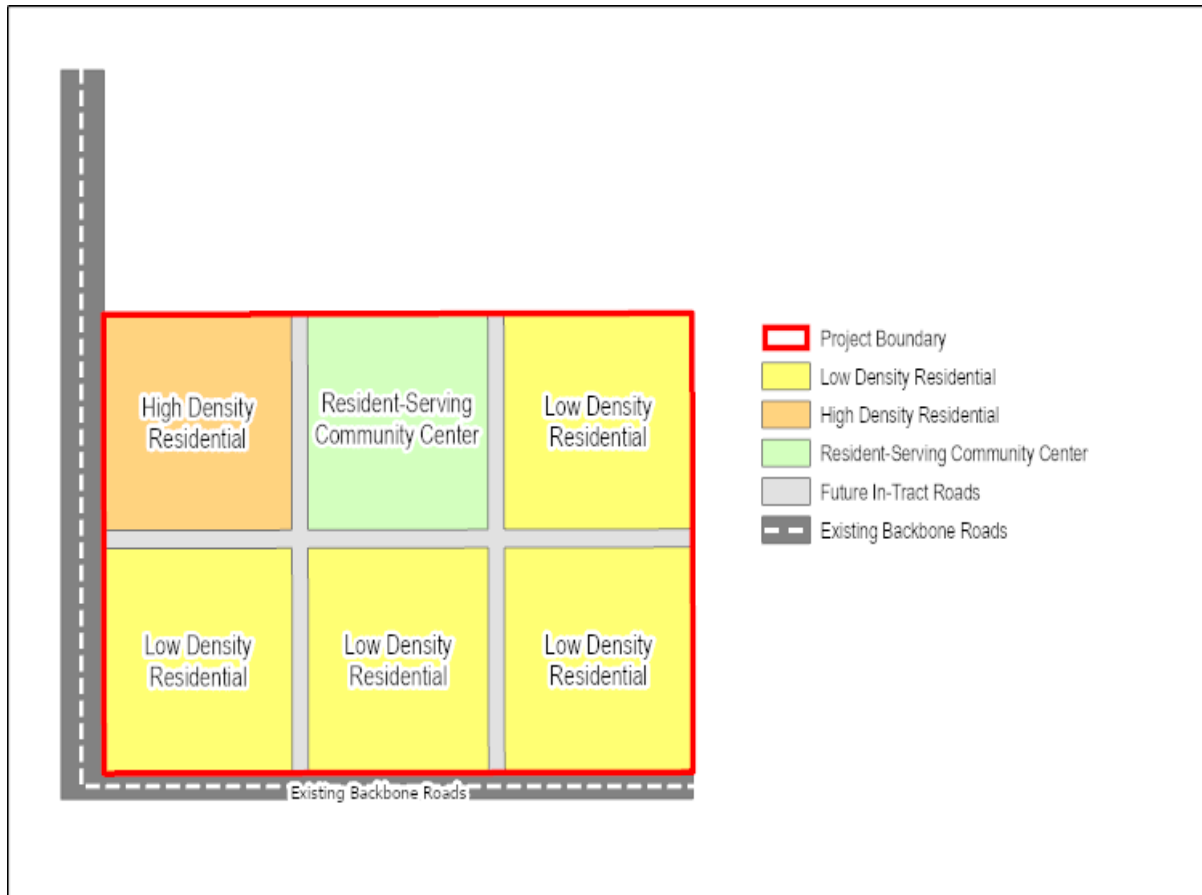
(5) Mitigation fee payment calculation does not include any additional member jurisdiction administrative charges.

### Example 4 – All Residential – Combination of Densities

Residential project to be developed on a total of 7.25 acres (area inside red boundary). The project will include residential units, a community building/area for the residents of the development (project residents only), and streets within the development (in-tract streets). All roads leading to the development have already been built and do not require investments by the developer. A total of 50 residential units are planned within the 7.25 gross acres, including a mix of low- and high-density development. The 50 residential units planned on 7.5 gross acres result in an average residential density of 6.9 units per acre. This represents a low-density residential project for the purpose of the fee program. Please see the visual representation of the project layout (Figure 4-1), the illustrative development program data (Table 4-1), and the mitigation payment calculation (Table 4-2) below.



**Figure 4-1: Illustrative Project Layout**



**Table 4-1: Illustrative Development Program**

Item	Amount
<b>Gross Project Area</b>	<b>7.25 acres</b>
<u>Residential Development Area</u>	
Residential Development Area	5.75
In-Tract/ Project Resident Serving (Residential)	<u>1.50</u>
Total/ Gross Residential Acres	7.25
<u>All Other Development</u>	
Non-Residential Development Area	0
Backbone/ Area-Serving	<u>0</u>
Total Non-Residential Development	0
<b>Residential Development</b>	
Low Density (1)	25
Medium Density (1)	0
High Density (1)	<u>25</u>
<b>Total Units</b>	<b>50 units</b>
<b>Residential Project Density</b>	
Residential Project Density	6.9 units/ acre
Residential Fee Density Category (1)	LOW

(1) Residential density categories as follows:

- Low Density - less than or equal to 8 residential units/ gross residential acre.
- Medium Density - greater than 8 and less than 16 residential units/ gross residential acre.
- High Density - greater than 16 residential units/ gross residential acre.

**Table 4-2: Mitigation Payment Calculation**

Item	Units/ Acres	Per Unit/ Per Acre Mitigation Fee (1)	Mitigation Fee Payment
Residential Development (2)	50 units	\$3,635 (low density)	\$181,750
Non-Residential Development (3)	0 acres	\$16,358	\$0
Backbone/ Community-Serving (4)	0 acres	\$16,358	\$0
<b>Total Mitigation Fee Payment (5)</b>			<b>\$181,750</b>

(1) Fee schedule will be updated periodically. Fee schedule used for Example Calculations as follows:

Residential Development

Low Density (on average)	\$3,635	per unit
Medium Density (on average)	\$1,515	per unit
High Density (on average)	\$670	per unit
<u>All Other Development</u>	\$16,358	per gross acre

(2) Residential mitigation fee payment covers residential units and associated in-tract infrastructure/ improvements and project resident-serving amenities. All infrastructure, improvements, and amenities that serve beyond the project residents is covered in separate component of the fee calculation.

(3) Includes land area associated with non-residential development, such as commercial/ industrial buildings, parking, and landscaping, among other components.

(4) All infrastructure/ improvements/ amenities that serve beyond the project/ project residents and that are not included in the non-residential development fee payment calculation included here.

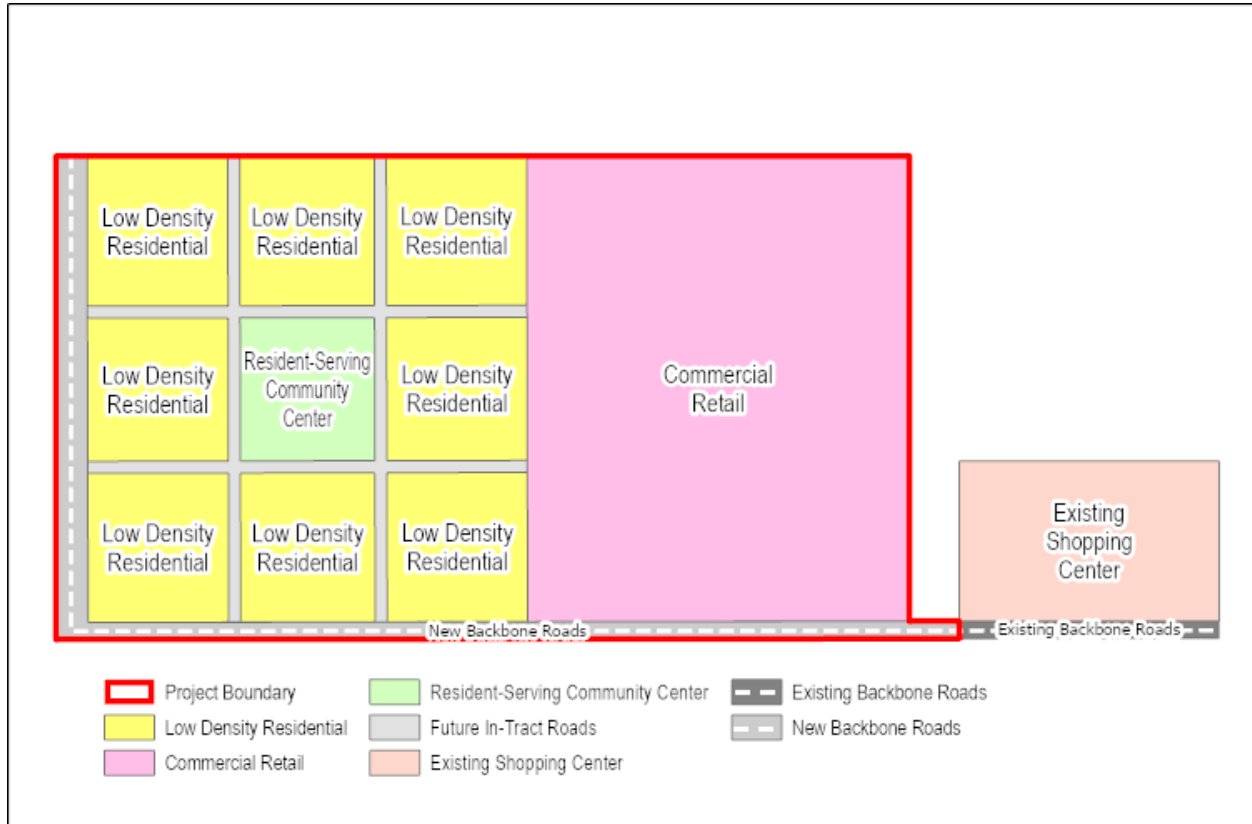
(5) Mitigation fee payment calculation does not include any additional member jurisdiction administrative charges.

### **Example 5 – Horizontal Mixed Use – Residential and Commercial – Including Backbone Road Construction**

Mixed use project to be developed on a total of 22.5 acres (inside red boundary). Residential project to be developed on ten acres. The project will include three components: (1) residential units, a community building/area for the residents of the development (project residents only), and streets within the residential development (in-tract streets); (2) a commercial development (e.g. shopping center) and project -serving improvements (e.g. parking, landscaping, and any other component that is not restricted to use by the residents only); and, (3) backbone/community serving roads on 2.5 acres of land that the member agency has required the builder to construct as a condition of the permit. A total of 50 residential units are planned within the 10 gross residential acres that exclude the backbone/community-serving infrastructure and the commercial development. This results in an average residential density of five units per acre, meaning that the residential component of the project is low density for the purpose of the fee program. Please see the visual representation of the project layout (Figure 5-1), the

illustrative development program data (Table 5-1), and the mitigation payment calculation (Table 5-2) below.

**Figure 5-1: Illustrative Project Layout**



**Table 5-1: Illustrative Development Program**

<b>Item</b>	<b>Amount</b>
<b>Gross Project Area</b>	<b>22.5 acres</b>
<u>Residential Development Area</u>	
Residential Development Area	8.25
In-Tract/ Project Resident Serving (Residential)	<u>1.75</u>
Total/ Gross Residential Acres	10.00
<u>All Other Development</u>	
Non-Residential Development Area	10.0
Backbone/ Area-Serving	<u>2.5</u>
Total Non-Residential Development	12.5
<b>Residential Development</b>	
Low Density (1)	50
Medium Density (1)	0
High Density (1)	<u>0</u>
<b>Total Units</b>	<b>50 units</b>
<b>Residential Project Density</b>	
Residential Project Density	5.0 units/ acre
Residential Fee Density Category (1)	LOW

(1) Residential density categories as follows:

- Low Density - less than or equal to 8 residential units/ gross residential acre.
- Medium Density - greater than 8 and less than 16 residential units/ gross residential acre.
- High Density - greater than 16 residential units/ gross residential acre.

**Table 5-2: Mitigation Fee Payment Calculation**

Item	Units/ Acres	Per Unit/ Per Acre Mitigation Fee (1)	Mitigation Fee Payment
Residential Development (2)	50 units	\$3,635 (low density)	\$181,750
Non-Residential Development (3)	10 acres	\$16,358	\$163,580
Backbone/ Community-Serving (4)	2.5 acres	\$16,358	\$40,895
<b>Total Mitigation Fee Payment (5)</b>			<b>\$386,225</b>

(1) Fee schedule will be updated periodically. Fee schedule used for Example Calculations as follows:

Residential Development

Low Density (on average)	\$3,635	per unit
Medium Density (on average)	\$1,515	per unit
High Density (on average)	\$670	per unit
<u>All Other Development</u>	\$16,358	per gross acre

(2) Residential mitigation fee payment covers residential units and associated in-tract infrastructure/ improvements and project resident-serving amenities. All infrastructure, improvements, and amenities that serve beyond the project residents is covered in separate component of the fee calculation.

(3) Includes land area associated with non-residential development, such as commercial/ industrial buildings, parking, and landscaping, among other components.

(4) All infrastructure/ improvements/ amenities that serve beyond the project/ project residents and that are not included in the non-residential development fee payment calculation included here.

(5) Mitigation fee payment calculation does not include any additional member jurisdiction administrative charges.

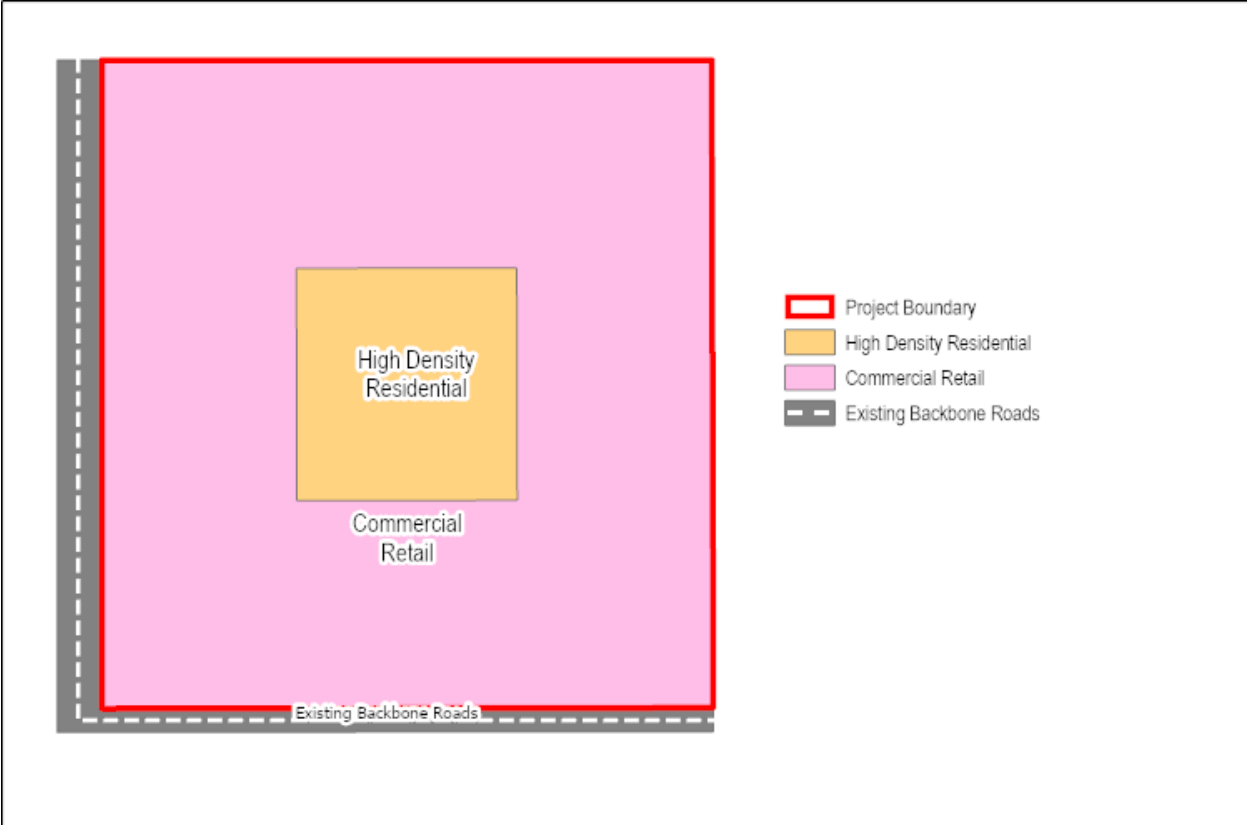
### **Example 6 – Vertical Mixed Use – Residential and Commercial**

Mixed use project to be developed on a total of 3 acres (inside red boundary). The project will include a podium at street level that will include commercial/ retail as well as parking, residential units in the stories above the podium, as well as streets within the project area (in-tract streets). A total of 90 residential units are planned within the 3-acre project area. This results in an average residential density of 30 units per acre, meaning that the residential component of the project is high density for the purpose of the fee program. Please see the visual representations of the project layout (Figures 6-1 and 6-2), the illustrative development program data (Table 6-1), and the mitigation payment calculations (Tables 6-2 and 6-3) below. Two calculations must be conducted for mixed-use vertical projects and the higher of the two calculations must be used. One calculation treats the project like a residential project and the other calculation treats it like a commercial project. In the example below, the mitigation payment is \$60,300 under the first method and \$49,300 under the second method, so \$60,300 payment applies.

**Figure 6-1: Illustrative Project Layout – Residential and Commercial Vertical View**



**Figure 6-2: Illustrative Project Layout – Residential and Commercial Horizontal View**





**Table 6-1: Illustrative Development Program**

<b>Item</b>	<b>Amount</b>
<b>Gross Project Area</b>	<b>3 acres</b>
<u>Residential Development Area</u>	
Residential Development Area	2.75
In-Tract/ Project Resident Serving (Residential)	<u>0.25</u>
Total/ Gross Residential Acres	3.00
<u>All Other Development</u>	
Non-Residential Development Area	0.0
Backbone/ Area-Serving	<u>0</u>
Total Non-Residential Development	0
<b>Residential Development</b>	
Low Density (1)	0
Medium Density (1)	0
High Density (1)	<u>90</u>
<b>Total Units</b>	<b>90 units</b>
<b>Residential Project Density</b>	
Residential Project Density	30.0 units/ acre
Residential Fee Density Category (1)	HIGH

(1) Residential density categories as follows:

- Low Density - less than or equal to 8 residential units/ gross residential acre.
- Medium Density - greater than 8 and less than 16 residential units/ gross residential acre.
- High Density - greater than 16 residential units/ gross residential acre.

**Table 6-2: Mitigation Fee Payment Calculation – Method 1 (Residential Focus)**

Item	Units/ Acres	Per Unit/ Per Acre Mitigation Fee (1)	Mitigation Fee Payment
Residential Development (2)	90 units	\$670 (high density)	\$60,300
Non-Residential Development (3)	0 acres	\$16,358	\$0
Backbone/ Community-Serving (4)	0 acres	\$16,358	\$0
<b>Total Mitigation Fee Payment (5)</b>			<b>\$60,300</b>

(1) Fee schedule will be updated periodically. Fee schedule used for Example Calculations as follows:

Residential Development

Low Density (on average)	\$3,635	per unit
Medium Density (on average)	\$1,515	per unit
High Density (on average)	\$670	per unit
<u>All Other Development</u>	\$16,358	per gross acre

(2) Residential mitigation fee payment covers residential units and associated in-tract infrastructure/ improvements and project resident-serving amenities. All infrastructure, improvements, and amenities that serve beyond the project residents is covered in separate component of the fee calculation.

(3) Includes land area associated with non-residential development, such as commercial/ industrial buildings, parking, and landscaping, among other components.

(4) All infrastructure/ improvements/ amenities that serve beyond the project/ project residents and that are not included in the non-residential development fee payment calculation included here.

(5) Mitigation fee payment calculation does not include any additional member jurisdiction administrative charges.

**Table 6-3: Mitigation Fee Payment Calculation – Method 2 (Commercial/ Project Area Focus)**

Item	Units/ Acres	Per Unit/ Per Acre Mitigation Fee (1)	Mitigation Fee Payment
Residential Development (2)	0 units	\$670 (high density)	\$0
Non-Residential Development (3)	3 acres	\$16,358	\$49,074
Backbone/ Community-Serving (4)	0 acres	\$16,358	\$0
<b>Total Mitigation Fee Payment (5)</b>			<b>\$49,074</b>

(1) Fee schedule will be updated periodically. Fee schedule used for Example Calculations as follows:

Residential Development

Low Density (on average)	\$3,635	per unit
Medium Density (on average)	\$1,515	per unit
High Density (on average)	\$670	per unit
<u>All Other Development</u>	\$16,358	per gross acre

(2) Residential mitigation fee payment covers residential units and associated in-tract infrastructure/ improvements and project resident-serving amenities. All infrastructure, improvements, and amenities that serve beyond the project residents is covered in separate component of the fee calculation.

(3) Includes land area associated with non-residential development, such as commercial/ industrial buildings, parking, and landscaping, among other components.

(4) All infrastructure/ improvements/ amenities that serve beyond the project/ project residents and that are not included in the non-residential development fee payment calculation included here.

(5) Mitigation fee payment calculation does not include any additional member jurisdiction administrative charges.

## B. Public Project Examples

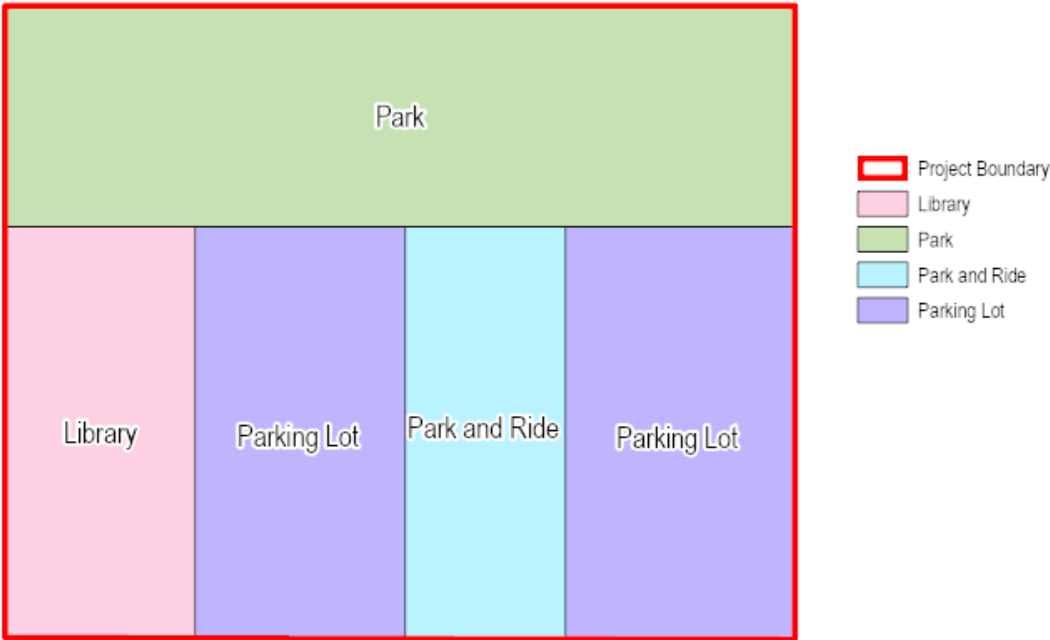
This section contains four (4) examples of public development projects, including one (1) Member Agency Civic Project and three (3) transportation/ road projects. These examples are not intended to be all inclusive but rather give permittees guidance on calculating the mitigation fee payment given different project types, characteristics, and, in the case of road/ transportation projects, different sources of funding. The Member Agency Civic project example provides a brief narrative, a representation of the project layout, the development program description, and the mitigation payment calculation. The road/ transportation examples provide a brief narrative of the project, cost estimates, key funding source information, and the mitigation payment calculation. Graphic layouts for the public road projects are not provided as the mitigation payment calculation is tied to costs and funding sources (not the specific layout of the project.)

As described in Chapter III and illustrated in the private project examples provided above in this chapter, mitigation payments for road and Member Agency Civic Projects that are developed by a private developer as part of a Private Project are calculated and made as part of the Private Project development mitigation payment.

**Example 7 – Member Agency Civic Project**

Member Agency Civic Projects includes the development of a library and park with adjacent parking lot. The parking lot will also serve as a park and ride location. The total acreage of the project is 6 acres (area inside red boundary). Please see the visual representation of the project layout (Figure 7-1), the development program data (Table 7-1), and mitigation payment calculations (Table 7-2) below.

**Figure 7-1: Project Layout**



**Table 7-1: Illustrative Development Program**

<b>Item</b>	<b>Amount</b>
Library Area	1.0 acres
Park	2.0 acres
<b>Parking Area</b>	
Park and Ride Area	1.0 acres
General Parking Lot	<u>2.0</u> acres
Subtotal - Parking	3.0 acres
<b>Gross Project Area</b>	<b>6.0 acres</b>

**Table 7-2: Mitigation Payment Calculation**

<b>Item</b>	<b>Amount</b>
Gross Project Acres	6.0 acres
Mitigation Fee per Gross Acre (2)	\$16,358
<b>Total Mitigation Payment</b>	<b>\$98,148</b>

(1) Fee schedule will be updated periodically. Fee schedule used for Example Calculations as follows:

Commerical/ Industrial\* \$16,358 per gross acre

\* Per gross acre fee for Local Public Capital Projects is the same as for commerical/ industrial development.

### **Example 8 – Road Widening with No Measure A or TUMF Funding**

Road widening project with no Measure A or TUMF funding. Whole project is required to mitigate as project falls into the “new road, road widening, and other non-maintenance road projects” category that are required to mitigate (only maintenance projects costs such as road rehabilitation, restriping, and resealing are not required to mitigate). Total project cost is estimated at \$5.5 million, including total direct construction costs of \$4.4 million (including the construction cost contingency), \$1.1 million in soft costs, and no land/ ROW acquisition costs. Please see the example road project cost estimates data

(Table 8-1), the funding source information (Table 8-2), and the mitigation payment calculations (Table 8-3) below.

**Table 8-1: Illustrative Project Costs**

Cost Item	Cost
<b>NEW ROAD, ROAD WIDENING, OR OTHER NON-MAINTENANCE PROJECTS (1)</b>	
<b>Construction Costs</b>	
Base Construction Costs	\$4,000,000
<u>Changes Orders/ Contingency</u>	\$400,000 (3)
<b>Total Construction Costs</b>	<b>\$4,400,000</b>
<b>Soft Costs</b>	<b>\$1,100,000 (4)</b>
Land Acquisition/ ROW Costs	\$0
<b>Total Capacity-Increasing Cost</b>	<b>\$5,500,000</b>
<b>MAINTENANCE PROJECTS (2)</b>	
Total Construction Costs	\$0
Total Soft Costs	\$0
<b>Total Non-Capacity-Increasing Cost</b>	<b>\$0</b>
<b>TOTAL PROJECT COSTS/ USES</b>	<b>\$5,500,000</b>

(1) Total Construction costs for new roads, road widening, and other non-maintenance projects are included in the mitigation fee payment calculation (see Table 8-3).

(2) Examples of maintenance projects include road rehabilitation, re-striping, and resealing. See Ordinance for full list of maintenance projects that are not required to mitigate.

(3) Initial fee payment calculations made on construction cost and construction contingency cost estimates. Additional fee payments also due on any change orders that add net costs above-and-beyond the initial construction cost contingency estimates

(3) For illustrative purposes shown as 10% of base construction cost. Contingency (and future Change Orders) will vary by project.

(4) For illustrative purposes shown as 25% of total construction costs.

**Table 8-2: Illustrative Funding Sources**

Cost Item	Amount	% of Total
<b>TUMF/ Measure A Funding</b>		
TUMF Fee Revenues	\$0	0%
Measure A Funding	<u>\$0</u>	<u>0%</u>
Subtotal	\$0	0%
<b>Other Funding</b>	\$5,500,000	100%
<b>TOTAL PROJECT FUNDING/ SOURCES</b>	\$5,500,000	100%

**Table 8-3: Mitigation Payment Calculation**

Cost Item	Amount	Source/ Calculation
TOTAL PROJECT COSTS	\$5,500,000	a See Table 8-1
TOTAL NON-MAINTENANCE CONSTRUCTION COSTS	\$4,400,000	b See Table 8-1
% of FUNDING FROM OTHER FUNDING SOURCES (1)	100%	c See Table 8-2
ELIGIBLE COST BASIS FOR MITIGATION PAYMENT CALCULATION	\$4,400,000	d = b *c Calculation
<b>MITIGATION FEE PAYMENT DUE FROM LOCAL JURISDICTION (2)</b>	<b>\$220,000</b>	e = d * 5% Calculation

(1) Other funding sources includes all costs not funded by TUMF or Measure A revenues as calculated in Table 8-2.

(2) Mitigation fee payment by permitting agency is 5% of eligible construction cost.

### Example 9 – Road Widening Project with 20% Measure A/ TUMF Funding

Road widening project with 20% of funding from Measure A and TUMF funding. Whole project is required to mitigate as project - new road, road widening, and other non-maintenance road projects are required to mitigate (only maintenance costs are not required to mitigate). However, 20 percent of the project will be mitigated separately through TUMF or Measure A funding. Total projects cost is estimated at \$5.5 million, including total direct construction costs of \$4.4 million (including the construction cost contingency), \$1.1 million in soft costs, and no land/ ROW acquisition costs. Please see the example road project cost estimates data (Table 9-1), the funding source information (Table 9-2), and the mitigation payment calculations (Table 9-3) below.

**Table 9-1: Illustrative Project Costs**

<b>Cost Item</b>	<b>Cost</b>
<b>NEW ROAD, ROAD WIDENING, OR OTHER NON-MAINTENANCE PROJECTS (1)</b>	
<b>Construction Costs (2)</b>	
Base Construction Costs	\$4,000,000
<u>Changes Orders/ Contingency</u>	\$400,000 (3)
<b>Total Construction Costs</b>	<b>\$4,400,000</b>
<b>Soft Costs</b>	<b>\$1,100,000 (4)</b>
Land Acquisition/ ROW Costs	\$0
<b>Total Capacity-Increasing Cost</b>	<b>\$5,500,000</b>
<b>MAINTENANCE PROJECTS (2)</b>	
Total Construction Costs	\$0
Total Soft Costs	\$0
<b>Total Non-Capacity-Increasing Cost</b>	<b>\$0</b>
<b>TOTAL PROJECT COSTS/ USES</b>	<b>\$5,500,000</b>

(1) Total Construction costs for new roads, road widening, and other non-maintenance projects are included in the mitigation fee payment calculation (see Table 8-3).

(2) Examples of maintenance projects include road rehabilitation, re-striping, and resealing. See Ordinance for full list of maintenance projects that are not required to mitigate.

(3) Initial fee payment calculations made on construction cost and construction contingency cost estimates. Additional fee payments also due on any change orders that add net costs above-and-beyond the initial construction cost contingency estimates

(4) For illustrative purposes shown as 10% of base construction cost. Contingency (and future Change Orders) will vary by project.

(5) For illustrative purposes shown as 25% of total construction costs.



**Table 9-2: Funding Sources**

Cost Item	Amount	% of Total
<b>TUMF/ Measure A Funding</b>		
TUMF Fee Revenues	\$800,000	15%
Measure A Funding	<u>\$300,000</u>	<u>5%</u>
Subtotal	\$1,100,000	20%
<b>Other Funding</b>	\$4,400,000	80%
<b>TOTAL PROJECT FUNDING/ SOURCES</b>	<b>\$5,500,000</b>	<b>100%</b>

**Table 9-3: Mitigation Fee Payment Calculation**

Cost Item	Amount	Source/ Calculation
TOTAL PROJECT COSTS	\$5,500,000	a See Table 1
TOTAL NON-MAINTENANCE CONSTRUCTION COSTS	\$4,400,000	b See Table 1
% of FUNDING FROM OTHER FUNDING SOURCES (1)	80%	c See Table 2
ELIGIBLE COST BASIS FOR MITIGATION PAYMENT CALCULATION	\$3,520,000	d = b *c Calculation
<b>MITIGATION FEE PAYMENT DUE FROM LOCAL JURISDICTION (2)</b>	<b>\$176,000</b>	e = d * 5% Calculation

(1) Other funding sources includes all costs not funded by TUMF or Measure A revenues as calculated in Table 9-2. In cases where Measure A/ TUMF funding is allocated for specific project cost categories, additional calculations and allocations may be appropriate. In these cases, please contact RCA staff and provide documentation of funding restrictions for support on the appropriate mitigation fee payment calculation.

(2) Mitigation fee payment by permitting agency is 5% of eligible construction cost.

### **Example 10 - Combined New Road/ Road Rehabilitation Project with 50% Measure A / TUMF Funding**

Road project that includes the development of a new segment of road along with rehabilitation of a segment of existing roadway. Road project is 50% funded through Measure A or TUMF funds. Total project costs are \$8 million. About \$6 million is associated with the new road, including \$4.4 million in direct construction costs (including the construction cost contingency), \$1.1 million in soft costs, and \$500,000 in land acquisition costs. About \$2 million (25% of overall project cost) is associated with rehabilitation of the existing roadway, including \$1.6 million in direct construction costs (including the construction cost contingency) and \$400,000 in soft costs. Please see the

example road project cost estimates data (Table 10-1), the funding source information (Table 10-2), and the mitigation payment calculations (Table 10-3) below.

**Table 10-1: Cost Estimates**

Cost Item	Cost
<b>NEW ROAD, ROAD WIDENING, OR OTHER NON-MAINTENANCE PROJECTS (1)</b>	
<b>Construction Costs (2)</b>	
Base Construction Costs	\$4,000,000
<u>Changes Orders/ Contingency</u>	\$400,000 (3)
<b>Total Construction Costs</b>	<b>\$4,400,000</b>
<b>Soft Costs</b>	<b>\$1,100,000 (4)</b>
Land Acquisition/ ROW Costs	\$500,000
<b>Total Capacity-Increasing Cost</b>	<b>\$6,000,000</b>
<b>MAINTENANCE PROJECTS (2)</b>	
Total Construction Costs	\$1,600,000
Total Soft Costs	\$400,000 (4)
<b>Total Non-Capacity-Increasing Cost</b>	<b>\$2,000,000</b>
<b>TOTAL PROJECT COSTS/ USES</b>	<b>\$8,000,000</b>

(1) Total Construction costs for new roads, road widening, and other non-maintenance projects are included in the mitigation fee payment calculation (see Table 8-3).

(2) Examples of maintenance projects include road rehabilitation, re-striping, and resealing. See Ordinance for full list of maintenance projects that are not required to mitigate.

(3) Initial fee payment calculations made on construction cost and construction contingency cost estimates. Additional fee payments also due on any change orders that add net costs above-and-beyond the initial construction cost contingency estimates

(4) For illustrative purposes shown as 10% of base construction cost. Contingency (and future Change Orders) will vary by project.

(5) For illustrative purposes shown as 25% of total construction costs.

**Table 10-2: Funding Sources**

Cost Item	Amount	% of Total
<b>TUMF/ Measue A Funding</b>		
TUMF Fee Revenues	\$2,000,000	25%
Measure A Funding	<u>\$2,000,000</u>	<u>25%</u>
Subtotal	\$4,000,000	50%
<b>Other Funding</b>	\$4,000,000	50%
<b>TOTAL PROJECT FUNDING/ SOURCES</b>	<b>\$8,000,000</b>	<b>100%</b>

**Table 10-3: Mitigation Payment Calculation**

Cost Item	Amount	Source/ Calculation
TOTAL PROJECT COSTS	\$8,000,000	a See Table 1
TOTAL NON-MAINTENANCE CONSTRUCTION COSTS	\$4,400,000	b See Table 1
% of FUNDING FROM OTHER FUNDING SOURCES (1)	50%	c See Table 2
ELIGIBLE COST BASIS FOR MITIGATION PAYMENT CALCULATION	\$2,200,000	d = b *c Calculation
<b>MITIGATION FEE PAYMENT DUE FROM LOCAL JURISDICTION (2)</b>	<b>\$110,000</b>	e = d * 5% Calculation

(1) Other funding sources includes all costs not funded by TUMF or Measue A revenues as calculated in Table 10-2. In cases where Measue A/ TUMF funding is allocated for specific project cost categories, additional calculations and allocations may be appropriate. In these cases, please contact RCA staff and provide documentation of funding restrictions for support on the appropriate mitigation fee payment calculation.

(2) Mitigation fee payment by permitting agency is 5% of eligible construction cost.

## V. Definitions



CHAPTER V. DEFINITIONS

**DEFINITIONS**

**(Including Definitions defined in the Fee Ordinances):**

**“Accessory Dwelling Unit”** means an accessory dwelling unit as defined by California Government Code section 65852.2(j)(1), or as defined in any successor statute.

**“City/County Civic Projects”** means all non-road City and County projects, including City/ County administrative facilities, jails, courts, juvenile facilities, parks, libraries, and all other facilities that serve the public.

**“City/ County Road Projects”** means all City and County road projects.

**“Construction Cost”** means and includes the cost of the entire construction of the roadway project, including all supervision, materials, supplies, labor, tools, equipment, transportation and/or other facilities furnished, used or consumed, without deduction on account of penalties, liquidated damages or other amounts withheld from payment to the contractor or contractors, but such cost shall not include the Consulting Engineer/Architect’s fee, or other payments to the Consulting Engineer/Architect and shall not include cost of land or Rights-of-Way and Easement acquisition.

**“Credit”** means a credit allowed pursuant to Section 10 of this Ordinance, which may be applied against the development impact fee paid.

**“Development”** means a human-created change to improved or unimproved real estate, including buildings or other structures, mining, dredging, filing, grading, paving, excavating, and drilling.

**“Development Project”** or **“Project”** means any project undertaken for the purpose of development pursuant to the issuance of a building permit by the City/County pursuant to all applicable ordinances, regulations, and rules of the City/County and state law.

**“Fuel modification area”** means an area established adjacent to structures or roads in which highly combustible native plants, invasive introduced, or ornamental plants are modified and/or totally replaced with fire resistant or drought resistant alternatives; or areas subject to hazardous abatement orders.

**“Gross “Community-Serving” Area/ Acres”** means the area of residential projects that provide infrastructure, improvements, and amenities that go beyond only serving project residents and hence are “community-serving”. This includes, but is not limited to, roads that serve multiple projects, parks that serve more than one residential project, parking that serves other uses/ developments etc. The acreage associated with these improvements/ amenities are part of the gross project acreage but distinct from project resident-serving improvements/ amenities and the gross residential area.

**“Gross Project Area/ Acres”** means is the total or gross areas of the project. This overall acreage can only be reduced under unique circumstances.

**“Gross Residential Area/ Acres”** means the total area of the project dedicated to residential land uses and includes residential buildings as well as “Project Resident-Serving” Infrastructure/ Improvements/ Amenities.

**“Hazardous vegetation”** means vegetation that is flammable and endangers the public safety by creating a fire hazard, including, but not limited to, seasonal and recurrent weeds, stubble, brush, dry leaves, and tumbleweeds.

**“Junior Accessory Dwelling Unit”** means a junior accessory dwelling unit as defined by California Government Code section 65852.22(h)(1), or as defined in any successor statute.

**“Linear Projects”** means all linear PSE projects with differentiation in payment amount between permanent and temporary projects.

**“Local Development Mitigation Fee”** or **“Fee”** means the development impact fee imposed pursuant to the provisions of this Ordinance.

**“Maintenance Projects”** means projects that include, but are not limited to, pavement repairs, tree trimming, bridge maintenance, and pavement restriping and roadway reconstruction which do not add new lanes.

**“Manufactured slope”** means a slope created by natural landform alteration (grading), by cutting or filling a natural slope, or importing fill material to create a slope.

**“Member Agency”** or **“Member Agencies”** means those Cities and Counties that are signatories to the RCA Joint Powers Agreement.

**“Multiple Species Habitat Conservation Plan”** or **“MSHCP”** means the Western Riverside County Multiple Species Habitat Conservation Plan

**“MSHCP Conservation Area”** has the same meaning and intent as such term is defined and utilized in the MSHCP.

**“Non-Linear Projects”** means all PSE projects that are non-linear in form.

**“Ordinance”** means the Fee Ordinance adopted by the Cities and the County to implement the MSHCP Local Development Mitigation Fee.

**“Private Projects”** means those projects where the primary project purpose is for use by households, business, or other private entities (i.e. not accessible to the public except where allowed by private owner/ renter). This category also includes Private Projects that receive public support (e.g., support through direct public investments in infrastructure, ground leases of publicly owned land, or direct investment of public dollars in projects such as affordable housing).

**“Project Area”** means the area, measured in acres, within the Development Project including, without limitation, any areas to be developed as a condition of the Development Project. Except as otherwise provided herein, the Project Area is the area upon which the project will be assessed the Local Development Mitigation Fee. See the RCA Mitigation Fee Implementation Handbook Manual for additional guidance for calculating the Project Area.

**“Project Resident-Serving Infrastructure/ Improvements/ Amenities”** means Infrastructure/ improvements, and amenities that only serve project residents and include, but are not limited to, roads, parks, and non-residential buildings that only serve project residents.

**“Public Projects”** means all City/County Civic Projects and all City/County Road Projects. These Public Projects include infrastructure projects, civic projects and Riverside County Flood Control District projects.

**“Revenue”** or **“Revenues”** means any funds received by the City/County pursuant to the provisions of this Ordinance for the purpose of defraying all or a portion of the cost of acquiring and preserving vegetation communities and natural areas within the City/County and the region which are known to support threatened, endangered, or key sensitive populations of plant and wildlife species.

**“Riverside County Flood Control District Projects”** means all Riverside County Flood Control District projects.

**“Western Riverside County Regional Conservation Authority”** or **“RCA”** means the governing body established pursuant to the MSHCP that is delegated the authority to oversee and implement the provisions of the MSHCP.

Any capitalized term not otherwise defined herein shall carry the same meaning and definition as that term is used and defined in the MSHCP.



## Staff Report

**TO:** Mayor, and City Council Members  
**FROM:** Jeff Mohlenkamp, Finance Director  
**DATE:** March 16, 2021  
**SUBJECT:** **Approval of Invoice from Riverside County Fire Department for Second Quarter Fire Services**

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### Background and Analysis:

The City of Beaumont maintains a contract with Riverside County for fire protection services provided through The California Department of Forestry and Fire Protection ("Cal Fire"). Riverside County and Cal Fire provide an estimate of costs for the year during the budgeting process, which is evaluated against the actual invoices as they are received. Invoices are presented to the City on a quarterly basis and are based on actual costs except for support services which follow the budgeted cost estimate.

The City has received the invoice for October 1, 2020, through December 31, 2020, in the amount of \$1,146,793.33. The invoice has been reviewed by staff and is in compliance with the contract. The invoice summary has been included as Attachment A.

For FY2021 the City budgeted \$4,565,808 for the Cal Fire contract. The total of first and second quarter invoices represent 45.2% of the budget for FY2021.

### Fiscal Impact:

The cost for this contract is included in the budget and the expenditures were within budget authority for FY2021. City staff estimates that it costs approximately \$195 to prepare this report.

### Recommended Action:

Approve payment of the FY 2021 Second Quarter Fire Services invoice from Riverside County Fire Department in the amount of \$1,146,793.33.

### Attachments:



A. FY2021 Second Quarter Fire Services Invoice from Riverside County Fire Department



RIVERSIDE COUNTY FIRE DEPARTMENT  
IN COOPERATION WITH  
THE CALIFORNIA DEPARTMENT OF FORESTRY AND FIRE PROTECTION

Item 11.

**Bill Weiser ~ Fire Chief**  
210 West San Jacinto Avenue • Perris, California 92570 • (951) 940-6900  
• Fax (951) 657-2662 • www.rvcfire.org

PROUDLY SERVING THE  
UNINCORPORATED AREAS  
OF RIVERSIDE COUNTY  
AND THE CITIES OF:

- BANNING
- BEAUMONT
- CANYON LAKE
- COACHELLA
- DESERT HOT SPRINGS
- EASTVALE
- INDIAN WELLS
- INDIO
- JURUPA VALLEY
- LAKE ELSINORE
- LA QUINTA
- MENIFEE
- MORENO VALLEY
- NORCO
- PALM DESERT
- PERRIS
- RANCHO MIRAGE
- RUBIDOUX CSD
- SAN JACINTO
- TEMECULA
- WILDOMAR

**BOARD OF SUPERVISORS:**

- KEVIN JEFFRIES  
DISTRICT 1
- KAREN SPIEGEL  
DISTRICT 2
- CHARLES WASHINGTON  
DISTRICT 3
- V. MANUEL PEREZ  
DISTRICT 4
- JEFF HEWITT  
DISTRICT 5

February 17, 2021

City of Beaumont  
Attn: City Manager  
550 E. Sixth Street  
Beaumont, CA 92223

RE: Fire Protection Services  
2<sup>nd</sup> Qtr. FY 20/21

Please find enclosed invoice #233802 in the amount of \$1,146,793.33 for Fire Protection services provided for the period of October 1, through December 31, 2020.

An increase /decrease in this billing is due to the following:

- o November has AO-17 Paramedics Retention Pay
- o December has 2 Pay Periods

Payments can also be made via Wire Transfer or ACH, information as follows:

Union Bank  
1980 Saturn Street  
Monterey Park, CA 91755  
Account Name: Riverside County Treasurer  
ABA #: 122000496  
Account #: 0050173925

Reference information to be included on check, wire transfer or ACH :

**FPARC – City abbreviation, Invoice #, FY, Q# (ie: FPARC-BM, 233802,20/21,Q2)**

If you have any questions regarding this billing, please contact Karen Gipson at (951) 940-6333.

Sincerely,  
Bill Weiser  
Riverside County Fire Chief

*Karen Gipson*

by:  
Karen Gipson  
Administrative Services Officer

KG: mrm  
Enclosures

cc: DC Todd Hopkins  
Chief Smith  
Chief Otterman



# Riverside County Fire Department

210 West San Jacinto Avenue  
Perris, CA 92570

Ph: (951) 940-6900  
Fx: (951) 657-2662

Item 11.

## Invoice

FIRE PROTECTION SERVICES

Date	Invoice #
2/12/2021	233802
<b>Make Remittance Payable to:</b>	
County of Riverside Fire Department 210 W. San Jacinto Ave. Perris, CA 92570	

City of Beaumont  
Attn: City Manager  
550 E. Sixth Street  
Beaumont, CA 92223

### FIRE PROTECTION SERVICES FURNISHED FOR THE PERIOD OF: OCT - DEC FY 20/21 Q2

Description	Amount
***** 2ND QTR FY 20/21 BILLING *****	
<b>SAFETY STAFFING COST INCLUDING BENEFITS (CAL-Fire Employees):</b>	
AO17 for the month of: OCTOBER 2020	173,809.96
AO17 for the month of: NOVEMBER 2020	303,404.97
AO17 for the month of: DECEMBER 2020	174,291.21
Subtotal	651,506.14
State's Administrative Charge Pass Thru: 0.1196	77,920.13
Total Safety Staffing Cost	729,426.27
<b>NON-SAFETY STAFFING COSTS (County Employees):</b>	
For FY 20/21 QTR 2	31,093.69
HR Overhead Charges	548.25
Subtotal	31,641.94
<b>SUPPORT SERVICES (Cooperative Agreement):</b>	
Quarterly Service Delivery Costs (\$793,151.00 Yearly)	198,287.75
Subtotal	198,287.75
<b>FIRE ENGINE USE AGREEMENT:</b>	
Fire Engine - 2 (\$25,800.00 Each)	12,900.00
Subtotal	12,900.00
<b>TAX CREDIT:</b>	
NOT APPLICABLE	0.00
Subtotal	0.00
<b>MISCELLANEOUS COSTS &amp; DIRECT CHARGES:</b>	
Banning - Sta # 20 Cooperative Agreement PCA # 37129	167,043.59
2ND Qtr Direct Charges	7,493.78
2ND Qtr Direct Journals	0.00
AMR Transport Costs Reimb.: FY 20/21 QTR 2	0.00
Subtotal	174,537.37
<b>INVOICE SUBTOTAL</b>	<b>1,146,793.33</b>

**Please Pay this Amount**

**\$1,146,793.33**

FOR INTERNAL USE ONLY:

27002- \_\_\_\_\_ - \$ \_\_\_\_\_

27004- \_\_\_\_\_ - \$ \_\_\_\_\_

2700200000-230100- \$ \_\_\_\_\_ FP\_HAZMAT\_VEH

AO17

California Department of Forestry and Fire Protection



Billing Period: 10/1/2020

RRU	SOUTHERN REGION	INDEX 3100	PCA 37101	RIVERSIDE COUNTY-BEAUMONT
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<b>Gross Expenditures:</b>		\$173,809.96
<b>Administrative Charge:</b>	.0700	12,166.70
<b>Statewide Pro Rata:</b>	.0496	8,620.97
		<hr/>
<b>GRAND TOTAL:</b>		<b>\$194,597.63</b>

Prepared by: <i>Maria Silva</i>	Date Sent to Accounting:
Approved by: <i>Sam Owen</i>	Date: <i>1/7/2021</i>

Print Date: 01/06/2021 3:32PM Ver 1.8

RRU	SOUTHERN REGION	INDEX 3100	PCA 37101	RIVERSIDE COUNTY-BEAUMONT
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**Safety - BU (08)  
PERSONNEL SALARIES**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>%</u>	<u>SALARY</u>	<u>DAYS</u>	<u>HOURS</u>	<u>AMOUNT</u>
FIRE APPARATUS ENGINEER	200	ROHRABAUGH, JOHN R	100.00	4,464.97	22.00	0.00	4,464.97
FIRE APPARATUS ENGINEER	659	WOYCHAK, MATTHEW S	100.00	4,018.20	22.00	0.00	4,018.20
FIRE APPARATUS ENGINEER (PARAMEDIC)	642	DUTTON, RYAN	100.00	4,925.62	22.00	0.00	4,925.62
FIRE APPARATUS ENGINEER (PARAMEDIC)	646	JUAREZ II, GUADALUPE	100.00	4,925.62	22.00	0.00	4,925.62
FIRE CAPTAIN	624	GHILONI, RICHARD M	100.00	5,459.70	22.00	0.00	5,459.70
FIRE FIGHTER II	739	BRENNAN, NICHOLAS L	100.00	3,679.65	22.00	0.00	3,679.65
FIRE FIGHTER II	762	CLIFFORD, EDDIE D	100.00	4,536.58	22.00	0.00	4,536.58
FIRE FIGHTER II	758	HOLMES, JACOB B	100.00	4,147.70	22.00	0.00	4,147.70
FIRE FIGHTER II (PARAMEDIC)	638	HAYS, DEVON D	100.00	4,560.19	22.00	0.00	4,560.19
FIRE FIGHTER II (PARAMEDIC)	710	MEZA, RENEE	100.00	4,269.80	22.00	0.00	4,269.80
FIRE FIGHTER II (PARAMEDIC)	203	OCONNOR, CHRISTOPHER J	100.00	4,437.22	22.00	0.00	4,437.22
FIRE FIGHTER II (PARAMEDIC)	739	WADLUND, JAMES E	100.00	3,688.90	22.00	0.00	3,688.90
Total:							53,114.15
Staff Benefits 0.6701:							35,591.79
Total with Benefits:							\$88,705.94

**COBEN EXCESS**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>%</u>	<u>SALARY</u>	<u>DAYS</u>	<u>HOURS</u>	<u>AMOUNT</u>
FIRE APPARATUS ENGINEER	200	ROHRABAUGH, JOHN R	100.00	4,464.97	22.00	0.00	155.00
FIRE FIGHTER II (PARAMEDIC)	710	MEZA, RENEE	100.00	4,269.80	22.00	0.00	155.00
FIRE FIGHTER II (PARAMEDIC)	739	WADLUND, JAMES E	100.00	3,688.90	22.00	0.00	155.00
Total:							465.00
Staff Benefits 0.0145:							6.74
Total with Benefits:							\$471.74

RRU	SOUTHERN REGION	INDEX 3100	PCA 37101	RIVERSIDE COUNTY-BEAUMONT
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**UNIFORM - SAFETY**

<u>CLASS</u>	<u>NAME</u>	<u>DESCRIPTION</u>	<u>RATE</u>	<u>%</u>	<u>AMOUNT</u>
FIRE APPARATUS ENGINEER	ROHRABAUGH, JOHN R	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE APPARATUS ENGINEER	WOYCHAK, MATTHEW S	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE APPARATUS ENGINEER (PARAM	DUTTON, RYAN	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE APPARATUS ENGINEER (PARAM	JUAREZ II, GUADALUPE	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE CAPTAIN	GHILONI, RICHARD M	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II	BRENNAN, NICHOLAS L	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II	CLIFFORD, EDDIE D	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II	HOLMES, JACOB B	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II (PARAMEDIC)	HAYS, DEVON D	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II (PARAMEDIC)	MEZA, RENEE	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II (PARAMEDIC)	OCONNOR, CHRISTOPHER J	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II (PARAMEDIC)	WADLUND, JAMES E	Permanent Fulltime Wearer	177.50	100.00	177.50
Total:					2,130.00
Staff Benefits :0.0145					30.89
Total with Benefits:					\$2,160.89

RRU	SOUTHERN REGION	INDEX 3100	PCA 37101	RIVERSIDE COUNTY-BEAUMONT
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**EXTENDED DUTY WEEK COMP - SAFETY**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>WP</u>	<u>SALARY</u>	<u>HOURS</u>	<u>RATE</u>	<u>AMOUNT</u>
FIRE APPARATUS ENGINEER	200	ROHRABAUGH, JOHN R	423	4,982.00	76.00	32.57	2,475.32
FIRE APPARATUS ENGINEER	659	WOYCHAK, MATTHEW S	423	4,344.00	76.00	28.40	2,158.40
FIRE APPARATUS ENGINEER (PAF)	642	DUTTON, RYAN	423	5,825.00	76.00	38.07	2,893.32
FIRE APPARATUS ENGINEER (PAF)	646	JUAREZ II, GUADALUPE	423	5,825.00	76.00	38.07	2,893.32
FIRE CAPTAIN	624	GHILONI, RICHARD M	423	5,878.20	76.00	38.42	2,919.92
FIRE FIGHTER II	739	BRENNAN, NICHOLAS L	423	3,978.00	76.00	26.00	1,976.00
FIRE FIGHTER II	762	CLIFFORD, EDDIE D	423	4,872.88	76.00	31.85	2,420.60
FIRE FIGHTER II	758	HOLMES, JACOB B	423	4,484.00	76.00	29.31	2,227.56
FIRE FIGHTER II (PARAMEDIC)	638	HAYS, DEVON D	423	5,419.97	76.00	35.43	2,692.68
FIRE FIGHTER II (PARAMEDIC)	710	MEZA, RENEE	423	5,271.00	76.00	34.46	2,618.96
FIRE FIGHTER II (PARAMEDIC)	203	OCONNOR, CHRISTOPHER J	423	5,297.00	76.00	34.62	2,631.12
FIRE FIGHTER II (PARAMEDIC)	739	WADLUND, JAMES E	423	4,443.00	76.00	29.04	2,207.04
Total:							30,114.24
Staff Benefits .4402:							13,256.29
Total with Benefits:							\$43,370.53

**OVERTIME - SAFETY**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>WP</u>	<u>SALARY</u>	<u>HOURS</u>	<u>RATE</u>	<u>AMOUNT</u>
FIRE APPARATUS ENGINEER	728	FOX, JASON E	423	4,339.00	24.00	28.37	680.88
FIRE APPARATUS ENGINEER	708	MCINNIS, SHAUN P	423	5,090.03	24.00	33.27	798.48
FIRE APPARATUS ENGINEER	693	OCONNELL, DAVID A	423	5,049.00	51.00	33.00	1,683.00
FIRE APPARATUS ENGINEER	200	ROHRABAUGH, JOHN R	423	4,982.00	44.50	32.57	1,449.37
FIRE APPARATUS ENGINEER	746	VASQUEZ, CARLOS A	423	5,023.74	7.00	32.84	229.88
FIRE APPARATUS ENGINEER	631	WEIDEMANN, KRISTOFER T	423	4,708.00	48.00	30.78	1,477.44
FIRE APPARATUS ENGINEER	659	WOYCHAK, MATTHEW S	423	4,344.00	24.00	28.40	681.60
FIRE APPARATUS ENGINEER (PAF)	629	BEVERLIN, TIMOTHY M	423	5,953.25	48.00	38.91	1,867.68
FIRE APPARATUS ENGINEER (PAF)	642	DUTTON, RYAN	423	5,825.00	120.00	38.07	4,568.40
FIRE APPARATUS ENGINEER (PAF)	633	KATULS, JUSTIN A	423	6,128.03	96.00	40.05	3,844.80
FIRE APPARATUS ENGINEER (PAF)	612	MEDICUS, BRYCE D	423	5,372.00	50.50	36.68	1,852.34
FIRE APPARATUS ENGINEER (PAF)	650	MURRAY, STEVEN D	423	5,825.00	33.00	38.07	1,256.31
FIRE CAPTAIN	624	GHILONI, RICHARD M	423	5,878.20	72.00	38.42	2,766.24
FIRE CAPTAIN	907	JOHNSON, ADAM W	423	5,655.00	26.00	36.96	960.96
FIRE FIGHTER II	721	ALAMILLA, WAYNE H	423	4,137.00	48.00	27.05	1,298.40
FIRE FIGHTER II	758	HOLMES, JACOB B	423	4,484.00	24.00	29.31	703.44
FIRE FIGHTER II	615	JACKIW, PAUL T	423	4,559.00	7.00	29.81	208.67
FIRE FIGHTER II	873	LANKENAU-RAY, ERIC T	423	4,484.00	24.00	29.31	703.44
FIRE FIGHTER II	761	MORGAN, ALADDIN K	423	4,484.00	48.00	29.31	1,406.88

RRU	SOUTHERN REGION	INDEX 3100	PCA 37101	RIVERSIDE COUNTY-BEAUMONT
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**OVERTIME - SAFETY**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>WP</u>	<u>SALARY</u>	<u>HOURS</u>	<u>RATE</u>	<u>AMOUNT</u>
FIRE FIGHTER II	686	VERWIEL, MATTHEW T	423	4,028.03	24.00	26.33	631.92
FIRE FIGHTER II (PARAMEDIC)	775	CRUZ, FREDY	423	4,537.00	24.00	29.66	711.84
FIRE FIGHTER II (PARAMEDIC)	275	DALU, DEAN J. A	423	4,692.00	24.00	30.68	736.32
FIRE FIGHTER II (PARAMEDIC)	602	DOMINGUEZ, GEORGE M	423	5,147.00	24.00	33.65	807.60
FIRE FIGHTER II (PARAMEDIC)	733	GOODBAN, DALE J	423	5,447.00	41.00	35.61	1,460.01
FIRE FIGHTER II (PARAMEDIC)	638	HAYS, DEVON D	423	5,419.97	98.00	35.43	3,472.14
FIRE FIGHTER II (PARAMEDIC)	659	LABELLA, KORY N	423	4,288.00	24.00	28.02	672.48
FIRE FIGHTER II (PARAMEDIC)	281	MORRIS, JUSTIN L	423	5,372.00	15.00	35.12	526.80
FIRE FIGHTER II (PARAMEDIC)	623	STEARNS, COREY R	423	4,388.00	12.00	28.68	344.16
FIRE FIGHTER II (PARAMEDIC)	739	WADLUND, JAMES E	423	4,443.00	25.50	29.04	740.52
Total:							38,542.00
Staff Benefits .0145:							558.86
Total with Benefits:							\$39,100.86



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California Department of Forestry and Fire Protection



Billing Period: 11/1/2020

RRU	SOUTHERN REGION	INDEX 3100	PCA 37101	RIVERSIDE COUNTY-BEAUMONT
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<b>Gross Expenditures:</b>		\$303,404.97
<b>Administrative Charge:</b>	.0700	21,238.35
<b>Statewide Pro Rata:</b>	.0496	15,048.89
		<hr/>
<b>GRAND TOTAL:</b>		<b>\$339,692.21</b>

Prepared by: <i>Maria Silva</i>	Date Sent to Accounting:
Approved by: <i>Brian Owen</i>	Date: <i>1/7/2021</i>

Print Date: 01/06/2021 4:52PM Ver 1.8

RRU	SOUTHERN REGION	INDEX 3100	PCA 37101	RIVERSIDE COUNTY-BEAUMONT
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**Safety - BU (08)**  
**PERSONNEL SALARIES**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>%</u>	<u>SALARY</u>	<u>DAYS</u>	<u>HOURS</u>	<u>AMOUNT</u>
FIRE APPARATUS ENGINEER	200	ROHRABAUGH, JOHN R	100.00	4,464.97	22.00	0.00	4,464.97
FIRE APPARATUS ENGINEER	659	WOYCHAK, MATTHEW S	100.00	4,018.20	22.00	0.00	4,018.20
FIRE APPARATUS ENGINEER (PARAME	642	DUTTON, RYAN	100.00	4,925.62	22.00	0.00	4,925.62
FIRE APPARATUS ENGINEER (PARAME	646	JUAREZ II, GUADALUPE	100.00	4,925.62	22.00	0.00	4,925.62
FIRE CAPTAIN	624	GHILONI, RICHARD M	100.00	5,459.70	22.00	0.00	5,459.70
FIRE FIGHTER II	739	BRENNAN, NICHOLAS L	100.00	3,679.65	22.00	0.00	3,679.65
FIRE FIGHTER II	762	CLIFFORD, EDDIE D	100.00	4,536.58	22.00	0.00	4,536.58
FIRE FIGHTER II	758	HOLMES, JACOB B	100.00	4,147.70	22.00	0.00	4,147.70
FIRE FIGHTER II (PARAMEDIC)	638	HAYS, DEVON D	100.00	4,560.19	22.00	0.00	4,560.19
FIRE FIGHTER II (PARAMEDIC)	710	MEZA, RENEE	100.00	4,269.80	22.00	0.00	4,269.80
FIRE FIGHTER II (PARAMEDIC)	203	OCONNOR, CHRISTOPHER J	100.00	4,437.22	22.00	0.00	4,437.22
FIRE FIGHTER II (PARAMEDIC)	739	WADLUND, JAMES E	100.00	3,688.90	22.00	0.00	3,688.90
Total:							53,114.15
Staff Benefits 0.6701:							35,591.79
Total with Benefits:							\$88,705.94

**PARAMEDIC RETENTION PAY**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>%</u>	<u>SALARY</u>	<u>DAYS</u>	<u>HOURS</u>	<u>AMOUNT</u>
FIRE APPARATUS ENGINEER (PARAME	642	DUTTON, RYAN	100.00	4,925.62	22.00	0.00	6,000.00
FIRE APPARATUS ENGINEER (PARAME	646	JUAREZ II, GUADALUPE	100.00	4,925.62	22.00	0.00	6,000.00
FIRE FIGHTER II (PARAMEDIC)	638	HAYS, DEVON D	100.00	4,560.19	22.00	0.00	6,000.00
FIRE FIGHTER II (PARAMEDIC)	710	MEZA, RENEE	100.00	4,269.80	22.00	0.00	6,000.00
FIRE FIGHTER II (PARAMEDIC)	203	OCONNOR, CHRISTOPHER J	100.00	4,437.22	22.00	0.00	6,000.00
FIRE FIGHTER II (PARAMEDIC)	739	WADLUND, JAMES E	100.00	3,688.90	22.00	0.00	3,150.00
Total:							33,150.00
Staff Benefits 0.3755:							12,447.83
Total with Benefits:							\$45,597.83

**COBEN EXCESS**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>%</u>	<u>SALARY</u>	<u>DAYS</u>	<u>HOURS</u>	<u>AMOUNT</u>
FIRE APPARATUS ENGINEER	200	ROHRABAUGH, JOHN R	100.00	4,464.97	22.00	0.00	155.00
FIRE FIGHTER II (PARAMEDIC)	710	MEZA, RENEE	100.00	4,269.80	22.00	0.00	155.00
FIRE FIGHTER II (PARAMEDIC)	739	WADLUND, JAMES E	100.00	3,688.90	22.00	0.00	155.00

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**COBEN EXCESS**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>%</u>	<u>SALARY</u>	<u>DAYS</u>	<u>HOURS</u>	<u>AMOUNT</u>
							Total: 465.00
							Staff Benefits 0.0145: 6.74
							Total with Benefits: \$471.74

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**UNIFORM - SAFETY**

<u>CLASS</u>	<u>NAME</u>	<u>DESCRIPTION</u>	<u>RATE</u>	<u>%</u>	<u>AMOUNT</u>
FIRE APPARATUS ENGINEER	ROHRABAUGH, JOHN R	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE APPARATUS ENGINEER	WOYCHAK, MATTHEW S	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE APPARATUS ENGINEER (PARAM	DUTTON, RYAN	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE APPARATUS ENGINEER (PARAM	JUAREZ II, GUADALUPE	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE CAPTAIN	GHILONI, RICHARD M	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II	BRENNAN, NICHOLAS L	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II	CLIFFORD, EDDIE D	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II	HOLMES, JACOB B	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II (PARAMEDIC)	HAYS, DEVON D	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II (PARAMEDIC)	MEZA, RENEE	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II (PARAMEDIC)	OCONNOR, CHRISTOPHER J	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II (PARAMEDIC)	WADLUND, JAMES E	Permanent Fulltime Wearer	177.50	100.00	177.50
Total:					2,130.00
Staff Benefits :0.0145					30.89
Total with Benefits:					\$2,160.89

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**EXTENDED DUTY WEEK COMP - SAFETY**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>WP</u>	<u>SALARY</u>	<u>HOURS</u>	<u>RATE</u>	<u>AMOUNT</u>
FIRE APPARATUS ENGINEER	200	ROHRABAUGH, JOHN R	425	4,982.00	76.00	32.57	2,475.32
FIRE APPARATUS ENGINEER	200	ROHRABAUGH, JOHN R	424	4,982.00	76.00	32.57	2,475.32
FIRE APPARATUS ENGINEER	659	WOYCHAK, MATTHEW S	425	4,344.00	76.00	28.40	2,158.40
FIRE APPARATUS ENGINEER	659	WOYCHAK, MATTHEW S	424	4,344.00	76.00	28.40	2,158.40
FIRE APPARATUS ENGINEER (PAF)	642	DUTTON, RYAN	425	5,825.00	76.00	38.07	2,893.32
FIRE APPARATUS ENGINEER (PAF)	642	DUTTON, RYAN	424	5,825.00	76.00	38.07	2,893.32
FIRE APPARATUS ENGINEER (PAF)	646	JUAREZ II, GUADALUPE	425	5,825.00	76.00	38.07	2,893.32
FIRE APPARATUS ENGINEER (PAF)	646	JUAREZ II, GUADALUPE	424	5,825.00	76.00	38.07	2,893.32
FIRE CAPTAIN	624	GHILONI, RICHARD M	425	5,878.20	76.00	38.42	2,919.92
FIRE CAPTAIN	624	GHILONI, RICHARD M	424	5,878.20	76.00	38.42	2,919.92
FIRE FIGHTER II	739	BRENNAN, NICHOLAS L	425	3,978.00	76.00	26.00	1,976.00
FIRE FIGHTER II	739	BRENNAN, NICHOLAS L	424	3,978.00	76.00	26.00	1,976.00
FIRE FIGHTER II	762	CLIFFORD, EDDIE D	425	4,872.88	76.00	31.85	2,420.60
FIRE FIGHTER II	762	CLIFFORD, EDDIE D	424	4,872.88	76.00	31.85	2,420.60
FIRE FIGHTER II	758	HOLMES, JACOB B	425	4,484.00	76.00	29.31	2,227.56
FIRE FIGHTER II	758	HOLMES, JACOB B	424	4,484.00	76.00	29.31	2,227.56
FIRE FIGHTER II (PARAMEDIC)	638	HAYS, DEVON D	425	5,419.97	76.00	35.43	2,692.68
FIRE FIGHTER II (PARAMEDIC)	638	HAYS, DEVON D	424	5,419.97	76.00	35.43	2,692.68
FIRE FIGHTER II (PARAMEDIC)	710	MEZA, RENEE	425	5,271.00	76.00	34.46	2,618.96
FIRE FIGHTER II (PARAMEDIC)	710	MEZA, RENEE	424	5,271.00	76.00	34.46	2,618.96
FIRE FIGHTER II (PARAMEDIC)	203	OCONNOR, CHRISTOPHER J	425	5,297.00	76.00	34.62	2,631.12
FIRE FIGHTER II (PARAMEDIC)	203	OCONNOR, CHRISTOPHER J	424	5,297.00	76.00	34.62	2,631.12
FIRE FIGHTER II (PARAMEDIC)	739	WADLUND, JAMES E	425	4,443.00	76.00	29.04	2,207.04
FIRE FIGHTER II (PARAMEDIC)	739	WADLUND, JAMES E	424	4,443.00	76.00	29.04	2,207.04

Total: 60,228.48

Staff Benefits .4402: 26,512.58

Total with Benefits: \$86,741.06

**OVERTIME - SAFETY**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>WP</u>	<u>SALARY</u>	<u>HOURS</u>	<u>RATE</u>	<u>AMOUNT</u>
FIRE APPARATUS ENGINEER	510	COLLINS, JARED S	425	5,049.00	24.00	33.00	792.00
FIRE APPARATUS ENGINEER	743	HERNANDEZ, ANGEL A	424	4,283.04	7.00	27.99	195.93
FIRE APPARATUS ENGINEER	657	HOPKINS, SCOTT B	424	4,974.00	24.00	32.51	780.24
FIRE APPARATUS ENGINEER	712	LIEBERUM, CHASE P	425	5,089.04	39.00	33.27	1,297.53
FIRE APPARATUS ENGINEER	712	LIEBERUM, CHASE P	424	5,089.04	24.00	33.27	798.48
FIRE APPARATUS ENGINEER	798	LOZANO, JOVAN R	424	4,783.00	24.00	31.26	750.24
FIRE APPARATUS ENGINEER	648	MARODI, REBECCA A	424	5,447.70	8.00	35.61	284.88

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**OVERTIME - SAFETY**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>WP</u>	<u>SALARY</u>	<u>HOURS</u>	<u>RATE</u>	<u>AMOUNT</u>
FIRE APPARATUS ENGINEER	693	OCONNELL, DAVID A	425	5,049.00	48.00	33.00	1,584.00
FIRE APPARATUS ENGINEER	200	ROHRABAUGH, JOHN R	425	4,982.00	72.00	32.57	2,345.04
FIRE APPARATUS ENGINEER	624	RYE, TRAVIS J	424	5,351.68	48.00	34.98	1,679.04
FIRE APPARATUS ENGINEER	746	VASQUEZ, CARLOS A	424	5,023.74	96.00	32.84	3,152.64
FIRE APPARATUS ENGINEER	631	WEIDEMANN, KRISTOFER T	425	4,708.00	72.00	30.78	2,216.16
FIRE APPARATUS ENGINEER	631	WEIDEMANN, KRISTOFER T	424	4,708.00	48.00	30.78	1,477.44
FIRE APPARATUS ENGINEER	699	WILLIAMS, TYLER L	424	5,199.00	24.00	33.98	815.52
FIRE APPARATUS ENGINEER	659	WOYCHAK, MATTHEW S	424	4,344.00	43.50	28.40	1,235.40
FIRE APPARATUS ENGINEER	750	ZAVALA, ENRIQUE R	425	4,783.00	24.00	31.26	750.24
FIRE APPARATUS ENGINEER	750	ZAVALA, ENRIQUE R	424	4,783.00	48.00	31.26	1,500.48
FIRE APPARATUS ENGINEER (PAF)	629	BEVERLIN, TIMOTHY M	424	5,953.25	64.00	38.91	2,490.24
FIRE APPARATUS ENGINEER (PAF)	629	BEVERLIN, TIMOTHY M	425	5,953.25	24.00	38.91	933.84
FIRE APPARATUS ENGINEER (PAF)	629	BEVERLIN, TIMOTHY M	424	5,953.25	8.00	38.91	311.28
FIRE APPARATUS ENGINEER (PAF)	642	DUTTON, RYAN	425	5,825.00	52.50	38.07	1,998.68
FIRE APPARATUS ENGINEER (PAF)	642	DUTTON, RYAN	424	5,825.00	79.50	38.07	3,026.57
FIRE APPARATUS ENGINEER (PAF)	636	GEBHARDT, JACOB E	425	5,825.00	1.00	38.07	38.07
FIRE APPARATUS ENGINEER (PAF)	633	KATULS, JUSTIN A	424	6,128.03	72.00	40.05	2,883.60
FIRE APPARATUS ENGINEER (PAF)	650	MURRAY, STEVEN D	425	5,825.00	24.00	38.07	913.68
FIRE APPARATUS ENGINEER (PAF)	650	MURRAY, STEVEN D	424	5,825.00	24.00	38.07	913.68
FIRE APPARATUS ENGINEER (PAF)	620	TURLEY, NATHAN E	425	5,723.00	24.00	37.41	897.84
FIRE CAPTAIN	601	BUCKLEY, SEAN P	424	5,655.00	48.00	36.96	1,774.08
FIRE CAPTAIN	524	BURRIS, SHAWN T	425	5,453.00	24.00	35.64	855.36
FIRE CAPTAIN	218	DELEON, JUAN R	424	5,655.00	24.00	36.96	887.04
FIRE CAPTAIN	515	EARLS, RONALD D	425	5,965.63	48.00	39.00	1,872.00
FIRE CAPTAIN	707	EGAN, JOSHUA P	424	5,714.00	24.00	37.35	896.40
FIRE CAPTAIN	624	GHILONI, RICHARD M	425	5,878.20	24.00	38.42	922.08
FIRE CAPTAIN	755	HINMAN, JOSHUA A	425	5,805.00	24.00	37.95	910.80
FIRE CAPTAIN	907	JOHNSON, LAWRENCE C	425	5,298.00	24.00	34.64	831.36
FIRE CAPTAIN	907	JOHNSON, LAWRENCE C	424	5,298.00	48.00	34.64	1,662.72
FIRE CAPTAIN	756	LOMELI, JORGE	425	5,655.00	24.00	36.96	887.04
FIRE CAPTAIN	702	MCNALLY, KEVIN J	424	5,878.20	24.00	38.42	922.08
FIRE CAPTAIN (PARAMEDIC)	625	DAVIS, KRISTOFER L	425	6,548.00	24.00	42.80	1,027.20
FIRE FIGHTER II	281	ALVAREZ, PABLO	425	4,484.00	24.00	29.31	703.44
FIRE FIGHTER II	281	ALVAREZ, PABLO	424	4,484.00	19.50	29.31	571.55
FIRE FIGHTER II	739	BRENNAN, NICHOLAS L	425	3,978.00	72.00	26.00	1,872.00
FIRE FIGHTER II	739	BRENNAN, NICHOLAS L	424	3,978.00	20.00	26.00	520.00
FIRE FIGHTER II	866	CLASS, TAYLOR M	424	4,625.66	24.00	30.24	725.76

RRU	SOUTHERN REGION	INDEX 3100	PCA 37101	RIVERSIDE COUNTY-BEAUMONT
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**OVERTIME - SAFETY**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>WP</u>	<u>SALARY</u>	<u>HOURS</u>	<u>RATE</u>	<u>AMOUNT</u>
FIRE FIGHTER II	762	CLIFFORD, EDDIE D	425	4,872.88	48.00	31.85	1,528.80
FIRE FIGHTER II	762	CLIFFORD, EDDIE D	424	4,872.88	1.00	31.85	31.85
FIRE FIGHTER II	761	MORGAN, ALADDIN K	425	4,484.00	24.00	29.31	703.44
FIRE FIGHTER II	601	VARGAS, LUIS A	425	4,177.00	48.00	27.30	1,310.40
FIRE FIGHTER II (PARAMEDIC)	703	CADENA, MATTHEW G	425	4,288.00	24.00	28.02	672.48
FIRE FIGHTER II (PARAMEDIC)	242	COBB, RYAN C	424	5,297.00	24.00	34.62	830.88
FIRE FIGHTER II (PARAMEDIC)	722	CORLETT, DAVID T	424	5,191.02	24.00	33.93	814.32
FIRE FIGHTER II (PARAMEDIC)	680	DEHART, JOSHUA C	424	4,537.00	24.50	29.66	726.67
FIRE FIGHTER II (PARAMEDIC)	725	DYER, CHRISTOPHER B	424	4,288.00	48.00	28.02	1,344.96
FIRE FIGHTER II (PARAMEDIC)	638	HAYS, DEVON D	425	5,419.97	1.00	35.43	35.43
FIRE FIGHTER II (PARAMEDIC)	638	HAYS, DEVON D	424	5,419.97	6.00	35.43	212.58
FIRE FIGHTER II (PARAMEDIC)	659	LABELLA, KORY N	425	4,288.00	52.00	28.02	1,457.04
FIRE FIGHTER II (PARAMEDIC)	659	LABELLA, KORY N	424	4,288.00	24.00	28.02	672.48
FIRE FIGHTER II (PARAMEDIC)	748	MARTIN, DYLAN L	424	4,288.00	48.00	28.02	1,344.96
FIRE FIGHTER II (PARAMEDIC)	710	MEZA, RENEE	425	5,271.00	48.00	34.46	1,654.08
FIRE FIGHTER II (PARAMEDIC)	710	MEZA, RENEE	424	5,271.00	72.00	34.46	2,481.12
FIRE FIGHTER II (PARAMEDIC)	203	OCONNOR, CHRISTOPHER J	425	5,297.00	48.00	34.62	1,661.76
FIRE FIGHTER II (PARAMEDIC)	203	OCONNOR, CHRISTOPHER J	424	5,297.00	82.00	34.62	2,838.84
FIRE FIGHTER II (PARAMEDIC)	690	SERRANO, DAVID G	424	4,896.00	24.00	32.00	768.00
FIRE FIGHTER II (PARAMEDIC)	213	VILLA, JASON M	425	5,297.00	24.00	34.62	830.88
FIRE FIGHTER II (PARAMEDIC)	739	WADLUND, JAMES E	425	4,443.00	72.00	29.04	2,090.88
FIRE FIGHTER II (PARAMEDIC)	773	WALLACE, ANDREW M	424	4,288.00	24.00	28.02	672.48

Total: 78,587.98

Staff Benefits .0145: 1,139.53

Total with Benefits: \$79,727.51

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California Department of Forestry and Fire Protection



Billing Period: 12/1/2020

RRU	SOUTHERN REGION	INDEX 3100	PCA 37101	RIVERSIDE COUNTY-BEAUMONT
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<b>Gross Expenditures:</b>		\$174,291.21
<b>Administrative Charge:</b>	.0700	12,200.38
<b>Statewide Pro Rata:</b>	.0496	8,644.84
		<hr/>
<b>GRAND TOTAL:</b>		<b>\$195,136.43</b>

Prepared by: <i>Maria Silva</i>	Date Sent to Accounting:
Approved by: <i>[Signature]</i>	Date: 1/20/2021

Print Date: 01/15/2021 2:21PM Ver 1.8



RRU	SOUTHERN REGION	INDEX 3100	PCA 37101	RIVERSIDE COUNTY-BEAUMONT
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**Safety - BU (08)  
PERSONNEL SALARIES**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>%</u>	<u>SALARY</u>	<u>DAYS</u>	<u>HOURS</u>	<u>AMOUNT</u>
FIRE APPARATUS ENGINEER	200	ROHRABAUGH, JOHN R	100.00	4,464.97	22.00	0.00	4,464.97
FIRE APPARATUS ENGINEER	659	WOYCHAK, MATTHEW S	100.00	4,018.20	22.00	0.00	4,018.20
FIRE APPARATUS ENGINEER (PARAME	642	DUTTON, RYAN	100.00	4,925.62	22.00	0.00	4,925.62
FIRE APPARATUS ENGINEER (PARAME	646	JUAREZ II, GUADALUPE	100.00	4,925.62	0.00	0.00	-4,925.62
FIRE APPARATUS ENGINEER (PARAME	646	JUAREZ II, GUADALUPE	100.00	4,925.62	22.00	0.00	4,925.62
FIRE CAPTAIN	624	GHILONI, RICHARD M	100.00	5,459.70	22.00	0.00	5,459.70
FIRE FIGHTER II	739	BRENNAN, NICHOLAS L	100.00	3,679.65	22.00	0.00	3,679.65
FIRE FIGHTER II	762	CLIFFORD, EDDIE D	100.00	4,536.58	22.00	0.00	4,536.58
FIRE FIGHTER II	758	HOLMES, JACOB B	100.00	4,147.70	22.00	0.00	4,147.70
FIRE FIGHTER II (PARAMEDIC)	638	HAYS, DEVON D	100.00	4,919.97	13.00	0.00	2,907.26
FIRE FIGHTER II (PARAMEDIC)	710	MEZA, RENEE	100.00	4,269.80	22.00	0.00	4,269.80
FIRE FIGHTER II (PARAMEDIC)	203	OCONNOR, CHRISTOPHER J	100.00	4,437.22	22.00	0.00	4,437.22
FIRE FIGHTER II (PARAMEDIC)	739	WADLUND, JAMES E	100.00	3,688.90	22.00	0.00	3,688.90
FIRE FIGHTER II (PARAMEDIC)	773	WALLACE, ANDREW M	100.00	3,688.90	4.00	0.00	670.71
Total:							47,206.31
Staff Benefits 0.6701:							31,632.95
Total with Benefits:							\$78,839.26

**COBEN EXCESS**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>%</u>	<u>SALARY</u>	<u>DAYS</u>	<u>HOURS</u>	<u>AMOUNT</u>
FIRE APPARATUS ENGINEER	200	ROHRABAUGH, JOHN R	100.00	4,464.97	22.00	0.00	250.18
FIRE FIGHTER II (PARAMEDIC)	638	HAYS, DEVON D	100.00	4,919.97	13.00	0.00	467.40
FIRE FIGHTER II (PARAMEDIC)	739	WADLUND, JAMES E	100.00	3,688.90	22.00	0.00	242.23
Total:							959.81
Staff Benefits 0.0145:							13.92
Total with Benefits:							\$973.73

RRU	SOUTHERN REGION	INDEX 3100	PCA 37101	RIVERSIDE COUNTY-BEAUMONT
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**UNIFORM - SAFETY**

<u>CLASS</u>	<u>NAME</u>	<u>DESCRIPTION</u>	<u>RATE</u>	<u>%</u>	<u>AMOUNT</u>
FIRE APPARATUS ENGINEER	ROHRABAUGH, JOHN R	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE APPARATUS ENGINEER	WOYCHAK, MATTHEW S	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE APPARATUS ENGINEER (PARAM	DUTTON, RYAN	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE APPARATUS ENGINEER (PARAM	JUAREZ II, GUADALUPE	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE CAPTAIN	GHILONI, RICHARD M	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II	BRENNAN, NICHOLAS L	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II	CLIFFORD, EDDIE D	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II	HOLMES, JACOB B	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II (PARAMEDIC)	HAYS, DEVON D	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II (PARAMEDIC)	MEZA, RENEE	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II (PARAMEDIC)	OCONNOR, CHRISTOPHER J	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II (PARAMEDIC)	WADLUND, JAMES E	Permanent Fulltime Wearer	177.50	100.00	177.50
Total:					2,130.00
Staff Benefits :0.0145					30.89
Total with Benefits:					\$2,160.89

RRU	SOUTHERN REGION	INDEX 3100	PCA 37101	RIVERSIDE COUNTY-BEAUMONT
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**EXTENDED DUTY WEEK COMP - SAFETY**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>WP</u>	<u>SALARY</u>	<u>HOURS</u>	<u>RATE</u>	<u>AMOUNT</u>
FIRE APPARATUS ENGINEER	200	ROHRABAUGH, JOHN R	426	5,077.18	76.00	33.18	2,521.68
FIRE APPARATUS ENGINEER	659	WOYCHAK, MATTHEW S	426	4,344.00	76.00	28.40	2,158.40
FIRE APPARATUS ENGINEER (PAF)	642	DUTTON, RYAN	426	5,825.00	76.00	38.07	2,893.32
FIRE APPARATUS ENGINEER (PAF)	646	JUAREZ II, GUADALUPE	426	5,825.00	76.00	38.07	2,893.32
FIRE CAPTAIN	624	GHILONI, RICHARD M	426	5,878.20	76.00	38.42	2,919.92
FIRE FIGHTER II	739	BRENNAN, NICHOLAS L	426	3,978.00	76.00	26.00	1,976.00
FIRE FIGHTER II	762	CLIFFORD, EDDIE D	426	4,872.88	76.00	31.85	2,420.60
FIRE FIGHTER II	758	HOLMES, JACOB B	426	4,484.00	76.00	29.31	2,227.56
FIRE FIGHTER II (PARAMEDIC)	638	HAYS, DEVON D	426	5,419.97	54.00	35.43	1,913.22
FIRE FIGHTER II (PARAMEDIC)	710	MEZA, RENEE	426	5,116.00	76.00	33.44	2,541.44
FIRE FIGHTER II (PARAMEDIC)	203	OCONNOR, CHRISTOPHER J	426	5,297.00	76.00	34.62	2,631.12
FIRE FIGHTER II (PARAMEDIC)	739	WADLUND, JAMES E	426	4,530.23	63.00	29.61	1,865.43
FIRE FIGHTER II (PARAMEDIC)	739	WADLUND, JAMES E	426	4,443.00	13.00	29.04	377.52
Total:							29,339.53
Staff Benefits .4402:							12,915.26
Total with Benefits:							\$42,254.79

**OVERTIME - SAFETY**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>WP</u>	<u>SALARY</u>	<u>HOURS</u>	<u>RATE</u>	<u>AMOUNT</u>
FIRE APPARATUS ENGINEER	797	GARCIA, ALEXANDER	426	5,299.00	5.00	34.64	173.20
FIRE APPARATUS ENGINEER	742	GONZALEZ, DERIK J	426	5,190.66	24.00	33.93	814.32
FIRE APPARATUS ENGINEER	695	LEVENGOOD, DUSTIN R	426	4,974.00	24.00	32.51	780.24
FIRE APPARATUS ENGINEER	712	LIEBERUM, CHASE P	426	5,089.04	24.00	33.27	798.48
FIRE APPARATUS ENGINEER	798	LOZANO, JOVAN R	426	4,783.00	24.00	31.26	750.24
FIRE APPARATUS ENGINEER	786	MERCADO, BLANCA O	426	5,049.00	6.00	33.00	198.00
FIRE APPARATUS ENGINEER	746	VASQUEZ, CARLOS A	426	5,023.74	24.00	32.84	788.16
FIRE APPARATUS ENGINEER	631	WEIDEMANN, KRISTOFER T	426	4,708.00	48.00	30.78	1,477.44
FIRE APPARATUS ENGINEER (PAF)	629	BEVERLIN, TIMOTHY M	426	5,953.25	96.00	38.91	3,735.36
FIRE APPARATUS ENGINEER (PAF)	642	DUTTON, RYAN	426	5,825.00	96.00	38.07	3,654.72
FIRE APPARATUS ENGINEER (PAF)	650	MURRAY, STEVEN D	426	5,825.00	38.00	38.07	1,446.66
FIRE APPARATUS ENGINEER (PAF)	611	PAZIENZA, JEREMY R	426	5,900.00	48.00	38.57	1,851.36
FIRE APPARATUS ENGINEER (PAF)	658	SHEARER, MARK T	426	5,245.93	48.00	34.29	1,645.92
FIRE CAPTAIN	711	AYERS, DONALD R	426	5,934.00	24.00	38.79	930.96
FIRE CAPTAIN	601	BUCKLEY, SEAN P	426	5,655.00	24.00	36.96	887.04
FIRE CAPTAIN	624	GHILONI, RICHARD M	426	5,878.20	64.00	38.42	2,458.88
FIRE CAPTAIN	907	JOHNSON, LAWRENCE C	426	5,298.00	72.00	34.64	2,494.08
FIRE CAPTAIN	702	MCNALLY, KEVIN J	426	5,878.20	18.50	38.42	710.77

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**OVERTIME - SAFETY**

CLASS	SERIAL	NAME	WP	SALARY	HOURS	RATE	AMOUNT
FIRE CAPTAIN	636	PARKER, DANIEL W	426	5,865.80	72.00	38.34	2,760.48
FIRE FIGHTER II	762	CLIFFORD, EDDIE D	426	4,872.88	27.00	31.85	859.95
FIRE FIGHTER II	716	CORDOVA, OCTAVIO	426	4,793.52	24.00	31.34	752.16
FIRE FIGHTER II	202	GUERRERO, ANDREW A	426	4,344.00	48.00	28.40	1,363.20
FIRE FIGHTER II	758	HOLMES, JACOB B	426	4,484.00	78.00	29.31	2,286.18
FIRE FIGHTER II	505	LACOUR, AQUEINO A	426	4,484.00	24.00	29.31	703.44
FIRE FIGHTER II	660	MILES, KEITH N	426	4,485.66	14.00	29.33	410.62
FIRE FIGHTER II	601	VARGAS, LUIS A	426	4,177.00	3.00	27.30	81.90
FIRE FIGHTER II	798	VELASQUEZ, WILLIAM F	426	4,484.00	24.00	29.31	703.44
FIRE FIGHTER II	686	VERWIEL, MATTHEW T	426	4,028.03	20.75	26.33	546.35
FIRE FIGHTER II (PARAMEDIC)	746	BECKETT, DAVID S	426	5,372.00	24.00	35.12	842.88
FIRE FIGHTER II (PARAMEDIC)	216	DALTON, THOMAS J	426	4,048.00	6.00	26.46	158.76
FIRE FIGHTER II (PARAMEDIC)	740	DORMAN, GREGORY M	426	5,116.00	14.00	33.44	468.16
FIRE FIGHTER II (PARAMEDIC)	766	GEARY, MATTHEW J	426	4,313.44	55.00	28.20	1,551.00
FIRE FIGHTER II (PARAMEDIC)	638	HAYS, DEVON D	426	5,419.97	59.00	35.43	2,090.37
FIRE FIGHTER II (PARAMEDIC)	659	LABELLA, KORY N	426	4,392.51	24.00	28.71	689.04
FIRE FIGHTER II (PARAMEDIC)	799	LUCIANO-CORONA, JAYSON	426	4,152.51	43.00	27.14	1,167.02
FIRE FIGHTER II (PARAMEDIC)	252	MARQUEZ, FRANCISCO	426	4,048.00	24.00	26.46	635.04
FIRE FIGHTER II (PARAMEDIC)	712	MCDERMOTT, KYLE D	426	5,682.63	48.00	37.14	1,782.72
FIRE FIGHTER II (PARAMEDIC)	710	MEZA, RENEE	426	5,116.00	75.00	33.44	2,508.00
FIRE FIGHTER II (PARAMEDIC)	710	MEZA, RENEE	426	5,271.00	48.00	34.46	1,654.08
FIRE FIGHTER II (PARAMEDIC)	203	OCONNOR, CHRISTOPHER J	426	5,297.00	96.00	34.62	3,323.52
FIRE FIGHTER II (PARAMEDIC)	726	SALIMIAN, SEAN	426	4,288.00	57.00	28.02	1,597.14
FIRE FIGHTER II (PARAMEDIC)	213	VILLA, JASON M	426	5,297.00	24.00	34.62	830.88
FIRE FIGHTER II (PARAMEDIC)	739	WADLUND, JAMES E	426	4,530.23	24.00	29.61	710.64
FIRE FIGHTER II (PARAMEDIC)	657	WILLIMAN, BRIAN D	426	4,537.00	24.00	29.66	711.84
						Total:	56,784.64
						Staff Benefits .0145:	823.38
						Total with Benefits:	\$57,608.02

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**OPERATING EXPENSES AND EQUIPMENT**

	<u>CATEGORY</u>	<u>REMARKS</u>	<u>RATE</u>	<u>%</u>	<u>AMOUNT</u>
ADMIN	TRAVEL	SEE EXPENDITURE REPORT	680.80	100.00	680.80
				Total:	<u>\$680.80</u>

SCHEDULE A CHARGES  
 FY 20/21 - 2ND QUARTER

Voucher ID	PO No.	Invoice Date	Supplier Name	Invoice Number	Amount	Svc Loc
00182768		12/21/2020	JOHN ROHRABAUGH	TEA003086214	\$ 431.25	37101
00182770		12/21/2020	JOHN ROHRABAUGH	TEA003086497	\$ 249.55	37101

**TOTAL \$ 680.80**

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**RETROACTIVE CHARGES**

Safety - 08

**PERSONNEL SALARIES**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>%</u>	<u>SALARY</u>	<u>DAYS</u>	<u>HOURS</u>	<u>AMOUNT</u>	
FIRE APPARATUS ENGINEER (PAF	646	JUAREZ II, GUADALUPE	10/01/2020	100.00	4,925.62	0.00	0.00	-4,925.62
							Total:	-4,925.62
							Staff Benefits .6701:	-3,300.66
							Total with Benefits:	\$-8,226.28





**FY 20/21 OVERHEAD FOR COUNTY PERSONNEL AND WARRANT SERVICES - BEAUMONT**

	Per Warrant	
ACO Payroll Fee Per Warrant	4.49	
x Total Qtr Warrants	7	
<b>Total Per Warrant</b>	<b>31.43</b>	
Annual Personnel Cost	1,204.42	
÷ Total Personnel	1.00	
<b>Per Personnel Cost</b>	<b>1,204.42</b>	

	No. of Pay Periods	Annual Personnel Count	New Hire Physical
Richard Horner	0	0.00	0
Shawn Branaugh	0	0.00	0
Kylie Rae Tillema	7	0.27	1
<b>TOTALS</b>	<b>7</b>	<b>0.27</b>	<b>1.00</b>

Warrant Costs	Cost / Warrant \$ 4.49	# of Warrants Issued 7	31.43
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Personnel Costs	Yrly Cost / Per Personnel \$ 1,204.42	# of Personnel 1.00	Quarterly 301.11
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New Hire Physical Costs	Cost / For Physical \$ 215.71	1	215.71
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**TOTAL PERSONNEL COSTS 548.25**

**ENGINE 20 STAFFING - PCA# 37129**

Qtr 2

<b>FY 20/21 Banning</b>		
Banning - Sta# 20		
Support Services FY 20/21		
Exh. "A" Administrative Operational	156,616.00	
Medic Program	31,260.00	
Support Services Annual Costs	187,876.00	
Support Services - Quarterly Costs	187,876.00	\$ 46,969.00
Retroactive Charges	\$0.00	\$0.00
October 2020 AO-17 PCA37129	113,283.26	
November 2020 AO-17 PCA37129	210,292.84	
December 2020 AO-17 PCA37129	130,585.66	
<b>Subtotal 2nd Qtr (AO-17)</b>		<b>\$ 454,161.76</b>
<b>Subtotal 2nd Qtr</b>		<b>\$ 501,130.76</b>
<b>Breakdown by City</b>		
City of Banning - 1/3rd		\$ 167,043.59
City of Beaumont 1/3rd		\$ 167,043.59
County of Riverside 1/3rd		\$ 167,043.59
Balance		<u><u>\$ 501,130.76</u></u>

AO17

California Department of Forestry and Fire Protection



Billing Period: 10/1/2020

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<b>Gross Expenditures:</b>		\$101,181.91
<b>Administrative Charge:</b>	.0700	7,082.73
<b>Statewide Pro Rata:</b>	.0496	5,018.62
		<hr/>
<b>GRAND TOTAL:</b>		<b>\$113,283.26</b>

Prepared by: <i>Maria Silva</i>	Date Sent to Accounting:
Approved by: <i>Bary Owen</i>	Date: <i>1/7/2021</i>

Print Date: 01/06/2021 4:09PM Ver 1.8

RRU	SOUTHERN REGION	INDEX 3100	PCA 37129	BANNING WEST STATION 20
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**Safety - BU (08)**  
**PERSONNEL SALARIES**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>%</u>	<u>SALARY</u>	<u>DAYS</u>	<u>HOURS</u>	<u>AMOUNT</u>	
FIRE APPARATUS ENGINEER	693	OCONNELL, DAVID A	100.00	4,675.95	22.00	0.00	4,675.95	
FIRE APPARATUS ENGINEER (PARAME	612	MEDICUS, BRYCE D	100.00	4,512.22	22.00	0.00	4,512.22	
FIRE CAPTAIN	603	ARIZAGA, MICHAEL L	100.00	5,515.50	22.00	0.00	5,515.50	
FIRE FIGHTER II	281	ALVAREZ, PABLO	100.00	4,147.70	22.00	0.00	4,147.70	
FIRE FIGHTER II	866	CLASS, TAYLOR M	100.00	4,147.70	22.00	0.00	4,147.70	
FIRE FIGHTER II	761	MORGAN, ALADDIN K	100.00	4,147.70	22.00	0.00	4,147.70	
FIRE FIGHTER II (PARAMEDIC)	722	CORLETT, DAVID T	100.00	3,872.97	22.00	0.00	3,872.97	
FIRE FIGHTER II (PARAMEDIC)	281	MORRIS, JUSTIN L	100.00	4,512.22	22.00	0.00	4,512.22	
Total:								35,531.96
Staff Benefits 0.6701:								23,809.97
Total with Benefits:								\$59,341.93

**COBEN EXCESS**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>%</u>	<u>SALARY</u>	<u>DAYS</u>	<u>HOURS</u>	<u>AMOUNT</u>	
FIRE FIGHTER II	866	CLASS, TAYLOR M	100.00	4,147.70	22.00	0.00	141.66	
FIRE FIGHTER II (PARAMEDIC)	722	CORLETT, DAVID T	100.00	3,872.97	22.00	0.00	654.02	
Total:								795.68
Staff Benefits 0.0145:								11.54
Total with Benefits:								\$807.22

RRU	SOUTHERN REGION	INDEX 3100	PCA 37129	BANNING WEST STATION 20
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**UNIFORM - SAFETY**

<u>CLASS</u>	<u>NAME</u>	<u>DESCRIPTION</u>	<u>RATE</u>	<u>%</u>	<u>AMOUNT</u>
FIRE APPARATUS ENGINEER	OCONNELL, DAVID A	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE APPARATUS ENGINEER (PARAM	MEDICUS, BRYCE D	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE CAPTAIN	ARIZAGA, MICHAEL L	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II	ALVAREZ, PABLO	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II	CLASS, TAYLOR M	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II	MORGAN, ALADDIN K	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II (PARAMEDIC)	CORLETT, DAVID T	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II (PARAMEDIC)	MORRIS, JUSTIN L	Permanent Fulltime Wearer	177.50	100.00	177.50
Total:					1,420.00
Staff Benefits :0.0145					20.59
Total with Benefits:					\$1,440.59

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**EXTENDED DUTY WEEK COMP - SAFETY**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>WP</u>	<u>SALARY</u>	<u>HOURS</u>	<u>RATE</u>	<u>AMOUNT</u>	
FIRE APPARATUS ENGINEER	693	OCONNELL, DAVID A	423	5,049.00	76.00	33.00	2,508.00	
FIRE APPARATUS ENGINEER (PAF	612	MEDICUS, BRYCE D	423	5,372.00	76.00	36.68	2,787.68	
FIRE CAPTAIN	603	ARIZAGA, MICHAEL L	423	5,934.00	76.00	38.79	2,948.04	
FIRE FIGHTER II	281	ALVAREZ, PABLO	423	4,484.00	76.00	29.31	2,227.56	
FIRE FIGHTER II	866	CLASS, TAYLOR M	423	4,485.66	65.00	29.33	1,906.45	
FIRE FIGHTER II	866	CLASS, TAYLOR M	423	4,625.66	11.00	30.24	332.64	
FIRE FIGHTER II	761	MORGAN, ALADDIN K	423	4,484.00	76.00	29.31	2,227.56	
FIRE FIGHTER II (PARAMEDIC)	722	CORLETT, DAVID T	423	5,191.02	76.00	33.93	2,578.68	
FIRE FIGHTER II (PARAMEDIC)	281	MORRIS, JUSTIN L	423	5,372.00	76.00	35.12	2,669.12	
Total:								20,185.73
Staff Benefits .4402:								8,885.76
Total with Benefits:								\$29,071.49

**OVERTIME - SAFETY**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>WP</u>	<u>SALARY</u>	<u>HOURS</u>	<u>RATE</u>	<u>AMOUNT</u>	
FIRE APPARATUS ENGINEER	712	LIEBERUM, CHASE P	423	5,089.04	26.00	33.27	865.02	
FIRE APPARATUS ENGINEER	665	NUNEZ, CHRISTOPHER J	423	4,137.00	33.00	27.05	892.65	
FIRE APPARATUS ENGINEER	631	WEIDEMANN, KRISTOFER T	423	4,708.00	48.00	30.78	1,477.44	
FIRE APPARATUS ENGINEER (PAF	612	MEDICUS, BRYCE D	423	5,372.00	24.00	36.68	880.32	
FIRE APPARATUS ENGINEER (PAF	650	MURRAY, STEVEN D	423	5,825.00	24.00	38.07	913.68	
FIRE CAPTAIN	508	VOIGT, TIMOTHY L	423	5,655.00	25.00	36.96	924.00	
FIRE FIGHTER II	762	CLIFFORD, EDDIE D	423	4,872.88	24.00	31.85	764.40	
FIRE FIGHTER II	758	HOLMES, JACOB B	423	4,484.00	24.00	29.31	703.44	
FIRE FIGHTER II	668	TAUSCHER, SEAN L	423	4,603.84	24.00	30.09	722.16	
FIRE FIGHTER II (PARAMEDIC)	650	CARR, JEREMY K	423	4,537.00	24.00	29.66	711.84	
FIRE FIGHTER II (PARAMEDIC)	659	LABELLA, KORY N	423	4,288.00	24.00	28.02	672.48	
FIRE FIGHTER II (PARAMEDIC)	281	MORRIS, JUSTIN L	423	5,372.00	24.00	35.12	842.88	
Total:								10,370.31
Staff Benefits .0145:								150.37
Total with Benefits:								\$10,520.68

AO17

California Department of Forestry and Fire Protection



Billing Period: 11/1/2020

RRU	SOUTHERN REGION	INDEX 3100	PCA 37129	BANNING WEST STATION 20
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<b>Gross Expenditures:</b>		\$187,828.54
<b>Administrative Charge:</b>	.0700	13,148.00
<b>Statewide Pro Rata:</b>	.0496	9,316.30
		<hr/>
<b>GRAND TOTAL:</b>		<b>\$210,292.84</b>

Prepared by: <i>Maria Silva</i>	Date Sent to Accounting:
Approved by: <i>Bany Owen</i>	Date: <i>1/7/2021</i>

Print Date: 01/06/2021 5:08PM Ver 1.8

RRU	SOUTHERN REGION	INDEX 3100	PCA 37129	BANNING WEST STATION 20
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**Safety - BU (08)  
PERSONNEL SALARIES**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>%</u>	<u>SALARY</u>	<u>DAYS</u>	<u>HOURS</u>	<u>AMOUNT</u>	
FIRE APPARATUS ENGINEER	693	OCONNELL, DAVID A	100.00	4,675.95	22.00	0.00	4,675.95	
FIRE APPARATUS ENGINEER (PARAMEDIC)	612	MEDICUS, BRYCE D	100.00	4,512.22	21.00	0.00	4,307.12	
FIRE APPARATUS ENGINEER (PARAMEDIC)	612	MEDICUS, BRYCE D	100.00	4,734.22	1.00	0.00	215.19	
FIRE CAPTAIN	603	ARIZAGA, MICHAEL L	100.00	5,515.50	22.00	0.00	5,515.50	
FIRE FIGHTER II	281	ALVAREZ, PABLO	100.00	4,147.70	22.00	0.00	4,147.70	
FIRE FIGHTER II	866	CLASS, TAYLOR M	100.00	4,147.70	22.00	0.00	4,147.70	
FIRE FIGHTER II	761	MORGAN, ALADDIN K	100.00	4,147.70	22.00	0.00	4,147.70	
FIRE FIGHTER II (PARAMEDIC)	722	CORLETT, DAVID T	100.00	4,066.30	22.00	0.00	4,066.30	
FIRE FIGHTER II (PARAMEDIC)	281	MORRIS, JUSTIN L	100.00	4,512.22	22.00	0.00	4,512.22	
Total:								35,735.38
Staff Benefits 0.6701:								23,946.28
Total with Benefits:								\$59,681.66

**PARAMEDIC RETENTION PAY**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>%</u>	<u>SALARY</u>	<u>DAYS</u>	<u>HOURS</u>	<u>AMOUNT</u>	
FIRE APPARATUS ENGINEER (PARAMEDIC)	612	MEDICUS, BRYCE D	100.00	4,734.22	21.00	0.00	6,000.00	
FIRE FIGHTER II (PARAMEDIC)	722	CORLETT, DAVID T	100.00	4,066.30	22.00	0.00	4,200.00	
FIRE FIGHTER II (PARAMEDIC)	281	MORRIS, JUSTIN L	100.00	4,512.22	22.00	0.00	6,000.00	
Total:								16,200.00
Staff Benefits 0.3755:								6,083.10
Total with Benefits:								\$22,283.10

**COBEN EXCESS**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>%</u>	<u>SALARY</u>	<u>DAYS</u>	<u>HOURS</u>	<u>AMOUNT</u>	
FIRE FIGHTER II	866	CLASS, TAYLOR M	100.00	4,147.70	22.00	0.00	141.66	
FIRE FIGHTER II (PARAMEDIC)	722	CORLETT, DAVID T	100.00	4,066.30	22.00	0.00	654.02	
Total:								795.68
Staff Benefits 0.0145:								11.54
Total with Benefits:								\$807.22



RRU	SOUTHERN REGION	INDEX 3100	PCA 37129	BANNING WEST STATION 20
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**UNIFORM - SAFETY**

<u>CLASS</u>	<u>NAME</u>	<u>DESCRIPTION</u>	<u>RATE</u>	<u>%</u>	<u>AMOUNT</u>
FIRE APPARATUS ENGINEER	CONNELL, DAVID A	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE APPARATUS ENGINEER (PARAM	MEDICUS, BRYCE D	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE CAPTAIN	ARIZAGA, MICHAEL L	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II	ALVAREZ, PABLO	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II	CLASS, TAYLOR M	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II	MORGAN, ALADDIN K	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II (PARAMEDIC)	CORLETT, DAVID T	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II (PARAMEDIC)	MORRIS, JUSTIN L	Permanent Fulltime Wearer	177.50	100.00	177.50
				Total:	1,420.00
				Staff Benefits :0.0145	20.59
				Total with Benefits:	\$1,440.59

RRU	SOUTHERN REGION	INDEX 3100	PCA 37129	BANNING WEST STATION 20
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**EXTENDED DUTY WEEK COMP - SAFETY**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>WP</u>	<u>SALARY</u>	<u>HOURS</u>	<u>RATE</u>	<u>AMOUNT</u>	
FIRE APPARATUS ENGINEER	693	CONNELL, DAVID A	425	5,049.00	76.00	33.00	2,508.00	
FIRE APPARATUS ENGINEER	693	CONNELL, DAVID A	424	5,049.00	76.00	33.00	2,508.00	
FIRE APPARATUS ENGINEER (PAF	612	MEDICUS, BRYCE D	425	5,372.00	76.00	35.12	2,669.12	
FIRE APPARATUS ENGINEER (PAF	612	MEDICUS, BRYCE D	424	5,372.00	76.00	35.12	2,669.12	
FIRE CAPTAIN	603	ARIZAGA, MICHAEL L	425	5,934.00	76.00	38.79	2,948.04	
FIRE CAPTAIN	603	ARIZAGA, MICHAEL L	424	5,934.00	76.00	38.79	2,948.04	
FIRE FIGHTER II	281	ALVAREZ, PABLO	425	4,484.00	76.00	29.31	2,227.56	
FIRE FIGHTER II	281	ALVAREZ, PABLO	424	4,484.00	76.00	29.31	2,227.56	
FIRE FIGHTER II	866	CLASS, TAYLOR M	425	4,625.66	76.00	30.24	2,298.24	
FIRE FIGHTER II	866	CLASS, TAYLOR M	424	4,625.66	76.00	30.24	2,298.24	
FIRE FIGHTER II	761	MORGAN, ALADDIN K	425	4,484.00	76.00	29.31	2,227.56	
FIRE FIGHTER II	761	MORGAN, ALADDIN K	424	4,484.00	76.00	29.31	2,227.56	
FIRE FIGHTER II (PARAMEDIC)	722	CORLETT, DAVID T	425	5,550.02	76.00	36.27	2,756.52	
FIRE FIGHTER II (PARAMEDIC)	722	CORLETT, DAVID T	424	5,550.02	3.00	36.27	108.81	
FIRE FIGHTER II (PARAMEDIC)	722	CORLETT, DAVID T	424	5,191.02	73.00	33.93	2,476.89	
FIRE FIGHTER II (PARAMEDIC)	281	MORRIS, JUSTIN L	425	5,372.00	76.00	35.12	2,669.12	
FIRE FIGHTER II (PARAMEDIC)	281	MORRIS, JUSTIN L	424	5,372.00	76.00	35.12	2,669.12	
Total:								40,437.50
Staff Benefits .4402:								17,800.59
Total with Benefits:								\$58,238.09

**OVERTIME - SAFETY**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>WP</u>	<u>SALARY</u>	<u>HOURS</u>	<u>RATE</u>	<u>AMOUNT</u>
FIRE APPARATUS ENGINEER	516	BRUNS, MARK C	424	4,974.00	76.00	32.51	2,470.76
FIRE APPARATUS ENGINEER	742	GONZALEZ, DERIK J	425	5,190.66	24.00	33.93	814.32
FIRE APPARATUS ENGINEER	743	HERNANDEZ, ANGEL A	425	4,283.04	24.00	27.99	671.76
FIRE APPARATUS ENGINEER	693	CONNELL, DAVID A	425	5,049.00	1.50	33.00	49.50
FIRE APPARATUS ENGINEER	689	ROBERSON, CURTIS B	424	4,974.00	24.00	32.51	780.24
FIRE APPARATUS ENGINEER	200	ROHRABAUGH, JOHN R	424	4,982.00	24.00	32.57	781.68
FIRE APPARATUS ENGINEER	631	WEIDEMANN, KRISTOFER T	424	4,708.00	2.00	30.78	61.56
FIRE APPARATUS ENGINEER	631	WEIDEMANN, KRISTOFER T	425	4,708.00	24.00	30.78	738.72
FIRE APPARATUS ENGINEER	631	WEIDEMANN, KRISTOFER T	424	4,708.00	22.00	30.78	677.16
FIRE APPARATUS ENGINEER	659	WOYCHAK, MATTHEW S	425	4,344.00	26.00	28.40	738.40
FIRE APPARATUS ENGINEER	659	WOYCHAK, MATTHEW S	424	4,344.00	48.00	28.40	1,363.20
FIRE APPARATUS ENGINEER (PAF	642	DUTTON, RYAN	425	5,825.00	24.00	38.07	913.68
FIRE APPARATUS ENGINEER (PAF	612	MEDICUS, BRYCE D	425	5,372.00	6.00	35.12	210.72
FIRE APPARATUS ENGINEER (PAF	650	MURRAY, STEVEN D	425	5,825.00	24.00	38.07	913.68

RRU	SOUTHERN REGION	INDEX 3100	PCA 37129	BANNING WEST STATION 20
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**OVERTIME - SAFETY**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>WP</u>	<u>SALARY</u>	<u>HOURS</u>	<u>RATE</u>	<u>AMOUNT</u>
FIRE CAPTAIN	603	ARIZAGA, MICHAEL L	425	5,934.00	1.00	38.79	38.79
FIRE CAPTAIN	603	ARIZAGA, MICHAEL L	424	5,934.00	24.00	38.79	930.96
FIRE CAPTAIN	907	JOHNSON, LAWRENCE C	424	5,298.00	48.00	34.64	1,662.72
FIRE CAPTAIN	636	PARKER, DANIEL W	425	5,865.80	48.00	38.34	1,840.32
FIRE CAPTAIN	636	PARKER, DANIEL W	424	5,865.80	24.00	38.34	920.16
FIRE CAPTAIN	506	POTTER, JOSHUA S	425	5,655.00	11.00	36.96	406.56
FIRE CAPTAIN	665	VICK, LANDON D	425	5,559.00	24.00	36.33	871.92
FIRE FIGHTER II	851	BECKMAN, JAMES A	425	4,603.84	24.00	30.09	722.16
FIRE FIGHTER II	654	BENNETT, EVAN A	425	4,088.00	96.00	26.72	2,565.12
FIRE FIGHTER II	739	BRENNAN, NICHOLAS L	424	3,978.00	48.00	26.00	1,248.00
FIRE FIGHTER II	866	CLASS, TAYLOR M	424	4,625.66	24.00	30.24	725.76
FIRE FIGHTER II	501	MITCHELL, BRADLEY D	424	4,484.00	6.00	29.31	175.86
FIRE FIGHTER II	504	ORTIZ, RYAN J	424	4,137.00	6.00	27.05	162.30
FIRE FIGHTER II	686	VERWIEL, MATTHEW T	425	4,028.03	24.00	26.33	631.92
FIRE FIGHTER II (PARAMEDIC)	650	CARR, JEREMY K	424	4,537.00	48.00	29.66	1,423.68
FIRE FIGHTER II (PARAMEDIC)	727	CHASE, BRIAN J	425	5,297.00	24.00	34.62	830.88
FIRE FIGHTER II (PARAMEDIC)	722	CORLETT, DAVID T	425	5,550.02	72.00	36.27	2,611.44
FIRE FIGHTER II (PARAMEDIC)	722	CORLETT, DAVID T	424	5,550.02	24.00	36.27	870.48
FIRE FIGHTER II (PARAMEDIC)	722	CORLETT, DAVID T	424	5,191.02	20.00	33.93	678.60
FIRE FIGHTER II (PARAMEDIC)	725	DYER, CHRISTOPHER B	424	4,288.00	26.00	28.02	728.52
FIRE FIGHTER II (PARAMEDIC)	733	GOODBAN, DALE J	425	5,447.00	24.00	35.61	854.64
FIRE FIGHTER II (PARAMEDIC)	618	HUTCHINSON, JONATHAN K	424	4,537.00	27.00	29.66	800.82
FIRE FIGHTER II (PARAMEDIC)	659	LABELLA, KORY N	425	4,288.00	24.00	28.02	672.48
FIRE FIGHTER II (PARAMEDIC)	721	LOPEZ, GABRIEL R	425	5,425.72	24.00	35.46	851.04
FIRE FIGHTER II (PARAMEDIC)	710	MEZA, RENEE	425	5,271.00	48.00	34.46	1,654.08
FIRE FIGHTER II (PARAMEDIC)	203	OCONNOR, CHRISTOPHER J	425	5,297.00	48.00	34.62	1,661.76
FIRE FIGHTER II (PARAMEDIC)	203	OCONNOR, CHRISTOPHER J	424	5,297.00	48.00	34.62	1,661.76
FIRE FIGHTER II (PARAMEDIC)	726	SALIMIAN, SEAN	424	4,288.00	44.00	28.02	1,232.88
FIRE FIGHTER II (PARAMEDIC)	739	WADLUND, JAMES E	425	4,443.00	72.00	29.04	2,090.88
FIRE FIGHTER II (PARAMEDIC)	773	WALLACE, ANDREW M	425	4,288.00	24.00	28.02	672.48
FIRE FIGHTER II (PARAMEDIC)	773	WALLACE, ANDREW M	424	4,288.00	48.00	28.02	1,344.96

Total: 44,729.31

Staff Benefits .0145: 648.57

Total with Benefits: \$45,377.88

AO17

California Department of Forestry and Fire Protection



Billing Period: 12/1/2020

RRU	SOUTHERN REGION	INDEX 3100	PCA 37129	BANNING WEST STATION 20
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Gross Expenditures: \$116,635.99

Administrative Charge: .0700 8,164.52

Statewide Pro Rata: .0496 5,785.15

GRAND TOTAL: \$130,585.66

Prepared by: <i>Maria Silva</i>	Date Sent to Accounting:
Approved by: <i>[Signature]</i>	Date: 1/20/2021

RRU	SOUTHERN REGION	INDEX 3100	PCA 37129	BANNING WEST STATION 20
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**Safety - BU (08)**  
**PERSONNEL SALARIES**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>%</u>	<u>SALARY</u>	<u>DAYS</u>	<u>HOURS</u>	<u>AMOUNT</u>
FIRE APPARATUS ENGINEER	693	OCONELL, DAVID A	100.00	4,675.95	22.00	0.00	4,675.95
FIRE APPARATUS ENGINEER (PARAME	612	MEDICUS, BRYCE D	100.00	4,734.22	22.00	0.00	4,734.22
FIRE CAPTAIN	603	ARIZAGA, MICHAEL L	100.00	5,515.50	22.00	0.00	5,515.50
FIRE FIGHTER II	281	ALVAREZ, PABLO	100.00	4,147.70	22.00	0.00	4,147.70
FIRE FIGHTER II	866	CLASS, TAYLOR M	100.00	4,147.70	22.00	0.00	4,147.70
FIRE FIGHTER II	761	MORGAN, ALADDIN K	100.00	4,147.70	22.00	0.00	4,147.70
FIRE FIGHTER II (PARAMEDIC)	722	CORLETT, DAVID T	100.00	4,066.30	22.00	0.00	4,066.30
FIRE FIGHTER II (PARAMEDIC)	281	MORRIS, JUSTIN L	100.00	4,512.22	22.00	0.00	4,512.22
Total:							35,947.29
Staff Benefits 0.6701:							24,088.28
Total with Benefits:							\$60,035.57

**COBEN EXCESS**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>%</u>	<u>SALARY</u>	<u>DAYS</u>	<u>HOURS</u>	<u>AMOUNT</u>
FIRE FIGHTER II	866	CLASS, TAYLOR M	100.00	4,147.70	22.00	0.00	104.51
FIRE FIGHTER II (PARAMEDIC)	722	CORLETT, DAVID T	100.00	4,066.30	22.00	0.00	580.20
Total:							684.71
Staff Benefits 0.0145:							9.93
Total with Benefits:							\$694.64

RRU	SOUTHERN REGION	INDEX 3100	PCA 37129	BANNING WEST STATION 20
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**UNIFORM - SAFETY**

<u>CLASS</u>	<u>NAME</u>	<u>DESCRIPTION</u>	<u>RATE</u>	<u>%</u>	<u>AMOUNT</u>
FIRE APPARATUS ENGINEER	OCONELL, DAVID A	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE APPARATUS ENGINEER (PARAM	MEDICUS, BRYCE D	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE CAPTAIN	ARIZAGA, MICHAEL L	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II	ALVAREZ, PABLO	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II	CLASS, TAYLOR M	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II	MORGAN, ALADDIN K	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II (PARAMEDIC)	CORLETT, DAVID T	Permanent Fulltime Wearer	177.50	100.00	177.50
FIRE FIGHTER II (PARAMEDIC)	MORRIS, JUSTIN L	Permanent Fulltime Wearer	177.50	100.00	177.50
Total:					1,420.00
Staff Benefits :0.0145					20.59
Total with Benefits:					\$1,440.59

RRU	SOUTHERN REGION	INDEX 3100	PCA 37129	BANNING WEST STATION 20
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**EXTENDED DUTY WEEK COMP - SAFETY**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>WP</u>	<u>SALARY</u>	<u>HOURS</u>	<u>RATE</u>	<u>AMOUNT</u>
FIRE APPARATUS ENGINEER	693	CONNELL, DAVID A	426	5,049.00	76.00	33.00	2,508.00
FIRE APPARATUS ENGINEER (PAF)	612	MEDICUS, BRYCE D	426	5,612.00	76.00	36.68	2,787.68
FIRE CAPTAIN	603	ARIZAGA, MICHAEL L	426	5,934.00	76.00	38.79	2,948.04
FIRE FIGHTER II	281	ALVAREZ, PABLO	426	4,484.00	76.00	29.31	2,227.56
FIRE FIGHTER II	866	CLASS, TAYLOR M	426	4,625.66	76.00	30.24	2,298.24
FIRE FIGHTER II	761	MORGAN, ALADDIN K	426	4,484.00	76.00	29.31	2,227.56
FIRE FIGHTER II (PARAMEDIC)	722	CORLETT, DAVID T	426	5,550.02	76.00	36.27	2,756.52
FIRE FIGHTER II (PARAMEDIC)	281	MORRIS, JUSTIN L	426	5,372.00	76.00	35.12	2,669.12
Total:							20,422.72
Staff Benefits .4402:							8,990.08
Total with Benefits:							\$29,412.80

**OVERTIME - SAFETY**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>WP</u>	<u>SALARY</u>	<u>HOURS</u>	<u>RATE</u>	<u>AMOUNT</u>
FIRE APPARATUS ENGINEER	742	GONZALEZ, DERIK J	426	5,190.66	24.00	33.93	814.32
FIRE APPARATUS ENGINEER	743	HERNANDEZ, ANGEL A	426	4,283.04	24.00	27.99	671.76
FIRE APPARATUS ENGINEER	798	LOZANO, JOVAN R	426	4,783.00	24.00	31.26	750.24
FIRE APPARATUS ENGINEER	746	VASQUEZ, CARLOS A	426	5,023.74	24.00	32.84	788.16
FIRE APPARATUS ENGINEER	631	WEIDEMANN, KRISTOFER T	426	4,708.00	24.00	30.78	738.72
FIRE APPARATUS ENGINEER (PAF)	658	SHEARER, MARK T	426	5,245.93	24.00	34.29	822.96
FIRE CAPTAIN	603	ARIZAGA, MICHAEL L	426	5,934.00	50.00	38.79	1,939.50
FIRE CAPTAIN	624	GHILONI, RICHARD M	426	5,878.20	24.00	38.42	922.08
FIRE CAPTAIN	131	MASON, SCOTT A	426	6,535.65	48.00	42.72	2,050.56
FIRE FIGHTER II	851	BECKMAN, JAMES A	426	4,797.48	24.00	31.35	752.40
FIRE FIGHTER II	739	BRENNAN, NICHOLAS L	426	3,978.00	24.00	26.00	624.00
FIRE FIGHTER II	758	HOLMES, JACOB B	426	4,484.00	24.00	29.31	703.44
FIRE FIGHTER II	761	MORGAN, ALADDIN K	426	4,484.00	26.00	29.31	762.06
FIRE FIGHTER II	262	OWENS, WADE C	426	4,447.63	48.00	29.07	1,395.36
FIRE FIGHTER II	874	RUTKOWSKI, PAUL J	426	4,088.00	48.00	26.72	1,282.56
FIRE FIGHTER II	601	VARGAS, LUIS A	426	4,177.00	24.00	27.30	655.20
FIRE FIGHTER II (PARAMEDIC)	793	CLARK IV, WILLIAM F	426	4,429.66	24.00	28.95	694.80
FIRE FIGHTER II (PARAMEDIC)	618	HUTCHINSON, JONATHAN K	426	4,537.00	24.00	29.66	711.84
FIRE FIGHTER II (PARAMEDIC)	243	KITLEY, CARTER J	426	4,048.00	96.00	26.46	2,540.16
FIRE FIGHTER II (PARAMEDIC)	671	KROTJE, ZACHARY A	426	4,048.00	48.00	26.46	1,270.08
FIRE FIGHTER II (PARAMEDIC)	721	LOPEZ, GABRIEL R	426	5,425.72	96.00	35.46	3,404.16
FIRE FIGHTER II (PARAMEDIC)	219	NESS, RYAN E	426	5,116.00	24.00	33.44	802.56
FIRE FIGHTER II (PARAMEDIC)	249	PETERS, THOMAS K	426	4,048.00	24.00	26.46	635.04

RRU	SOUTHERN REGION	INDEX 3100	PCA 37129	BANNING WEST STATION 20
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**OVERTIME - SAFETY**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>	<u>WP</u>	<u>SALARY</u>	<u>HOURS</u>	<u>RATE</u>	<u>AMOUNT</u>
FIRE FIGHTER II (PARAMEDIC)	657	WILLIMAN, BRIAN D	426	4,537.00	24.00	29.66	711.84
						Total:	26,443.80
						Staff Benefits .0145:	383.44
						Total with Benefits:	\$26,827.24



RRU	SOUTHERN REGION	INDEX 3100	PCA 37129	BANNING WEST STATION 20
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**RETROACTIVE CHARGES**

Safety - 08

**PERSONNEL SALARIES**

<u>CLASS</u>	<u>SERIAL</u>	<u>NAME</u>		<u>%</u>	<u>SALARY</u>	<u>DAYS</u>	<u>HOURS</u>	<u>AMOUNT</u>
FIRE APPARATUS ENGINEER	693	OCONNELL, DAVID A	10/01/2020	100.00	4,675.95	0.00	0.00	-1,062.72
							Total:	-1,062.72
							Staff Benefits .6701:	-712.13
							Total with Benefits:	\$-1,774.85

Acctg Date	Voucher	Dept	Project	Account	Descr	Sum Amount	Name	Descr	Invoice No
10/23/2020	00351296	2700403660		520320	Telephone Service	642.85	AT&T	AT&T BIG BILL FY 19-20	000015112561
10/23/2020	00351297	2700403660		520320	Telephone Service	642.85	AT&T	AT&T BIG BILL FY 19-20	000015260110
10/23/2020	00351302	2700403660		520320	Telephone Service	642.85	AT&T	AT&T BIG BILL FY 19-20	000015402804
10/23/2020	00351300	2700403660		520320	Telephone Service	2.60	CenturyLink	LANDLINE SERVICE BUNDLED	1497231437
11/2/2020	00351526	2700403660		520320	Telephone Service	56.77	Frontier	LANDLINE SERVICE FS#66	951-845-3718-41477-5
12/1/2020	00352523	2700403660		520320	Telephone Service	65.68	Frontier	LANDLINE SERVICE FS#66	951-845-3718-041477-5
10/2/2020	00350242	2700403660		520115	Uniforms-Replacement Clothing	473.72	Galls LLC	UNIFORMS - RICHARD HORNER	BC1181213
10/5/2020	00350272	2700403660		522860	Medical-Dental Supplies	704.67	Life Assist	ALS, FIRST AID AND SAFETY MEDI	1032772
10/5/2020	00350272	2700403660		522890	Pharmaceuticals	586.34	Life Assist	NON EXPENDABLE, FIRST AID AND	1032772
10/6/2020	00350480	2700403660		522890	Pharmaceuticals	62.23	Life Assist	NON EXPENDABLE, FIRST AID AND	1034827
10/7/2020	00350655	2700403660		522860	Medical-Dental Supplies	8.61	Life Assist	ALS, FIRST AID AND SAFETY MEDI	1037749
10/7/2020	00350659	2700403660		522860	Medical-Dental Supplies	8.61	Life Assist	ALS, FIRST AID AND SAFETY MEDI	1037752
10/8/2020	00350272	2700403660		522860	Medical-Dental Supplies	13.33	Life Assist	Discount Lost	1032772
10/8/2020	00350272	2700403660		522890	Pharmaceuticals	11.97	Life Assist	Discount Lost	1032772
10/9/2020	00350655	2700403660		522860	Medical-Dental Supplies	(0.16)	Life Assist	Discount Earned	1037749
10/9/2020	00350655	2700403660		522860	Medical-Dental Supplies	0.16	Life Assist	Discount Earned Memo	1037749
10/9/2020	00350659	2700403660		522860	Medical-Dental Supplies	(0.16)	Life Assist	Discount Earned	1037752
10/9/2020	00350659	2700403660		522860	Medical-Dental Supplies	0.16	Life Assist	Discount Earned Memo	1037752
10/14/2020	00350480	2700403660		522890	Pharmaceuticals	1.27	Life Assist	Discount Lost	1034827
12/10/2020	00352928	2700403660		522860	Medical-Dental Supplies	0.39	Life Assist	ALS, FIRST AID AND SAFETY MEDI	1043649
12/11/2020	00353044	2700403660		522860	Medical-Dental Supplies	1.95	Life Assist	ALS, FIRST AID AND SAFETY MEDI	1048186
12/11/2020	00353056	2700403660		522890	Pharmaceuticals	3.63	Life Assist	NON EXPENDABLE, FIRST AID AND	1048638
12/14/2020	00353196	2700403660		522860	Medical-Dental Supplies	8.61	Life Assist	ALS, FIRST AID AND SAFETY MEDI	1050500
12/14/2020	00353197	2700403660		522860	Medical-Dental Supplies	8.61	Life Assist	ALS, FIRST AID AND SAFETY MEDI	1050503
12/14/2020	00353198	2700403660		522860	Medical-Dental Supplies	8.61	Life Assist	ALS, FIRST AID AND SAFETY MEDI	1050504
12/15/2020	00353285	2700403660		522860	Medical-Dental Supplies	511.23	Life Assist	ALS, FIRST AID AND SAFETY MEDI	1043517
12/15/2020	00353285	2700403660		522890	Pharmaceuticals	101.76	Life Assist	NON EXPENDABLE, FIRST AID AND	1043517
12/16/2020	00352928	2700403660		522860	Medical-Dental Supplies	0.01	Life Assist	Discount Lost	1043649
12/16/2020	00353044	2700403660		522860	Medical-Dental Supplies	0.04	Life Assist	Discount Lost	1048186
12/16/2020	00353056	2700403660		522890	Pharmaceuticals	0.07	Life Assist	Discount Lost	1048638
12/16/2020	00353196	2700403660		522860	Medical-Dental Supplies	0.16	Life Assist	Discount Lost	1050500
12/16/2020	00353197	2700403660		522860	Medical-Dental Supplies	0.16	Life Assist	Discount Lost	1050503
12/16/2020	00353198	2700403660		522860	Medical-Dental Supplies	0.16	Life Assist	Discount Lost	1050504
12/17/2020	00353371	2700403660		522860	Medical-Dental Supplies	147.43	Life Assist	ALS, FIRST AID AND SAFETY MEDI	1048085
12/17/2020	00353371	2700403660		522890	Pharmaceuticals	143.38	Life Assist	NON EXPENDABLE, FIRST AID AND	1048085

Acctg Date	Voucher	Dept	Project	Account	Descr	Name	Sum Amount	Descr	Invoice No
12/18/2020	00353285	2700403660		522860	Medical-Dental Supplies	Life Assist	9.66	Discount Lost	1043517
12/18/2020	00353285	2700403660		522890	Pharmaceuticals	Life Assist	2.08	Discount Lost	1043517
12/22/2020	00353371	2700403660		522860	Medical-Dental Supplies	Life Assist	2.79	Discount Lost	1048085
12/22/2020	00353371	2700403660		522890	Pharmaceuticals	Life Assist	2.93	Discount Lost	1048085
11/19/2020	00352260	2700403660		520230	Cellular Phone	Sprint	37.99	SPRINT D.C.-ACCT#976 AUG.2020	976398813-153
11/19/2020	00352261	2700403660		520230	Cellular Phone	Sprint	37.99	SPRINT D.C.-ACCT#976 SEPT.2020	976398813-154
11/19/2020	00352270	2700403660		520230	Cellular Phone	Sprint	89.24	SPRINTWRLSS-ACCT#538 SEPT.2020	538375318-226
11/19/2020	00352272	2700403660		520230	Cellular Phone	Sprint	65.32	SPRINTWRLSS-ACCT#538 OCT.2020	538375318-227
12/23/2020	00353523	2700403660		520230	Cellular Phone	Sprint	83.18	SPRINTWRLSS-ACCT#538 NOV.2020	538375318-228
12/23/2020	00353534	2700403660		520230	Cellular Phone	Sprint	37.99	SPRINT D.C.-ACCT#976 SEPT.2019	976398813-155
12/23/2020	00353537	2700403660		520230	Cellular Phone	Sprint	37.99	SPRINT D.C.-ACCT#976 SEPT.2019	976398813-156
11/5/2020	00351653	2700403660	FP06806	527101	Fuel-Oil	US Bank National Assn	168.79	CREDIT CARD PURCHASES FOR DIES	869015966039
12/3/2020	00352679	2700403660	FP06806	527101	Fuel-Oil	US Bank National Assn	354.15	CREDIT CARD PURCHASES FOR DIES	869015966043
12/22/2020	00353504	2700403660	FP06806	527101	Fuel-Oil	US Bank National Assn	253.78	CREDIT CARD PURCHASES FOR DIES	869015966048
10/1/2020	00350165	2700403660		520230	Cellular Phone	Verizon Wireless	43.66	VZW-ACCT.# -00003 - AUG.2020	9860435987
11/19/2020	00352246	2700403660		520230	Cellular Phone	Verizon Wireless	27.52	VZW-ACCT.# -00001 - SEPT. 2020	9862507738
11/19/2020	00352250	2700403660		520230	Cellular Phone	Verizon Wireless	40.85	VZW-ACCT.# -00003 - SEPT. 2020	9862507739
10/14/2020	00350882	2700403660		522860	Medical-Dental Supplies	Zoll Medical Corporation	169.79	PART# 8900-0006 Six (6) ECG el	3140467
10/14/2020	00350886	2700403660		522860	Medical-Dental Supplies	Zoll Medical Corporation	198.53	PART# 8300-0520-01 X-Series E	3133504
10/19/2020	00351109	2700403660		522860	Medical-Dental Supplies	Zoll Medical Corporation	117.99	PART # 8900-0402 - CPR stat;pa	3143754
10/19/2020	00351112	2700403660		522860	Medical-Dental Supplies	Zoll Medical Corporation	198.53	PART# 8300-0520-01 X-Series E	3135853
12/15/2020	00353288	2700403660		522860	Medical-Dental Supplies	Zoll Medical Corporation	396.20	PART# 8900-0400 CPR stat padz	3173559
12/15/2020	00353289	2700403660		522860	Medical-Dental Supplies	Zoll Medical Corporation	256.28	PART# 8300-0524-01 X-Series ET	3172764
<b>BEAUMONT STN 66</b>							<b>2700403660 Total</b>	<b>7,493.78</b>	

2700403660	66	Beaumont	7,493.78
<b>Grand Total - BEAUMONT</b>			<b>7,493.78</b>

NOTE: SPRINT PHONE LIST ATTACHED

**SPRINT WIRELESS - ACCT.# 538375318 - 226, 227, 228**

BILL TO	DEPT ID	ASSIGNED TO	PHONE NUMBER	MONTH	
				Sep-20	Oct-20
2700403660	2700403660	E266 - DURA XT	951-232-4271	25.37	25.41
		E66 CELLPHONE - DURA XT	951-906-9155	63.87	39.91
2700403660 Total				89.24	65.32
				352270	352272
				Sep-20	Oct-20
				25.44	25.44
				57.74	57.74
				83.18	83.18



## Staff Report

**TO:** City Council

**FROM:** Sean Thuilliez, Chief of Police

**DATE:** March 16, 2021

**SUBJECT:** Police Department Vehicle Purchases to Replace Five Patrol Vehicles and One Animal Control Truck

### Background and Analysis:

City staff conducts an on-going evaluation and assessment of the City's police vehicle fleet based on mileage, age, and maintenance needs. Vehicles assigned to patrol operations remain in service for an average of four years or 80,000 miles.

Administrative vehicles serve an average of seven years. The following table provides the vehicles that are recommended for replacement.

Vehicle	VIN	Mileage	Action
2012 Ford Fusion	5804	84,135	To be sold or auctioned
2012 Ford Fusion	9296	84,014	To be sold or auctioned
2013 Ford Fusion	8979	55,041	To be sold or auctioned
2009 Toyota Prius	5243	39,802	To be transferred to Comm. Services
2006 Ford F250	8805	105,487	To be sold or auctioned (Animal Control)

The Police Department is requesting to replace these vehicles with the purchase of five Chevy Malibu LS sedans and one Ford F-350 truck for animal control. Quotes were received from the vendors as shown below.

Vendor	Vehicle	Quote
Gosch Chevrolet	(5) Chevy Malibu LS Sedans	\$125,650
Moss Brothers	(5) Chevy Malibu LS Sedans	\$107,735
Paradise Chevrolet	(5) Chevy Malibu LS Sedans	\$110,000
Rotolo Chevrolet	(5) Chevy Malibu LS Sedans	<b>\$105,256</b>

Vendor	Vehicle	Quote
Southbay Ford	(1) Ford F-350 Truck	\$42,246.75
Raceway Ford	(1) Ford F-350 Truck	\$42,586.14
Ken Grody Ford	(1) Ford F-350 Truck	<b>\$32,423.18</b>

Additional costs are required for the dismantling of the current vehicle equipment, auctioning fees, installation of equipment in the new vehicles and application of graphics. The associated costs are detailed in the table below.

<b>(5) Chevrolet Malibu Sedans</b>		
<b>Vendor</b>	<b>Scope of Work</b>	<b>Quote</b>
10-8 Retrofit	Installation of equipment	<b>\$22,646.25</b>

<b>(1) Ford F-350 Truck</b>		
<b>Vendor</b>	<b>Scope of Work</b>	<b>Quote</b>
California Truck Equipment Co.	Removal and reinstallation of current ACO equipment and box	<b>\$10,400.50</b>
Graphix Systems	Application of vehicle graphics	<b>\$609.02</b>
10-8 Retrofit	Installation of emergency equipment	<b>\$2,863.30</b>

Dismantling of equipment	<b>\$1,200.00</b>
Auction fees	<b>\$1,740.00</b>

**Fiscal Impact:**

A total fiscal impact for all of the vehicles, equipment, and auctioning of retired vehicles is \$177,191.59. If approved, funds will be allocated from a one-time fund allocation from the General Fund.

**Recommended Action:**

- Authorize City staff to purchase five Chevrolet Malibu LS sedans in the total amount of \$105,256 from Rotolo Chevrolet,
- To purchase emergency equipment and installation thereof for the Chevrolet Malibu Sedans in the amount of \$22,646.25 from 10-8 Retrofit,
- To purchase one Ford F-350 truck in the amount of \$32,423.18 from Ken Grody Ford,
- To authorize payment for removal and reinstallation of current animal control equipment and box and reinstallation in the amount of \$10,400.50 to California Truck Equipment Co.,
- To purchase and install graphics in the amount of 609.02. from Graphix Systems,
- Authorize the removal of equipment and auctioning of four vehicles in the amount of \$2,940, and
- Approve the transfer of one 2009 Toyota Prius to the Community Services fleet.

**Attachments:**

- A. Gosch Chevrolet Malibu Quote
- B. Moss Bros. Malibu Quote
- C. Rotolo Chevrolet Malibu Quote
- D. Paradise Chevrolet Malibu Quote
- E. 10-8 Retrofit for Malibu Outfitting
- F. Southbay Ford Quote
- G. Raceway Ford Quote
- H. Ken Grody Quote
- I. Graphix Systems Quote
- J. CTEC ACO Equipment Quote
- K. 10-8 Retrofit ACO Truck

**Robert Galletta**

**From:** Nick Fletcher <assistance@inlandchevy.dsmmessage.com>  
**Sent:** Thursday, January 28, 2021 2:10 PM  
**To:** Robert Galletta  
**Cc:** sbodell@goschmail.com  
**Subject:** OTD Number - GOSch Chevrolet



Robert,

Here are your OTD numbers on the 2021 Chevrolet Malibu's. The incentives I presently have expire on Sunday, January 31st 2021. Please let me know.

**C21263**

**\$24,549.69**



**2021 Chevrolet Malibu**

LS

VIN: 1G1ZB5ST0MF039267 Stock: C21263

4-door Mid-Size Passenger Car 4 Cylinder Engine Automatic

MSRP **\$25,490**

Internet Price **\$25,490**

[VIEW DETAILS](#)

**C21318**

**\$24,140.96**



**2021 Chevrolet Malibu**

LS

VIN: 1G1ZB5ST6MF046806 Stock: C21318

4-door Mid-Size Passenger Car 4 Cylinder Engine Automatic

MSRP **\$25,040**

Internet Price **\$25,040**

[VIEW DETAILS](#)

**C21319**

**\$24,140.96**





**2021 Chevrolet Malibu**

LS

VIN: 1G1ZB5ST7MF046815 Stock: C21319

4-door Mid-Size Passenger Car 4 Cylinder Engine Automatic

MSRP **\$25,040**

Internet Price **\$25,040**

**VIEW DETAILS**

**C21320**

**\$24,140.96**



**2021 Chevrolet Malibu**

LS

VIN: 1G1ZB5STXMF046811 Stock: C21320

4-door Mid-Size Passenger Car 4 Cylinder Engine Automatic

MSRP **\$25,040**

Internet Price **\$25,040**

**VIEW DETAILS**

**C21329**

**\$24,140.96**



**2021 Chevrolet Malibu**

LS

VIN: 1G1ZB5ST3MF046844 Stock: C21329

4-door Mid-Size Passenger Car 4 Cylinder Engine Automatic

MSRP **\$25,040**

Internet Price **\$25,040**

**VIEW DETAILS**

Regards,

Nicholas Fletcher  
Internet Director  
GOSch Chevrolet  
(909) 528-4284

This email was sent to: rgalletta@beaumontpd.org.  
From: Gosch Chevrolet 400 Carriage Circle Hemet, CA 92545

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FEB 3, 2021 F&I - DEAL WORKSHEET

STORE #1 F & I #3 V98/9932 4770

1 DEAL #	49000	9 TRADE #1		15 DOC FEE	85.00
2 DEAL DATE	02/03/2021	10 PAYOFF #1		16 WARR PREM	0.00
3 STOCK #		DEFERRED PMTS	0.00	17 GAP PREM	
4 PRICE	19624.00	11 CASH DOWN		18 NEW/USED/UW	N
TOTAL AFTMKT	0.00	12 REBATE	0.00	19 TRUCK WEIGHT	
5 TERM	1	13 REGISTERED STATE	CA	20 MSRP	
6 RATE	0	14 COUNTY CODE	RI	21 BALLOON	0.00
7 DAYS	45	GOVT FEES	53.75	22 PYMT DATE	03/20/2021
8 PAY/YEAR	12	TAXES	1527.45	AMT FINANCED	21290.20
STATUS S		RO/PO #1		LIFE:	
		RO/PO #2		LEVEL:	
		RO/PO #3		A&H:	
				IUI CO:	

(LINE#) (M=MODIFY) (?=CMD LIST)  
SHIFT F1=FKEYS BANK=CASH DEAL

MONTHLY PYMT (0)

21290.20

FEB 2, 2021 F&I - DEAL WORKSHEET

STORE #1 F & I #3 V98/7200 4770

1 MOSS BROS CHEVROLET

2020 CHEV MALIBU 4DR SDN LS  
LIFE CO:

1 DEAL #	48983	9 TRADE #1		15 DOC FEE	85.00
2 DEAL DATE	02/02/2021	10 PAYOFF #1		16 WARR PREM	0.00
3 STOCK #	C00995	11 DEFERRED PMTS	0.00	17 GAP PREM	0.00
4 PRICE	23124.58	12 CASH DOWN		18 NEW/USED/UW	NEW
TOTAL AFTMKT	0.00	13 REBATE	3500.00	19 TRUCK WEIGHT	
5 TERM	1	14 REGISTERED STATE	CA	20 MSRP	
6 RATE	0	15 COUNTY CODE	RI	21 BALLOON	0.00
7 DAYS	45	GOVT FEES	38.75	22 PYMT DATE	03/19/2021
8 PAY/YEAR	12	TAXES	1798.74	AMT FINANCED	21547.07
STATUS		RO/PO #1		LIFE:	
		RO/PO #2		LEVEL:	
		RO/PO #3		A&H:	
				IUI CO:	

(LINE#) (M=MODIFY) (?=CMD LIST)  
SHIFT F1=FKEYS BANK=CASH DEAL

MONTHLY PYMT (0) **21547.07**

*new*

FEB 2, 2021 F&I - DEAL WORKSHEET

STORE #1 F & I #3 V98/7200 4770

1 MOSS BROS CHEVROLET

2020 CHEV MALIBU 4DR SDN LS  
LIFE CO:

1 DEAL #	48984	9 TRADE #1		15 DOC FEE	85.00
2 DEAL DATE	02/02/2021	10 PAYOFF #1		16 WARR PREM	0.00
3 STOCK #	C00486	6 DEFERRED PMTS	0.00	17 GAP PREM	0.00
		11 CASH DOWN		18 NEW/USED/UW	NEW
4 PRICE	19750.00	12 REBATE	3500.00	19 TRUCK WEIGHT	
TOTAL AFTMKT	0.00			20 MSRP	
5 TERM	1	13 REGISTERED STATE	CA	21 BALLOON	0.00
		14 COUNTY CODE	RI	22 PYMT DATE	03/19/2021
6 RATE	0				
7 DAYS	45	GOVT FEES	38.75	AMT FINANCED	17910.96
8 PAY/YEAR	12	TAXES	1537.21		
		RO/PO #1		LIFE:	
		RO/PO #2		LEVEL:	
		RO/PO #3		A&H:	
STATUS:				IUI CO:	

(LINE#) (M=MODIFY) (?=CMD LIST)  
SHIFT F1=FKEYS BANK=CASH DEAL

MONTHLY PYMT (0) 17910.96

*Requires Lamer  
3000  
miles*



[Retail] 2021 Chevrolet Malibu (1ZC69) 4dr Sdn LS





[Retail] 2021 Chevrolet Malibu (1ZC69) 4dr Sdn LS (✔ Complete)

### Weight Ratings

#### WEIGHT RATINGS

Front Gross Axle Weight Rating:	Rating Not Available
Rear Gross Axle Weight Rating:	Rating Not Available
Gross Vehicle Weight Rating:	Rating Not Available

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Data Version: 12973. Data Updated: Feb 2, 2021 10:30:00 PM PST.



[Retail] 2021 Chevrolet Malibu (1ZC69) 4dr Sdn LS (✔ Complete)

## Technical Specifications

### Powertrain

#### Transmission

Drivetrain	Front Wheel Drive	Trans Order Code	MRG
Trans Type	1	Trans Description Cont.	Automatic
Trans Description Cont. Again	N/A	First Gear Ratio (:1)	N/A
Reverse Ratio (:1)	N/A	Clutch Size	N/A
Final Drive Axle Ratio (:1)	5.10		

#### Mileage

EPA Fuel Economy Est - Hwy	36 MPG	Cruising Range - City	458.20 mi
EPA Fuel Economy Est - City	29 MPG	Fuel Economy Est-Combined	32 MPG
Cruising Range - Hwy	568.80 mi	EPA MPG Equivalent - City	N/A
EPA MPG Equivalent - Hwy	N/A	EPA MPG Equivalent - Combined	N/A
Battery Range	N/A		

#### Engine

Engine Order Code	LFV	Engine Type	Turbocharged Gas I4
Displacement	1.5L/91	Fuel System	Direct Injection
SAE Net Horsepower @ RPM	160 @ 5700	SAE Net Torque @ RPM	184 @ 2500-3000

#### Electrical

Cold Cranking Amps @ 0° F (Primary)	N/A	Maximum Alternator Capacity (amps)	N/A
-------------------------------------	-----	------------------------------------	-----

#### Cooling System

Total Cooling System Capacity	N/A
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### Vehicle

#### Emissions

Tons/yr of CO2 Emissions @ 15K mi/year	5.5	EPA Greenhouse Gas Score	N/A
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 Data Version: 12973. Data Updated: Feb 2, 2021 10:30:00 PM PST.



[Retail] 2021 Chevrolet Malibu (1ZC69) 4dr Sdn LS (✔ Complete)

**Vehicle**

**Vehicle**

EPA Classification Midsize Cars

**Chassis**

**Weight Information**

Base Curb Weight 3135 lbs

**Trailer**

Dead Weight Hitch - Max Trailer Wt. N/A Dead Weight Hitch - Max Tongue Wt. N/A  
Wt Distributing Hitch - Max Trailer Wt. N/A Wt Distributing Hitch - Max Tongue Wt. N/A

**Suspension**

Suspension Type - Front MacPherson Strut Suspension Type - Rear Four-Link  
Suspension Type - Front (Cont.) w/Coil Springs Suspension Type - Rear (Cont.) N/A  
Shock Absorber Diameter - Front N/A Shock Absorber Diameter - Rear N/A  
Stabilizer Bar Diameter - Front N/A Stabilizer Bar Diameter - Rear N/A

**Tires**

Front Tire Order Code R83 Rear Tire Order Code R83  
Spare Tire Order Code ZAM Front Tire Size P205/65R16  
Rear Tire Size P205/65R16 Spare Tire Size T125/80R16

**Wheels**

Front Wheel Size 16 x 7.5 in Rear Wheel Size 16 x 7.5 in  
Spare Wheel Size 16 x -TBD- in Front Wheel Material Aluminum  
Rear Wheel Material Aluminum Spare Wheel Material Steel

**Steering**

Steering Type Electric Rack & Pinion Steering Ratio (:1), Overall N/A  
Lock to Lock Turns (Steering) N/A Turning Diameter - Curb to Curb 37.0 ft  
Turning Diameter - Wall to Wall N/A

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Data Version: 12973. Data Updated: Feb 2, 2021 10:30:00 PM PST.





[Retail] 2021 Chevrolet Malibu (1ZC69) 4dr Sdn LS (✔ Complete)

**Chassis**

**Brakes**

Brake Type	Pwr	Brake ABS System	4-Wheel
Brake ABS System (Second Line)	N/A	Disc - Front (Yes or )	Yes
Disc - Rear (Yes or )	Yes	Front Brake Rotor Diam x Thickness	11.8 x -TBD- in
Rear Brake Rotor Diam x Thickness	11.3 x -TBD- in	Drum - Rear (Yes or )	N/A
Rear Drum Diam x Width	N/A		

**Fuel Tank**

Fuel Tank Capacity, Approx	15.8 gal	Aux Fuel Tank Capacity, Approx	N/A
----------------------------	----------	--------------------------------	-----

**Dimensions**

**Interior Dimensions**

Passenger Capacity	5	Passenger Volume	102.9 ft³
Front Head Room	39.1 in	Front Leg Room	41.5 in
Front Shoulder Room	58.5 in	Front Hip Room	54.1 in
Second Head Room	37.5 in	Second Leg Room	38.1 in
Second Shoulder Room	57.1 in	Second Hip Room	53.4 in

**Exterior Dimensions**

Wheelbase	111.4 in	Length, Overall	194.2 in
Width, Max w/o mirrors	73 in	Height, Overall	57.9 in
Track Width, Front	62.6 in	Track Width, Rear	62.5 in
Min Ground Clearance	N/A	Liftover Height	N/A

**Cargo Area Dimensions**

Trunk Volume	15.7 ft³
--------------	----------

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[Retail] 2021 Chevrolet Malibu (1ZC69) 4dr Sdn LS (✔ Complete)

### Selected Model and Options

#### MODEL

CODE	MODEL
1ZC69	2021 Chevrolet Malibu 4dr Sdn LS w/1LS

#### COLORS

CODE	DESCRIPTION
GAZ	Summit White

#### EMISSIONS

CODE	DESCRIPTION
YF5	Emissions, California state requirements

#### ENGINE

CODE	DESCRIPTION
LFV	Engine, 1.5L turbo DOHC 4-cylinder DI with Variable Valve Timing (VVT) (160 hp [119.3 kW] @ 5700 rpm, 184 lb-ft torque [248.4 N-m] @ 2500-3000 rpm) (STD)

#### TRANSMISSION

CODE	DESCRIPTION
MRG	Transmission, Continuously Variable (CVT) (STD)

#### PREFERRED EQUIPMENT GROUP

CODE	DESCRIPTION
1LS	LS Preferred Equipment Group includes standard equipment

#### PAINT

CODE	DESCRIPTION
GAZ	Summit White

#### SEAT TYPE

CODE	DESCRIPTION
A51	Seats, front bucket (STD)

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[Retail] 2021 Chevrolet Malibu (1ZC69) 4dr Sdn LS (✔ Complete)

**SEAT TRIM**

CODE	DESCRIPTION
H1H	Dark Atmosphere/ Medium Ash Gray, Premium cloth seat trim

**RADIO**

CODE	DESCRIPTION
IOR	Audio system, Chevrolet Infotainment 3 system, 8" diagonal color touchscreen, AM/FM stereo. Additional features for compatible phones include: Bluetooth audio streaming for 2 active devices, voice command pass-through to phone, Apple CarPlay and Android Auto capable. (STD)

---

**Options Total**

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[Retail] 2021 Chevrolet Malibu (1ZC69) 4dr Sdn LS (✔ Complete)

## Standard Equipment

### Mechanical

Engine, 1.5L turbo DOHC 4-cylinder DI with Variable Valve Timing (VVT) (160 hp [119.3 kW] @ 5700 rpm, 184 lb-ft torque [248.4 N-m] @ 2500-3000 rpm) (STD)

Transmission, Continuously Variable (CVT) (STD)

Engine control, stop-start system

Axle, 5.10 final drive ratio

Front wheel drive

Suspension, front MacPherson strut

Suspension, rear 4-link, independent

Brakes, 4-wheel antilock, 4-wheel disc

Brake rotors, Duralife

Brake lining, high-performance, noise and dust performance

Brake, parking, manual

Fueling system, capless

Fuel door, push open

Tool kit, road emergency

### Exterior

Wheels, 16" (40.6 cm) aluminum

Tires, P205/65R16 all-season, blackwall

Wheel, spare, 16" (40.6 cm) steel

Tire, compact spare, T125/80R16

Headlamp control, automatic on and off

Headlamps, halogen

Glass, acoustic, laminated, windshield

Mirrors, outside power-adjustable, manual-folding Black

### Entertainment

Audio system, Chevrolet Infotainment 3 system, 8" diagonal color touchscreen, AM/FM stereo. Additional features for compatible phones include: Bluetooth audio streaming for 2 active devices, voice command pass-through to phone, Apple CarPlay and Android Auto capable. (STD)

Audio system feature, 6-speaker system

Display, 8" diagonal LCD touch screen

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[Retail] 2021 Chevrolet Malibu (1ZC69) 4dr Sdn LS (✔ Complete)

### Entertainment

Wireless Apple CarPlay/Wireless Android Auto  
4G LTE Wi-Fi Hotspot capable (Terms and limitations apply. See onstar.com or dealer for details.)  
Antenna, Black

### Interior

Seats, front bucket (STD)  
Seat trim, Premium Cloth  
Seat adjuster, driver 6-way manual  
Seat adjuster, front passenger 6-way manual  
Seat, rear 60/40 split-folding  
Floor mats, carpeted front (Deleted when the following LPOs are ordered: PCH, PCM, PCN, PDE, PDH, RIA, VAV.)  
Floor mats, carpeted rear (Deleted when the following LPOs are ordered: PCH, PCM, PCN, PDE, PDH, RIA, VAV.)  
Steering wheel, 3-spoke  
Steering column, tilt and telescopic  
Steering wheel controls, mounted controls for audio, phone and cruise  
Driver Information Center, monochromatic display  
Temperature display, outside  
Warning indicator, front passenger seat belt  
Windows, power with Express-Down on all  
Door locks, power programmable  
Keyless Start  
Keyless Open, front doors includes extended range Remote Keyless Entry  
Cruise control, electronic with set and resume speed  
Remote panic alarm  
Theft-deterrent system, content theft alarm  
Power outlet, auxiliary, 12-volt  
Air conditioning, single-zone manual  
Air filter, cabin  
Defogger, rear-window, electric  
Mirror, inside rearview manual day/night

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[Retail] 2021 Chevrolet Malibu (1ZC69) 4dr Sdn LS (✔ Complete)

**Interior**

- Visors, driver and front passenger vanity mirrors, covered
- Assist handle, front passenger
- Lighting, interior overhead courtesy lamp, dual reading lamps and illuminated trunk area
- Map pockets, driver and front passenger seatbacks
- Trunk cargo anchors

**Safety-Mechanical**

- StabiliTrak, stability control system with brake assist includes Traction Control
- Braking control, ECM grade

**Safety-Exterior**

- Daytime Running Lamps, integral to headlamps

**Safety-Interior**

- Airbags, 10 total, frontal and knee for driver and front passenger, side-impact seat-mounted and roof rail-mounted head-curtain for front and rear outboard seating positions includes Passenger Sensing System (Always use seat belts and child restraints. Children are safer when properly secured in a rear seat in the appropriate child restraint. See the Owner's Manual for more information.)
- OnStar and Chevrolet connected services capable (Terms and limitations apply. See onstar.com or dealer for details.)
- Chevrolet Connected Access capable (Subject to terms. See onstar.com or dealer for details.)
- Rear Vision Camera
- Rear Seat Reminder
- Buckle to Drive prevents vehicle from being shifted out of Park until driver seat belt is fastened; times out after 20 seconds and encourages seat belt use, can be turned on and off in Settings or Teen Driver menu
- LATCH system (Lower Anchors and Tethers for CHildren), for child restraint seats
- Door locks, rear child security
- Trunk latch, safety, manual release
- Tire Pressure Monitor System
- Teen Driver a configurable feature that lets you activate customizable vehicle settings associated with a key fob, to help encourage safe driving behavior. It can limit certain available vehicle features, and it prevents certain safety systems from being turned off. An in-vehicle report card gives you information on driving habits and helps you to continue to coach your new driver

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[Retail] 2021 Chevrolet Malibu (1ZC69) 4dr Sdn LS (✔ Complete)

**WARRANTY**

Warranty Note: <<< Preliminary 2021 Warranty >>>  
Basic Years: 3  
Basic Miles/km: 36,000  
Drivetrain Years: 5  
Drivetrain Miles/km: 60,000  
Drivetrain Note: Qualified Fleet Purchases: 5 Years/100,000 Miles  
Corrosion Years (Rust-Through): 6  
Corrosion Years: 3  
Corrosion Miles/km (Rust-Through): 100,000  
Corrosion Miles/km: 36,000  
Roadside Assistance Years: 5  
Roadside Assistance Miles/km: 60,000  
Roadside Assistance Note: Qualified Fleet Purchases: 5 Years/100,000 Miles  
Maintenance Note: 1 Year/1 Visit

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# Vehicle Locator

**Detail Report for Customer**

**ROTOLO CHEVROLET, INC.**  
 16666 SOUTH HIGHLAND AVENUE, FONTANA, CA, 92336  
 909-822-1111

Customer/Company:

Sales Consultant:

Address:

Vehicle #1: 2021 Chevrolet Malibu	VIN/Order #	MSRP	Stock #
	1G1ZB5ST0MF038944	\$24,460.00	210880

**Additional Vehicle Information**

**GM Marketing Information**

- Body Style: 1ZC69-LS
- PEG: 1LS-1LS Preferred Equipment Group
- Primary Color: GAN-Silver Ice Metallic
- Trim: H1T-Jet Black Cloth Interior Trim
- Engine: LFV-Engine 4 cyl, 1.5L, Turbo
- Transmission: MRG-Transmission, Automatic Continuously Var. Ratio
- Options:
  - 1LS-1LS Preferred Equipment Group
  - B34-Floor mats, front, carpeted
  - B35-Rear Floor Mats, Carpeted Insert
  - BTM-Push button start, keyless
  - D31-Mirror, Interior Rearview
  - D49-Exterior LH/RH Electric, Manual Folding Mirrors
  - GAN-Silver Ice Metallic
  - H1T-Jet Black Cloth Interior Trim
  - IOR-Radio, Infotainment, 8" Color Touch-Screen
  - K34-Cruise Control Automatic, Electronic
  - KL9-Engine Control Stop/Start
  - LFV-Engine 4 cyl, 1.5L, Turbo
  - MRG-Transmission, Automatic Continuously Var. Ratio
  - N37-Steering Column Tilt, Telescoping
  - N45-3-Spoke Steering Wheel
  - PCH-Enhanced Convenience Package
  - PPW-Wireless Projection
  - QC7-Wheel, 16 x 7.0, aluminum
  - RIA-LPO: All-Weather Floor Liners, Front & Rear
  - SJF-Wheel Spare 16 Inch Steel
  - T8Z-Buckle to Drive
  - TDM-Teen Driver Mode
  - U2J-XM Radio Not Installed
  - UDC-Display Instrument Driver Info Enhanced (One color grap
  - UE1-Onstar
  - UQF-Speaker system standard audio
  - UVC-Rear View Camera
  - VK3-License Plate bracket, front
  - VLI-LPO: Cargo Mat, Premium, All Weather
  - VV4-Communication Equip Mobile Internet Connectivity
  - YF5-California emissions

**Disclaimer:**

GM has tried to make the pricing information provided in this summary accurate. Please refer to actual vehicle invoice, however, for complete pricing information. GM will not make any sales or policy adjustments in the case of inaccurate pricing information in this summary.

BUYER		CO-BUYER		Deal #:	
CITY OF BEAUMONT POLICE DEPT				Deal Type: Retail	
CA				Deal Date: 02/03/2021	
Work #:				Print Time: 01:19pm	
Email:				Salesperson: JAMES C. HARSHMAN	
VEHICLE					
New	<input checked="" type="checkbox"/>	Stock #:	Description:	VIN:	Mileage:
Used	<input type="checkbox"/>	210880	2021 CHEVROLET MALIBU	1G1ZB5ST0MF038944	5
Demo	<input type="checkbox"/>				
TRADE					
AFTERMARKETS					
			Sale Price:	\$	19,416.11
			Total Financed Aftermarkets:	\$	0.00
			Total Trade Allowance:	\$	0.00
			<b>Trade Difference:</b>	\$	<b>19,416.11</b>
			Doc Fee:	\$	85.00
			State & Local Taxes:	\$	1,511.34
			Total License and Fees:	\$	38.75
			<b>Total Cash Price:</b>	\$	<b>21,051.20</b>
			Total Trade Payoff:	\$	0.00
<b>Total Aftermarkets:</b>			<b>Delivered Price:</b>	\$	<b>21,051.20</b>
			Cash Down Payment + Deposit:	\$	0.00
			<b>Sub Total:</b>	\$	<b>21,051.20</b>
			Service Agreement:	\$	0.00
			Maintenance Agreement:	\$	0.00
			GAP Insurance:	\$	0.00
			Credit Life, Accident & Health:	\$	0.00
			Other:	\$	0.00
<b>Rate:</b>			<b>Amount Financed:</b>	\$	<b>21,051.20</b>
Amount Financed:				\$	21,051.20

# Paradise Chevrolet Cadillac

Item 12.

**CRAIG A. MCKENZIE**  
**Paradise Chevrolet Cadillac**  
**27360 YNEZ RD**  
**TEMECULA, CA 92591**  
 Phone: (951) 699-2699

**Buyer:**  
 CITY OF BEAUMONT  
 550 E 6TH ST  
 BEAUMONT, CA 92223

**Deal #:** 219442  
**Deal Date:** 02/03/2021  
**Print Time:** 05:30pm

Salesperson: CRAIG A. MCKENZIE

New Used Demo	Stock #:	Description:	Vehicle	VIN:	Mileage:
<input checked="" type="checkbox"/>		2021 CHEVROLET MALIBU LS			

THIS IS THE PRICE OF THE MALIBU WITH A MINIMUM OF 5 CARS.

		<b>Option 1: (retail)</b>	
<b>Sale Price:</b>	\$	<b>20,296.67</b>	
Total Aftermarkets:	\$	0.00	Down Payment \$0.00
Service Agreement:	\$	0.00	1 mth @ 0% \$22,000.00
Maintenance Agreement:	\$	0.00	
GAP Insurance:	\$	0.00	
Total Trade Allowance:	\$	0.00	
<b>Trade Difference:</b>	\$	<b>20,296.67</b>	
Documentary Fee:	\$	85.00	
State & Local Taxes:	\$	1,579.58	
Total License and Fees:	\$	38.75	
<b>Total Cash Price:</b>	\$	<b>22,000.00</b>	
Total Trade Payoff:	\$	0.00	
<b>Delivered Price:</b>	\$	<b>22,000.00</b>	
Cash Down Payment	\$	0.00	
<b>Unpaid Balance:</b>	\$	<b>22,000.00</b>	

Customer Acknowledgement

Manager Acknowledgement

10-8 RETROFIT, INC  
 415 W MAIN ST  
 ONTARIO, CA 91762

# Estimate

Date	Estimate #
2/1/2021	17547

Name / Address
BEAUMONT PD Beaumont Police Department 660 Orange Avenue Beaumont, CA 92223 951-769-8500

Ship To
BEAUMONT PD Beaumont Police Department 660 Orange Avenue Beaumont, CA 92223 951-769-8500

Year/ Make of Vehicle	Model	Terms	Rep	P.O. No.	Due Date
					2/1/2021

Item	Description	Qty	Rate	Total
EMPS2STS4J	>>>FRONT LIGHTING<<< mpower® 4" Fascia Light w/ Stud Mount, 18" hard wire w/ sync option, SAE Class 1 & CA Title 13, 9-32 Vdc, Black Housing, 12 LED, Dual Color - Red/Blue	2	102.90	205.80T
MPSM6-LB	Federal Signal MPSM6-LB Generic L Bracket - MPS600	2	10.00	20.00T
FHL2-SC	FEDERAL HEADLIGHT FLASHER FHL2-SC	1	54.60	54.60T
EMPS2STS4J	>>>VISOR LIGHTING<<< mpower® 4" Fascia Light w/ Stud Mount, 18" hard wire w/ sync option, SAE Class 1 & CA Title 13, 9-32 Vdc, Black Housing, 12 LED, Dual Color - Red/Blue	4	102.90	411.60T
PMP1WSDDDB	Dual Window Shroud Kit for 3" Light w/ Stud Mount - Black	2	13.65	27.30T
EMPS2STS4J	>>>SIDE LIGHTING<<< mpower® 4" Fascia Light w/ Stud Mount, 18" hard wire w/ sync option, SAE Class 1 & CA Title 13, 9-32 Vdc, Black Housing, 12 LED, Dual Color - Red/Blue	2	102.90	205.80T
PMP2WSSSB	MPOWER 4" WINDSHIELD SHROUD BLACK	2	13.50	27.00T
EMPS2STS4J	>>>REAR LIGHTING<<< mpower® 4" Fascia Light w/ Stud Mount, 18" hard wire w/ sync option, SAE Class 1 & CA Title 13, 9-32 Vdc, Black Housing, 12 LED, Dual Color - Red/Blue	2	102.90	205.80T
PMP2WSSSB	MPOWER 4" WINDSHIELD SHROUD BLACK	2	13.50	27.00T
FHL-TAIL	>>>REAR HATCH<<< TAIL LIGHT FLASHER FHL-TAIL	1	62.13	62.13T

			<b>Subtotal</b>
			<b>Sales Tax (7.75%)</b>
			<b>Total</b>
Phone #	Fax #	E-mail	
909-986-5551	909-986-5506	Dan@10-8retrofit.com	

10-8 RETROFIT, INC  
 415 W MAIN ST  
 ONTARIO, CA 91762

# Estimate

Date	Estimate #
2/1/2021	17547

Name / Address
BEAUMONT PD Beaumont Police Department 660 Orange Avenue Beaumont, CA 92223 951-769-8500

Ship To
BEAUMONT PD Beaumont Police Department 660 Orange Avenue Beaumont, CA 92223 951-769-8500

Year/ Make of Vehicle	Model	Terms	Rep	P.O. No.	Due Date
					2/1/2021

Item	Description	Qty	Rate	Total
EMPS2STS4J	mpower® 4" Fascia Light w/ Stud Mount, 18" hard wire w/ sync option, SAE Class 1 & CA Title 13, 9-32 Vdc, Black Housing, 12 LED, Dual Color - Red/Blue	2	102.90	205.80T
	>>>SPEAKER/ SIREN<<<			
ETSS100J	100J Series Composite Speaker w/ Universal Bail Bracket - 100 watt	1	146.25	146.25T
ETSA461HPP	HAND HELD SIREN 100 WATT ETSA461HPP	1	381.42	381.42T
	>>>WIRE/LABOR<<<			
EFBAD-5MPL	PANORAMA EASYFIT ANT 760-960MHZ 5M MPL ON-GLASS ANTENNA	1	44.54	44.54T
CB-150	150 AMP CIRCUIT BREAKER RESETABLE	1	29.72	29.72T
8028B / FUSE BLOCK E...	6 POS CONNECTABLE FUSE BLOCK WITH LED INDICATOR	1	25.00	25.00T
8030B / GROUND TERM...	12 POSITION GROUND TERMINAL CONNECTS WITH EGIS FUSE BLOCK 8028B	1	13.58	13.58T
6001-3001B	140 A TIME DELAY RELAY	1	120.00	120.00T
ELECTRONIC BOARD	ELECTRONIC BOARD FOR EQUIPMENT SIREN/ FUSE / RADIO	1	75.00	75.00T
WIRE & TERMINAL	RELAYS 30 AMP , CIRCUIT BREAKER, FUSES, WIRE, CONNECTORS, ETC.	1	175.00	175.00T
LABOR 1	LABOR SHOP	1	1,875.00	1,875.00

QUOTE GOOD FOR 30 DAYS FROM DATE ON ESTIMATE CALIFORNIA CERTIFIED SMALL BUSINESS #1758177 SALES TAX WILL BE CHARGED ON ANY LABOR FOR VEHICLES WITH FEWER THAN 500 MILES PER CA STATE BOE REGULATIONS			<b>Subtotal</b>	\$4,338.34
			<b>Sales Tax (7.75%)</b>	\$190.91
<b>Phone #</b>	<b>Fax #</b>	<b>E-mail</b>	<b>Total</b>	\$4,529.25
909-986-5551	909-986-5506	Dan@10-8retrofit.com		



02-06-2021

BEAUMONT POLICE DEPARTMENT  
660 Orange Avenue  
Beaumont Ca 92223

ATTENTION: lieutenant, Robert Galletta,

RFQ 2022 FORD F350 EXTENDED CAB PICK UP CHASSIS

Selling Price-----\$39102.00

Sales Tax-----3030.00

Lic./Fees/E-PLATES-----114.75

Total-----\$42,246.75

Terms net 30

Delivery 22 to 24 weeks

THANK YOU,

Truman Williams -Fleet and Municipal Sales



CNGP530

VEHICLE ORDER CONFIRMATION

02/06/21 16:48:26

==>

F-SERIES SD

Dealer:

Page: 1 of 2

Order No: 1234 Priority: E4 Ord FIN: QH227 Order Type: 5B Price Level: 115

PO Number:

RETAIL

RETAIL

X3A F350 XLT SC S58 \$43460

16T ALL WTHR NO CRP \$130

164" WHEELBASE

166 CARPET DELETE (50)

Z1 OXFORD WHITE

10900# GVWR PKG

3 40/20/40 CLOTH

425 50 STATE EMISS NC

S MEDIUM EARTH GR

512 SPARE TIRE/WHL2 295

613A PREF EQUIP PKG

595 FOG LAMPS 130

.XLT TRIM

60C LANE DPRT WARN 115

.AMFM/MP3/CLK

JACK

996 .6.2L EFI V8 ENG NC

44G 10-SPD AUTOMATC NC

TOTAL BASE AND OPTIONS 46595

LT275/65BSWAS18

TOTAL 46595

X3E 3.73 ELOCKING 390

\*THIS IS NOT AN INVOICE\*

66D PU BOX DELETE (625)

JOB #1 BUILD

\* MORE ORDER INFO NEXT PAGE \*

FRT LICENSE BKT NC

F8=Next

F1=Help

F2=Return to Order

F3/F12=Veh Ord Menu

F4=Submit

F5=Add to Library

S006 - MORE DATA IS AVAILABLE.

CNGP530

VEHICLE ORDER CONFIRMATION

02/06/21 16:48:34

**VIRTIC1DP**

Dealer:

Page: 2 of 2

Order No: 1234 Priority: E4 Ord FIN: QH227 Order Type: 5B Price Level: 115

Ord PEP: 613A Cust/Flt Name: BEAUMONT PO Number: RETAIL

- 63R RR STAB W/ AUX \$125
- 66S UPFITTER SWITCH 165
- 67D 200/240 AMP ALT NC
- 76C EX BACKUP ALARM 140
- 86M DUAL BATTERY 210
- 872 RR CAM & PREP K 415

- SP FLT ACCT CR
- FUEL CHARGE
- PRICED DORA NC
- DEST AND DELIV 1695

TOTAL BASE AND OPTIONS 46595  
 TOTAL 46595  
 \*THIS IS NOT AN INVOICE\*

F1=Help F2=Return to Order  
 F4=Submit F5=Add to Library  
 S099 -

F7=Prev  
 F3/F12=Veh Ord Menu



**Raceway Ford**  
5900 Sycamore Canyon Blvd  
Riverside, CA 92507  
(951) 784-1000



RACEWAY FORD  
5900 Sycamore Canyon Blvd  
Riverside, CA 92507  
Ph: (951) 784-1000  
www.racewayford.com

Go Further

Date: 02/09/2021 Salesperson: Lewis, Brock  
Deal Number: 84126 FEB 9 21 1:37:06 PM  
[www.racewayford.com](http://www.racewayford.com)

Find Number 84126 Salesperson Lewis, Brock Date 02/09/2021

Buyer Beaumont Police Department Co Buyer \_\_\_\_\_

Address 660 Orange Avenue City Beaumont State CA Zip 92223

Home (951) 572-3900 Work \_\_\_\_\_ Cell \_\_\_\_\_ Email rgalletta@beaumontpd.org

New/Used \_\_\_\_\_ Stock# \_\_\_\_\_ Year 0 Make \_\_\_\_\_ Model \_\_\_\_\_

Mileage 0 Color \_\_\_\_\_ VIN# \_\_\_\_\_

<b>TRADE INFORMATION</b>		<b>PRICE:</b> \$ <u>47780.00</u>
Year: <u>0</u>	Make: _____	Model: _____
VIN#: _____	Additional Accessories: _____	
Mileage: _____	Color: _____	

**Payment Disclosure for Purchase**

Interest Rate: 0.00  
 Payment Frequency: Cash Deal  
 Number of Payments: 0  
 Days to 1st Pmnt: 0  
 First Payment Date: 02/09/2021  
 Payment/Amt Due: 0 42,586.14

**Disclosure Summary for Purchase**

Price	47,780.00
Less Discount	-8,782.00
<b>Vehicle Price</b>	<b>38,998.00</b>
Trade Value	0.00
Trade Difference	38,998.00
Accessories	0.00
<b>Sub Total</b>	<b>38,998.00</b>
Tax	3,424.14
Documentation Fee	85.00
	0.00
	0.00
Trade Payoff	0.00
TriVIN Fee	29.00
License Fees	0.00
Title/Reg Fees	0.00
Tire Fee	0.00
Smog Fee	50.00
<b>Total</b>	<b>42,586.14</b>
<b>Less Down Payment</b>	<b>0.00</b>
<b>Amount Due</b>	<b>42,586.14</b>

Salesperson cannot accept this offer or obligate seller in any manner whatsoever. THIS OFFER IS NOT BINDING UNTIL ACCEPTED IN WRITING BY OFFICER OR SALES MANAGER OF DEALERSHIP



Business Office



Stock # 24123  
N 21 FORD SUPER DUTY F-35  
1FDRF3G62MEC13036

Buyer

Home: Cell:  
Email:  
County:

Trades

Deal Information

Deal Status:

PDI

Retail Lease

Disclosure

List  
39900.00

Rebate

AMO\$/Opt

Sale Date  
02/05/21

Recap

Price  
29998.00

APR

Insurance

Deliver  
02/05/21

Summary

Down

Term Days  
1

Accessories

First Payment  
02/05/21

Commissions

Trade

Tax  
2331.43

Serv Cont

Lender  
Cash Sale-Retail

Forms

Payoff

Tax Group  
SAN BERNARDINO

Fee\$/Lender  
93.75

Discount  
9902.00

Payment/Options 32423.18 M

Other / Salespeople

Odometer  
5

Permit#/Exp

Salesperson1

F&I Manager

Trade Desc

Salesperson2

Sales Manager

PDI

CG1384FI0WP2147

32423X18A060MSRP39900

Save

Exit

Cancel

Ken Grody FORD - Redlands



Decals • Wraps • Fleet Graphics • Banners • Striping  
Interior Signs • Exterior Signs

11670 Seaboard Cir. Stanton, CA. 90680  
714.903.9080 • 714.903-9085 (FAX)

# Estimate

2647  
2/10/2021



Name / Address
Beaumont Police Department 660 Orange Avenue, Beaumont Ca 92223

Ship To

P.O. No.	Terms	Rep	Project
Greg Fagan	Net 30	ARF	Beaumont Police De...

Item	Description	Qty	Cost	Total
Digital Print	Digital Print On High Performance Print Material w/ UV Laminate - "Animal Control" Approx. 6" X 64.5" Silver Fade w/ Black Outline For Both Sides of Unit	2	78.00	156.00T
Letter	Computer Cut High Performance Vinyl - "Beaumont Police" Approx. 1.5" X 30" Black For Both Sides of Unit	2	15.00	30.00T
Digital Print	Digital Print On High Performance Print Material w/ UV Laminate - "Wavy Flags" L/R For Both Sides of Unit	2	12.00	24.00T
Digital Print	Digital Print On High Performance Print Material w/ UV Laminate - "Animal Control" Approx. 4.25" X 46" Silver Fade w/ Black Outline For Rear of Unit	1	41.40	41.40T
Letter	Computer Cut High Performance Vinyl - "Beaumont Police" Approx. 1.25" X 23" Black For Rear of Unit	1	10.00	10.00T
Letter	Computer CUt High Performance Reflective Vinyl - "Caution Frequent Stops!" Approx. 2.5" X 45" Ruby Red Reflective For Rear of Unit	1	30.00	30.00T
Digital Print	Digital Print On High Performance Reflective Print Material w/ UV Laminate - "Chevron Pattern" Approx. 4" X 65" For Rear of Unit	1	65.00	65.00T
Labor	Labor To Install All Logos and Lettering on Animal Control Unit	1	225.00	225.00

<b>Subtotal</b>		\$581.40
<b>Sales Tax (7.75%)</b>		\$27.62
<b>Total</b>		\$609.02

Approval Signature \_\_\_\_\_



**CALIFORNIA TRUCK EQUIPMENT CO.**

12351 Bellflower Blvd, Downey CA 90242

PH - 562-803-4466 F - 562-803-8795

**QUOTE**

Quote Date	Quote #
3/11/2020	11731

<b>Sold To:</b>	<b>End User</b>	<b>ctec-truckbody.com</b>
Beaumont Police Dept Attn : Brian Ford 660 Orange Ave. Beaumont, Ca. 92223		
	<b>Terms</b>	
	<b>FOB</b>	CTEC
	<b>Rep</b>	

<b>Model Cab</b>	<b>Fuel</b>	<b>Truck Available</b>	<b>Rear wheel</b>	<b>Bed width</b>	<b>Compartment depth</b>	<b>CA</b>
2020 F350 Extd Cab	Gas	yes	srw 4x4		Animal control Body	56"

**PROUDLY PRODUCED - 100% - IN CALIFORNIA - USA**

Description	Qty	Total
Remove Animal Control Body	1	
Reinforce Body mounting points		
Install body on new chassis		
Rewire body STT lights to chassis		
Provide & install rear custom mounting sheer plate set	1	
Provide and Install Overhead Door Checks,includes mounting brackets	6	
Red Dot Air conditioning compressor, factory engine mounting brackets, replacement hoses, necessary hardware, recharge A/C system	1	
Shop note : Disconnect Red Dot Power @ circuit breaker / disconnect A/C hoses @ body RED DOT WILL CONNECT TO NEW CHASSIS - CTEC NOT TO CONNECT ANY AC ITEMS ( See Mike before removing ) Weight Certificate Note : Quote subject to change should additional repairs or materials be required Option : Rear Odd Mounted Winch Add \$ 975.00 To Quote		

<b>QUOTE VALID FOR 30 DAYS</b>	<b>Subtotal</b>	\$9,455.00
Order accepted by: _____ Date _____	<b>Tax (10.0%)</b>	\$945.50
Print Name _____ PO # _____	<b>Total</b>	\$10,400.50

**ANY AND ALL WARRANTY WORK WILL BE DONE BY CTEC AT 12351 BELLFLOWER BLVD  
DOWNEY , CA - CTEC IS NOT RESPONSABLE FOR ANY WORK DONE BY 3RD PARTIES**

10-8 RETROFIT, INC  
 415 W MAIN ST  
 ONTARIO, CA 91762

# Estimate

Date	Estimate #
2/11/2021	17557

Name / Address
BEAUMONT PD Beaumont Police Department 660 Orange Avenue Beaumont, CA 92223 951-769-8500

Ship To
BEAUMONT PD Beaumont Police Department 660 Orange Avenue Beaumont, CA 92223 951-769-8500

Year/ Make of Vehicle	Model	Terms	Rep	P.O. No.	Due Date
					2/11/2021

Item	Description	Qty	Rate	Total
CB-150	150 AMP CIRCUIT BREAKER RESETABLE	1	29.72	29.72T
8028B / FUSE BLOCK E...	6 POS CONNECTABLE FUSE BLOCK WITH LED INDICATOR	2	25.00	50.00T
8030B / GROUND TERM...	12 POSITION GROUND TERMINAL CONNECTS WITH EGIS FUSE BLOCK 8028B	1	13.58	13.58T
ELECTRONIC BOARD	ELECTRONIC BOARD FOR EQUIPMENT SIREN/ FUSE / RADIO	1	75.00	75.00T
ELECTRONIC SHIELD	ELECTRONIC SHIELD METAL	1	30.00	30.00T
ANTENNA KIT	ANTENNA KIT CABLE AND ANTENNA	2	45.00	90.00T
WIRE & TERMINAL	RELAYS 30 AMP , CIRCUIT BREAKER, FUSES, WIRE, CONNECTORS, ETC.	1	250.00	250.00T
MISC.	MISC. PARTS	1	150.00	150.00T
LABOR 1	LABOR SHOP (REMOVE ALL LIGHTING AND RADIO EQUIPMENT)	1	300.00	300.00
LABOR 1	LABOR SHOP (REINSTALL LIGHTING AND RADIO EQUIPMENT ON A 2020 FORD F350)	1	1,875.00	1,875.00
	>>>PRICE MAY VARY			
	>>>SOME PARTS MAY NOT FIT ON A 2020 FORD F350			

QUOTE GOOD FOR 30 DAYS FROM DATE ON ESTIMATE CALIFORNIA CERTIFIED SMALL BUSINESS #1758177 SALES TAX WILL BE CHARGED ON ANY LABOR FOR VEHICLES WITH FEWER THAN 500 MILES PER CA STATE BOE REGULATIONS			<b>Subtotal</b>	\$2,863.30
			<b>Sales Tax (7.75%)</b>	\$53.34
<b>Phone #</b>	<b>Fax #</b>	<b>E-mail</b>	<b>Total</b>	\$2,916.64
909-986-5551	909-986-5506	Dan@10-8retrofit.com		



## Staff Report

**TO:** City Council

**FROM:** Jeff Hart, Public Works Director

**DATE:** March 16, 2021

**SUBJECT:** **Second Street Extension (CIP 2019-009) Project Update and Direction**

### Background and Analysis:

On May 19, 2020, City Council awarded the preliminary design and final engineering contract for the Second Street Extension Project (Project) to Cozad & Fox, Inc. The Project would extend Second Street from the westerly boundary of the Home Depot shopping center to the projected intersection at Pennsylvania Avenue.

On January 12, 2021, Cozad & Fox, Inc. completed the preliminary design and provided a Preliminary Design Report (PDR). The preliminary design and PDR identified specific design constraints, environmental constraints, jurisdictional constraints, and preliminary costs. Below is a summary of the findings.

### Design Constraints

The preliminary design of this Project addresses several design constraints. Some of those design constraints are listed below.

- The Project designed the intersection of Second Street and Pennsylvania Avenue to match the design of the Pennsylvania Street widening project,
- The construction of the Beaumont Master Drainage Facility Line 2 project will significantly reduce flows through two natural channels. Subsequently, the Project designed a proposed culvert to the reduced flow, reducing the cost of the Project,
- An existing culvert crossing occurs west of the Home Depot shopping center. The typical section of Second

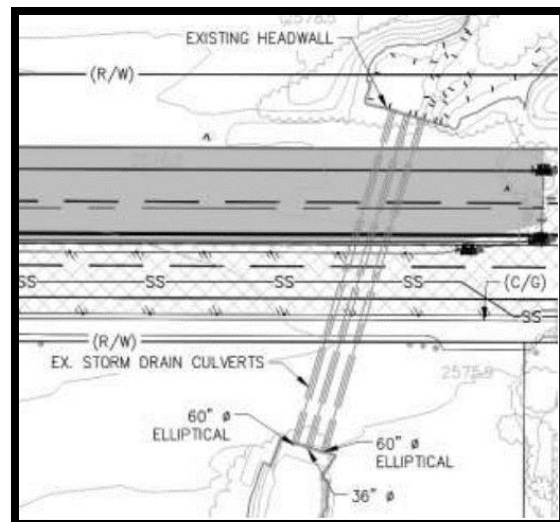


Figure 1 - Existing Culvert

Street was modified to stay within the existing limits of the culvert crossing, reducing the cost of the Project. Refer to Figure 1 for reference, and

- The proposed modified section of Second Street will construct half-width improvements along the south portion and provide two lanes plus a shoulder on the north portion. As development occurs along the north portion, Second Street will be developed to its ultimate section. Refer to Figure 1 for the modified typical section.

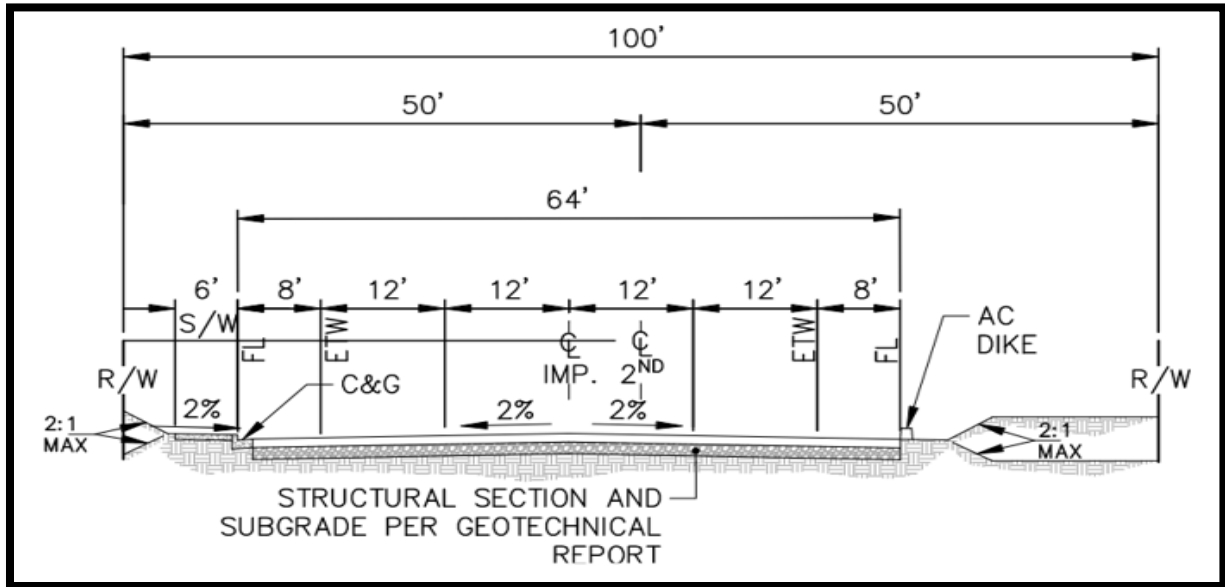


Figure 2 - Second Street Modified Typical Section

- The Project was design to complete the existing improvements and provide a seamless transition. Refer to Figure 2 for existing improvements,
- The terrain along the proposed alignment is considered rolling with several small hills and valleys. The Project is designed to minimize earthwork while maintain safe and comfortable profile, and

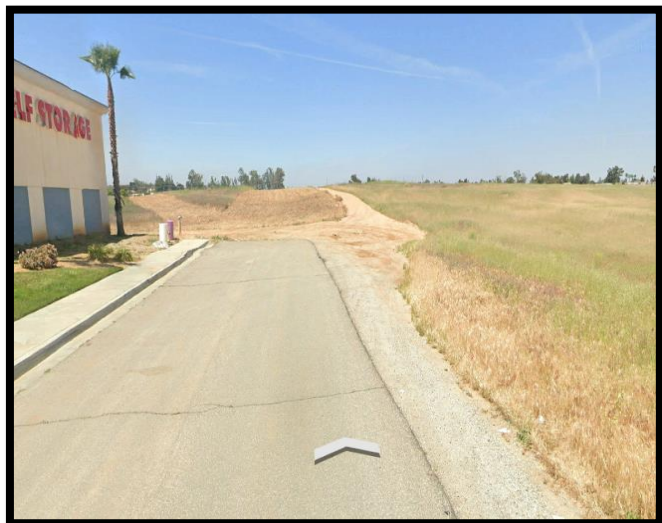


Figure 3 - Second Street @ Terminous (looking west)

- The PDR identified that approximately 575 feet of right-of-way, from a single owner, is needed to complete the project.

### Environmental Constraints

The main environmental constraints associated with the project are due to laws and regulations that exist to halt the rapid loss of plant and animal life.

Searl Biological Services conducted biological field assessments for the project on July 20 and 29, 2020. The method utilized was to obtain the right-of-way delineation, create a 100 foot Jurisdiction Delineation (JD)/Narrow Endemic Plants (NEPS) survey buffer, and create a 500 foot Burrowing Owl (BUOW)/Riparian Birds survey buffer. Refer to Figure 4 for limits.

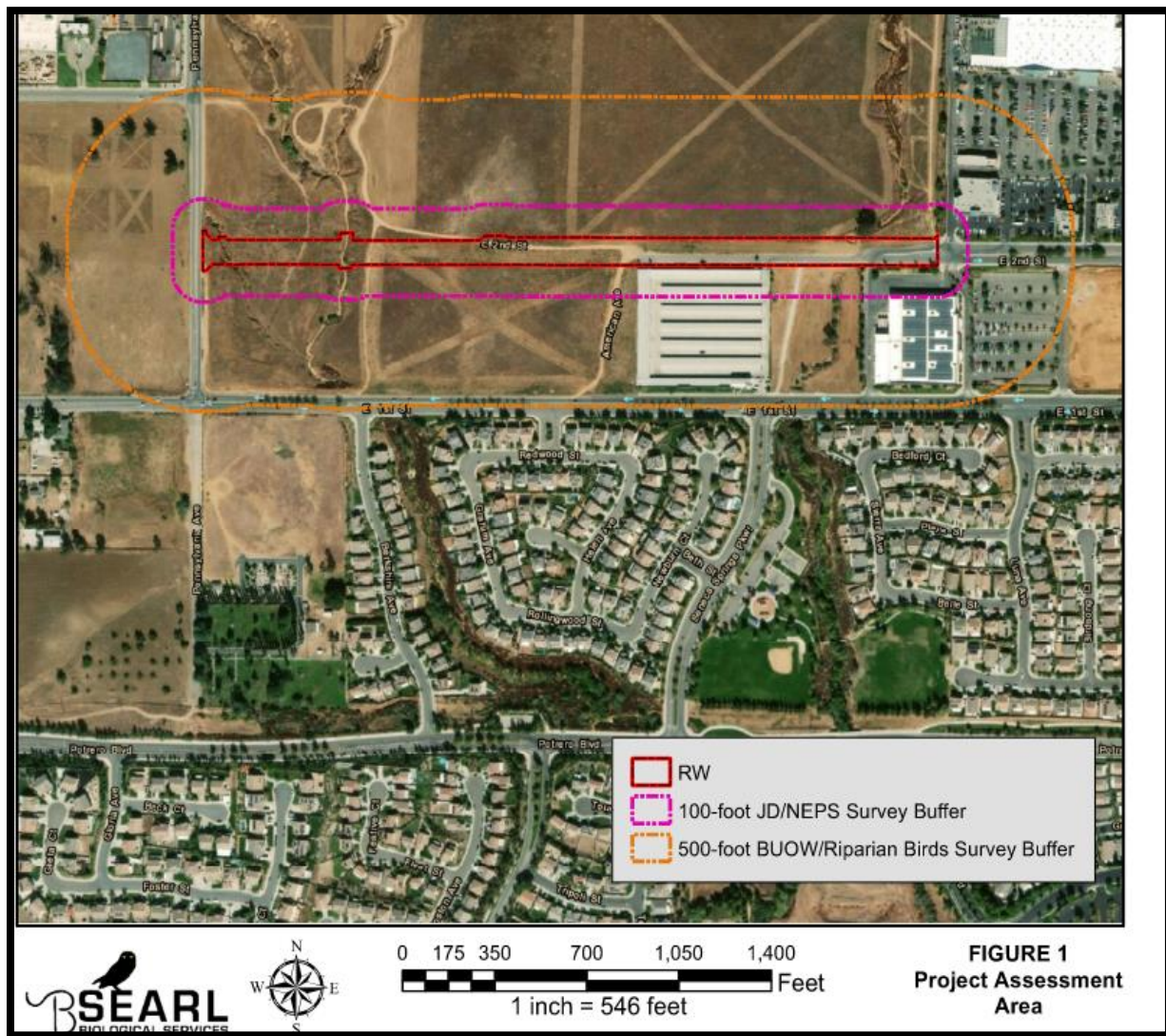


Figure 4 - Limits of Biological Study



The following are the animal and plant species identified within the project buffer as existing or having suitable habitat:

- Least Bell's Vireo,
- Southwestern Willow Flycatcher, and
- Burrowing Owl.

Narrow Endemic plants, Vernal Pools, and Fairy Shrimp habitat were not detected.

### **Jurisdictional Constraints**

There are jurisdictional delineations from four authorities. The four public authorities are listed below.

- United States Army Corps of Engineers (USACE),
  - Section 404 Clean Water Act (CWA), this section of the Act requires permits for the discharge of dredged or fill material into the waters of the United States, which includes wetlands.
- State and Regional Water Quality Control Board (SWQCB),
  - Section 401 CWA /Porter-Cologne Act, the program is responsible for regulating discharges of dredged or fill material to the waters of the state.
- California Department Fish and Wildlife (CDFW), and
  - 1600 streambeds, Fish and Game Code section 1602 “requires any person, state, or local governmental agency or public utility to notify CDFW prior to beginning any activity that may do one or more of the following: divert or obstruct the natural flow of any river, stream or lake; change the bed, channel, or bank of any river, stream, or lake; use material from any river, stream or lake; or deposit or dispose of material into any river, stream, or lake.”
- Western Riverside County Regional Conservation Authority (WR-MSHCP).
  - This conservation authority was established in 2004 to protect, restore and enhance habitats for the conservation of 146 species. It protects a 500,000-acre habitat and is the nation’s largest habitat conservation plan. The MSHCP improves sustainability and the quality of life in Western Riverside County by alleviating traffic congestions, protecting natural resources, and improving air quality.

### **Preliminary Cost Estimate**

The Project has an estimated construction cost of \$1.88 million. The cost estimate includes construction cost for street improvements, erosion and sediment control, right-of-way, drainage, and excavation. The total estimated construction costs including a 20% contingency, which is appropriate at the conceptual design phase, and mobilization

is \$2.47 million. For the complete construction cost estimate refer to the PDR, Appendix E. The Project has a future budget of \$5,000,000 from the Road and Bridge DIF per the approved CIP project list.

Cozad & Fox, Inc.'s contract consists of two phases, preliminary design and final engineering. The first phase is complete. The second phase would consist of completing necessary CEQA environmental studies, regulatory compliance documents and the production of construction plan drawings. The phased approach allows City Council to terminate this project at any phase should the cost estimates exceed funds available. Therefore, City staff is seeking direction on whether to proceed with final engineering.

**Fiscal Impact:**

The cost for final engineering is included in the current contract with Cozad & Fox, Inc. The cost associated with Phase 1 per the contract is \$48,324, while the cost to undertake and complete Phase 2 is \$151,591 for a total contract price of \$199,915. Should direction to proceed with final engineering be given, there would be no additional fiscal impact.

The estimated cost to prepare this staff report is approximately \$1,000.

**Recommended Action:**

Receive and file the Second Street Extension (CIP 2019-009) Project update,  
and  
Provide staff direction on whether to proceed with final engineering.

**Attachments:**

A. Preliminary Design Report by Cozad & Fox, Inc.

January 20, 2021

# CITY OF BEAUMONT'S 2ND STREET IMPROVEMENT PROJECT

## PRELIMINARY DESIGN REPORT



Prepared for:  
Jeff Hart  
City of Beaumont  
Public Works Department  
550 E. 6th Street  
Beaumont, CA 92223



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***Appendix H – Preliminary Design***

## **List of Abbreviations**

***BCVWD – Beaumont-Cherry Valley Water District***

***CDFW – California Department of Fish and Wildlife***

***CRWQCB – California Regional Water Quality Control Board***

***CWA – Clean Water Act***

***RCFC&WCD – Riverside County Flood Control and Water Conservation District***

***RCTD – Riverside County Transportation Department***

***SWQCB – State and Regional Water Quality Control Board***

***USACE – U.S. Army Corps of Engineers***

***WR-MSHCP – Western Riverside County Regional Conservation Authority***

***E – East***

***N – North***

***S – South***

***W – West***

***Ave – Avenue***

***St – Street***

***ROW or RW – Right-of-Way***

***LBV – Least Bell's Vireo***

***SWFL – Southwestern Willow Flycatcher***

***BUOW – Burrowing Owl***

***NEPS – Narrow Endemic Plants***

## **Section 1: Executive Summary**

### **1.1 Introduction**

The City of Beaumont was settled originally in the mid-1800s and was incorporated on November 18, 1912. It offers both a small-town charm as well as a dynamic suburban environment. The city is in the western portion of Riverside County and is bounded on the west by Calimesa and unincorporated areas, on the north by the unincorporated County areas (Cherry Valley), on the south by unincorporated County areas and the City of San Jacinto, and on the east by the City of Banning. The land area within the city's boundaries is approximately 26 square miles. Over the past few years, Beaumont has seen a rapid increase in economic development attributed to the vision in the city's staff partnering with businesses to prepare it for a better future. The City of Beaumont lies strategically to offer exceptional development opportunities to new and existing businesses, both large (national retailers) and small (local merchants). In conjunction with past development, current, and future development, the city's streets have seen a significant impact to traffic flow particularly on 1<sup>st</sup> Street between Highland Springs and Pennsylvania Avenue.

### **1.2 Project Description**

The City of Beaumont plans to alleviate traffic congestion on 1<sup>st</sup> Street between Highland Springs and Pennsylvania Avenue by extending 2<sup>nd</sup> Street, from the westerly boundary of the Home Depot shopping center to the proposed intersection at Pennsylvania Avenue. The improvements include extending 2<sup>nd</sup> Street approximately 1,700 feet from the current terminus at the westerly boundary of First Street Self and RV Storage, to Pennsylvania Avenue. Also, this project entails widening approximately 1,150 feet of 2<sup>nd</sup> Street from its current terminus to the westerly boundary of the Home Depot shopping center. The project will require construction of a new storm drain facility and may require improvements to existing drainage.

### **1.3 Existing Roads/ Existing Conditions**

The project site is composed of an existing road, E. 2<sup>nd</sup> Street. Currently, there are both vehicular and pedestrian traffic travels on 1<sup>st</sup> Street to Commerce Way. Around the project location, there are existing commercial developments as well as undeveloped parcels of land. To the north of the proposed project location, lies a major highway, the I-10 Freeway. In the near north, of the proposed street improvement project lies the commercial development with a Home Depot and a Walmart Supercenter as the biggest establishments. To the south of the proposed project location lies a Kohl's as well as a storage facility. To the west of the undeveloped E. 2<sup>nd</sup> Street, there are large and vacant dirt parcels of land that lead up to Pennsylvania Avenue.

### **1.4 New Roads**

The new road will be an extension of the existing E. 2<sup>nd</sup> Street on the westerly boundary of the Home Depot shopping center to the proposed intersection at Pennsylvania Avenue. The improvement will include a design of the extended road. The improvement will provide a safe and easy access to the commercial development for both pedestrians and vehicles from the west. Cozad & Fox, Inc. will design a road section over the existing culvert and design new

culverts for the water crossings on the west side of the project. The designed culverts will convey the proper water flow to the requirements set forth by the City of Beaumont and the Riverside County Flood Control and Water Conservation District. The roadway will be designed to be functional as well as compliant with the approved cross section.

Additionally, an effective signage and striping plan for the project will be completed for phasing as well as any detouring plans needed during the construction of the project to minimize the effects to the Beaumont driver or pedestrian.

Lastly, there was a proposed Pennsylvania Avenue Improvement Project that will widen the existing Pennsylvania Avenue from 1<sup>st</sup> Street to 6<sup>th</sup> Street. This improvement project will include new curb and gutter, a raised median, cross culvert extensions, and improvements at 6<sup>th</sup> Street intersection. Additionally, the project will expand the Pennsylvania Avenue interchange to include a new westbound on-ramp and eastbound off-ramp. This project lies to the west of the proposed E. 2<sup>nd</sup> Street Improvement Project.

### **1.5 Environmental Reporting Requirements**

The subconsultant, Searl Biological Services, will identify potential environmental issues and reporting. It is anticipated that some of the biological services in Phase II, may not be required after the Habit Assessment is performed.

### **1.6 Potential Environmental Issues**

The main identifiable environmental issues are those regarding potential animals, plants and animals of concerns in the near proximity of the project location.

The following are the specifics:

- Least Bell's Vireo – a type of endangered bird species. Near the project location, it is said to be a suitable habitat, though marginal, within 500 feet survey buffer area.
- Southwestern Willow Flycatcher – a federally endangered bird. This type of bird was detected 1.8 miles west of the right-of-way back in 2007. However, no suitable habitat was present in the 500 feet survey buffer area.
- Burrowing Owl – endangered animal species due to habitat loss and fragmentation. There was suitable habitat present and numerous California Ground Squirrel Burrows observed throughout the site.
- Narrow Endemic Plants – a type of endangered plant that can only be found in one particular region and nowhere else in the world. No suitable habitat was present for the two targeted narrow endemic plants.

No fairy shrimp habitat or vernal pools were present.

### **1.7 Jurisdictional Requirements**

Jurisdiction for all three agencies (Section 404 Clean Water Act [Army Corps], Section 401 Clean Water Act/Porter-Cologne Act [State/Regional Water Quality Control Board], and 1600 streambeds [California Dept. Fish & Wildlife]) and the MSHCP (Riparian/Riverine habitat) was



present in the survey area in the three natural creek areas, and a man-made earthen/concrete, vegetated channel along the western boundary of the Home Depot/Walmart shopping center. All the reports and agency applications will be required.

The subconsultant, Searl Biological Services, will assist in identifying potential jurisdictional requirements and permits.

There are three jurisdictions in which this project lies under its authority. The first is that of U.S. Army Corps of Engineers (USACE). This jurisdiction regulates discharge of dredged or fill material into the US waters.

The second is that of California Regional Water Quality Control Board (CRWQCB). Potential CRWQCB reporting requirements include those from the Santa Ana Region 401 Water Quality Standards Certification.

Lastly, the California Department of Fish and Wildlife (CDFW) issues agreements for any alteration of a river, stream, or lake in which fish or wildlife resources might be affected. This is relevant to the project because the jurisdictional limits of streams and lakes where any riparian habitat is present. In the project location, there is riparian habitat present. This includes willows, mule fat, and other vegetation typically associated within the limits of riparian habitat. Potential CDFW reporting requirements include notification of Lake or Streambed Alteration, Fish and Game Code Section 1602 (Form DFW 2023 Application).

MSHCP Riparian/Riverine Areas were identified as well as LBVI Suitable Habitat within 500 feet of the RW; it is recommended to have protocol surveys for LBVI to be conducted during the 2021 season. Regarding the Riparian/Riverine Areas, the MSHCP requires a Determination of Biologically Equivalent or Superior Preservation (DBESP) analysis and report.

No vernal pools or fairy shrimp were detected on or within 500 feet of the right-of-way, thus no focused surveys for fairy shrimp will be required.

No suitable habitat (the area consists of sandy loam soils) was present for either ALMU or DUMU- 63 rare plant species that require clay soils for living, hence no focused surveys for ALMU or DUMU will be required.

Lastly, the area within 500 feet of the right-of-way is suitable for burrowing owls (BUOW) and focused surveys will be required.

## **1.8 Hydrology Requirements**

The nearby existing drainage conditions and existing drainage facilities can be found in accordance with the "Pennsylvania Avenue Roadway Widening and Interchange Improvement Project" report (refer to Appendix B). This report was prepared for a project in the near proximity of the proposed project location. For Phase II- Final Engineering, a similar study will have to be conducted to evaluate the new drainage conditions and present stormwater management requirements.

This project area has little history of flooding problems and the only current flood protection is a storm drain channel found on the north, south and underneath of 2<sup>nd</sup> Street. Significant ponding occurs along Beaumont Channel at Pennsylvania Avenue due to the high freeway embankment

intersecting the channel. There are currently two (2) storm drain systems and six (6) existing cross culverts.

In accordance with the drainage design criteria from the County of Riverside Transportation Department (RCTD), the 10-year frequency storm is contained below the tops of curbs or dikes and the 100-year frequency storm will be contained within street right-of-way. The rational method was used to determine design discharges within the Caltrans right-of-way. Project improvements include widening the existing (4) lanes between 1<sup>st</sup> Street and 6<sup>th</sup> Street, new curb and gutter, and new sidewalk to improve the arterial service level. Additionally, a raised median will be constructed. Hydraulic grade line for the proposed storm drain systems along Pennsylvania Avenue were calculated using Civil Design Water Surface Pressure Gradient for Windows. It is anticipated that the proposed Pennsylvania Storm Drain (which will be designed by another consultant) will aid in capturing the increased flow in the project area.

Additionally, a proposed storm drain system in between Pennsylvania Avenue and Whitney Place and along 2<sup>nd</sup> Street will be designed and constructed to aid in the increase in flow capture. This proposed storm drain structure consists of (2)- headwalls and (2)- 24" Ø pipes for flows. A drainage study for this project will have to be conducted for the project area to determine the anticipated flow.

### **1.9 Right-of-Way Requirements**

Right-of-way constraints were determined upon alignment reviewal as well as right-of-way records reviewal. Upon reviewal, it was determined that one right-of-way presented a potential constraint- the right-of-way associated with the westerly side of 2<sup>nd</sup> Street site. The westernmost section, to the north of E. 2<sup>nd</sup> Street, is dedicated to Loma Linda University. However, it is considered that this right-of-way dedication should not be an issue since the project will improve the current site and will benefit the existing commercial developments, the City, and the developers. Hence, it is highly probable that the Loma Linda University will undergo a process to give permission to the City of Beaumont to allow the 2<sup>nd</sup> Street Improvement Project.

### **1.10 Potential Utility Conflicts**

Coordination with the local utility purveyors appoint to existing utility conflicts. Utilities include the following and are not limited to: water lines, sewer lines, gas lines, electric lines and/or poles, cable lines, etc. Existing parcels, right-of-way lines and centerlines and the received of requested plans from the various utility purveyors. No major utilities in place resulted after utility plotting. Through careful inspection, it can be noted that the only major utility in place is that of a sanitary sewer line that extends from American Avenue to Commerce Way along E. 2<sup>nd</sup> Street. Additionally, a storm drain system is in place in a segment at E. 2<sup>nd</sup> Street. All other existing utilities in place do not impose a potential utility conflict; this is especially true along E. 2<sup>nd</sup> Street where there is only dirt and no developments in place.

### **1.11 Preliminary Cost Estimate**

A preliminary cost estimate for the street improvements can be seen in *Figure 1*. The predicted total costs came up to be \$2,476,075. A 20% contingency factor, for any unforeseen expenses,

was considered for each of the improvement category total. The categories utilized in the cost estimate process are as follows:

- Mobilization
- Streets
- Erosion control
- Culvert
- Excavation
- Labor
- Plan Check
- Administrative

Refer to Appendix E for the total break down of each of the items utilized for cost estimating purposes.

<b>PRELIMINARY CONSTRUCTION COST ESTIMATE</b>			
<b>Street Improvements</b>			
<b>PROJECT:</b>		<b>City of Beaumont - 2nd Street Improvements</b>	<b>DATE: 1/19/21</b>
<b>IMPROVEMENTS</b>	<b>Subtotal</b>	<b>20% Contingency</b>	<b>Total</b>
Mobilization	not to exceed 10%		\$224,443
Streets/Erosion Control	\$1,253,928	\$250,786	\$1,504,714
Drainage/Excavation/Labor	\$616,432	\$123,286	\$739,718
Plan Check	\$3,500	\$700	\$4,200
Administrative	\$2,500	\$500	\$3,000
<b>Total</b>	<b>\$1,876,360</b>	<b>\$375,272</b>	<b>\$2,476,075</b>

Figure 1. Preliminary Cost Estimate Total Cost.

The total cost for the project is anticipated to be around \$2.48 M. It is understood that the budget for this project is \$2.5 M. Thus, this project is presumed to be satisfactory to be designed and constructed in accordance with the budget constraint.

### 1.12 Project Schedule

The project schedule is divided into (12) twelve different tasks. The tasks include:

- Kick-off Meeting
- Meetings
- Research and Review Records
- Compile Feasibility Study
- Potential Environmental Issues and Reporting
- Potential Jurisdictional Requirements and Permits
- Potential Hydrological and Hydraulic Issues
- Potential Utility Conflicts and Issues

- Potential Right-of-Way Issues
- Preliminary Design Plan
- Itemized Cost Estimate
- Geotechnical Report

Refer to *Figure 2* for the complete schedule with associated dates/tasks.

Engineering and Surveying Services  
 City of Beaumont  
 2<sup>nd</sup> Street Improvements Project  
 Feasibility Study  
 August 14, 2020



City of Beaumont 2<sup>nd</sup> Street Improvements Project – Feasibility Study Schedule/Process

Schedule	6/15/20 – 7/3/20	7/6/20 – 7/24/20	7/27/20 – 8/14/20	8/17/20 – 9/4/20	9/7/20 – 9/25/20
1. Kick Off Meeting - 6/10/20					
2. Meetings				→	→
3. Research and Review Records	→			→	
4. Compile Feasibility Study	→				→
5. Potential Environmental Issues and Reporting			→	→	
6. Potential Jurisdictional Requirements and Permits (Searl Biological)			→	→	
a. Project Preparation		→	→	→	
b. Species Queries		→	→	→	
c. Field Habitat Assessment (Least Bells Vireo 7/10/020)	→	→			
d. GIS Analysis and Mapping			→	→	→
7. Potential Hydrological and Hydraulic Issues		→		→	
8. Potential Utility Conflicts and Issues	→	→	→	→	→
9. Potential Right-of-Way Issues	→	→	→	→	→
10. Preliminary Design Plan			→	→	→
11. Itemized Cost Estimate for Anticipated Improvements				→	→
12. Geotechnical Report				→	→

Z:\2001800\Schedule.doc



Figure 2. Schedule with Projected Dates and Tasks.

### 1.13 Geotechnical Report

Sladden Engineering performed the Geotechnical Report Investigation. Sladden Engineering is a highly regarded Geotechnical consulting firm with a vast project experience. The scope of work involved field exploration, laboratory testing, engineering analysis, and preparation of a report. The services provided information to be used in design of 2<sup>nd</sup> Street improvements. There was a total of 10 boreholes drilled, tested, and analyzed. In the existing areas where there is asphalt concrete, it is recommended that it does not have to be replaced. Additionally, there is a potential conflict because two boreholes were not drilled as concrete prohibited this; refer to the geotechnical portion of this report. The concrete is at least 6 inches thick. All the project location boreholes demonstrated to have SC (Clayey Sand). This type of soil is NOT

considered to be stable as this type of soil has the potential for moderate expansion. Clayey soils are a big issue in the City of Beaumont. For the 2<sup>nd</sup> Street Improvement Project to take place, the clayey soils must be removed and replaced with more adequate soil type layers. An R-Value of 30 was recommended to use for preliminary pavement design. From a geotechnical standpoint this project is feasible, but in areas where coarse grained soils are, additional work to take preventive measures of swelling and contraction of existing SC (Clayey Sand) will have to take place.

### **1.14 Preliminary Design**

The design of 2<sup>nd</sup> Street is designated as a secondary street in accordance with City of Beaumont's General Plan. It is designated as such according to the standards because it has 4 travel lanes (2 in each direction) and has a pavement width of 64 feet which falls between the range of the range for this road type of between 56-64 feet. The approximate length of the designed road is 2,470 feet. There is a minor difference, however, in that the length of the right-of-way is 100 feet and, in the standards, a secondary street has a right-of-way width between 76-88 feet. This was agreed upon to be okay because it will reduce the construction costs. On the east, the asphalt concrete will be matched to the existing asphalt concrete. On the western portion, the drive approach will be designed and constructed per another design consultant. The cross section of the design shows that the asphalt concrete slopes away from the centerline at 2% for drainage purposes. On one side, water will be collected along the curb and gutter and on the other along the AC dike. A 6-foot sidewalk will be one side sloping at a 2% slope towards the curb and gutter. The existing terminus of 2<sup>nd</sup> Street is classified as a divider collector street. For the subgrade, the recommended values were given by the geotechnical consultant. An R value of 30 is recommended. For the recommended thicknesses of each material, reference Section 12 of this report.

## Section 2: Introduction

### 2.1 Project Background

The City of Beaumont covers a land of approximately 30.33 square miles and has a population of 49,241. *Figure 3* depicts the outer boundary of the City of Beaumont shown in red. The city was settled in the mid-1800s and was incorporated on November 12, 1912. This city offers a small-town charm while at the same time a dynamic suburban environment.

It falls under the jurisdiction of Riverside County. This city is bounded to the southwest by a mountain range known as San Geronio Pass. To the northwest lies Calimesa as well as unincorporated areas. To the north of Beaumont lies Cherry Valley. Lastly, the City of Beaumont is bounded to the east by the City of Banning. In the recent years, the City of Beaumont has been seeing a rapid increase in economic development. This can be attributed to the city's vision and with its city's staff in its business strategy to prepare for a better future. The City of Beaumont's location is perfect in accordance with its vision and business strategy of continued economic development and growth.



*Figure 3. City of Beaumont, CA Boundary Delineation.*

The City of Beaumont is strategically placed to offer potential developers the allure to invest in the city. This is because it is an attractive option to both local merchants as well as national retailers. Hence, this project will alleviate current and future project traffic flows associated with current and future commercial developments.

## 2.2 Project Description

To alleviate traffic congestion on 1<sup>st</sup> Street between Highland Springs and Pennsylvania Avenue, the City of Beaumont wants to extend 2<sup>nd</sup> Street, see below for *Figure 4*, from the westerly boundary of the Home Depot shopping center to the projected project intersection at Pennsylvania Avenue. Specifically, the improvements are set forth to extend 2<sup>nd</sup> Street approximately 1,700 feet from its current terminus at the westerly boundary of 1<sup>st</sup> Street Self and RV Storage to Pennsylvania Avenue. In addition to the extension of the road, the city's intentions are to widen approximately 1,150 feet of 2<sup>nd</sup> Street from its current ending point to the western boundary of the Home Depot center. The project will require the construction of new storm drain facilities and thus might require improvements to existing drainage. A new storm drain system will also be designed as part of Final Engineering. Lastly, an effective signage and striping plan, phasing and any detouring plans needed during the construction of the project for minimization of Beaumont pedestrians and/or drivers will be prepared.

This project will be divided into two phases; the first phase will include a feasibility study. The second phase will be final engineering. Upon completion, this project shall provide a safe and easy access to the commercial development for pedestrians and vehicles from the west and thus an easier shopping experience.



Figure 4. 2<sup>nd</sup> Street Improvement Project Extension Site.

### Section 3: Existing Project Conditions

Existing project location conditions include an asphalt concrete paved road, refer to *Figure 5*, E. 2<sup>nd</sup> Street terminating at the westernmost corner of 1<sup>st</sup> Street Self and RV Storage. The street extension is set forth to be approximately 1,700 feet from its current terminus at the westerly boundary of 1<sup>st</sup> Street Self Storage to Pennsylvania Avenue. Additionally, approximately 1,150 feet of 2<sup>nd</sup> Street is to be widened.



*Figure 5.* Existing Project Conditions.

#### 3.1 Existing Street

The existing street refer to *Figure 6*, E. 2<sup>nd</sup> Street, is approximately 25 feet wide and is made from asphalt concrete material. Along the southern portion of this road, there is an existing sidewalk. Additionally, there is existing storm drain along E. 2<sup>nd</sup> Street, which varies in size, and is 24 inch closest to the terminus of the storage area. There is a sewer line that extends on E. 2<sup>nd</sup> Street and stops at the entrance of the Kohl's shopping center.



*Figure 6.* Existing Terminus of E. 2<sup>nd</sup> Street.



### 3.2 Existing Drainage System

There is an existing storm drain along Pennsylvania Avenue that begins approximately 500 feet north of Pennsylvania Avenue and 6<sup>th</sup> Street intersection and ends approximately one hundred feet north of the existing 10 off-ramp. The 42-inch reinforced concrete pipe mainline continues east along 6<sup>th</sup> Street and ends approximately 300 feet east of Illinois Avenue. A temporary bubbler structure consisting of a 60-inch standpipe lies downstream terminus of the existing storm drain west of Pennsylvania Avenue. Additionally, an existing 18-inch corrugated metal pipe is located along the east side of Pennsylvania Avenue that collects water emanating from Caltrans right-of-way. There is an existing culvert/storm drain *Figure 7 and Figure 8* crossing 2<sup>nd</sup> Street near the north west corner of the Kohl's site.



Figure 7. Existing Culvert/Storm Drain South of E. 2<sup>nd</sup> St.



Figure 8. Existing Culvert/Storm Drain North of E. 2<sup>nd</sup> St.

A drainage system north of I-10 collects drainage from the existing off-ramp and outlets to an existing headwall. The storm drain continues south and connects to an existing catch basin just south of the I-10 overpass. Lastly, there are 6 existing cross culverts; 4 culverts cross underneath Pennsylvania Avenue, refer to *Figure 9*, and two culverts cross the Union Pacific Rail East of Pennsylvania Avenue and South of the I-10.



*Figure 9.* Existing Culvert due East of Pennsylvania Avenue.

### **3.3 Disadvantages of the Existing Road/Drainage System**

#### **3.3.1 Existing Road**

The current road does not intersect the major arterial road, Pennsylvania Avenue. Pennsylvania Avenue has a higher traffic carrying capacity than E. 2<sup>nd</sup> Street. Additionally, if further developments are made, the existing E. 2<sup>nd</sup> Street will not be able to accommodate for the increased traffic flow. The extension of E. 2<sup>nd</sup> Street will provide a safer and easier access to the commercial developments for pedestrians and cars from the west.

#### **3.3.2 Existing Drainage System**

The existing drainage system allows flow to be collected based on different parameters. New drainage conditions must be analyzed because additional runoff from the new pavement is to be produced and needs to be captured.

The existing culverts underneath Pennsylvania Avenue will be extended, and the culverts will not be upsized nor will an additional parallel culvert be finished.

### 3.3.3 Summary

- The existing E. 2<sup>nd</sup> Street will experience higher traffic volumes if more commercial developments are made. Beaumont sees that most likely this will occur in the future because they welcome both small and large developments.
- If developments are made, the current 2<sup>nd</sup> Street would be heavily trafficked and would not be able to meet the carry-capacity demand.
- E. 2<sup>nd</sup> Street must be widened and extended to connect to Pennsylvania Avenue so that it will allow for less traffic congestion and a more pleasant experience for shoppers.
- Improvement of Pennsylvania Avenue interchange will facilitate the traffic flow from the freeway I-10 to the commercial areas.
- New pavement means increased drainage which must be accounted for and captured.

## Section 4: Potential Environmental Issues

The main environmental issues associated with this project are related to animals and plants in the project proximity. This is of essence due to the laws and regulations that exist to halt the rapid loss of plant and animal life. It is important to protect species because healthy ecosystems depend on plant and animal species as their foundations. When the species become endangered, it means that the ecosystem is slowly falling apart. Thus, it is important to discuss the endangered species that may be associated with the scope of work of this project.

### 4.1 Existing Species in Project Proximity

The following are the animal and plant species associated near the project proximity determined by Searl Biological Services who conducted biological field assessments for the project on July 20 and 29, 2020. The method utilized was to obtain the right-of-way delineation and create 100 feet JD/NEPS survey buffer and 500 feet BUOW/Riparian Birds survey buffer (see below).

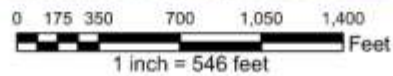


FIGURE 1  
Project Assessment  
Area

- Least Bell's Vireo
  - Suitable habitat, though marginal, is present within the 500-foot survey buffer area.



- Least Bell's Vireo (LBVI), see *Figure 10*, was detected 0.8-mile south of the right-of-way in 2015.
- Protocol surveys for the LBVI will be required by the agencies and are highly recommended to be conducted during the 2021 season.
- Good quality habitat was present south of the 500 feet buffer and LBVI was detected in the stream system in the last five years.



*Figure 10.* Least Bell's Vireo.

- Southwestern Willow Flycatcher (SWFL) *Figure 11.*
  - SWFL was detected 1.8-mile west of the RW in 2007; however, no suitable habitat was present in the 500- foot survey buffer area.
  - Focused surveys not required.



*Figure 11.* Southwestern Willow Flycatcher.

- Burrowing Owl BUOW *Figure 12.*
  - Suitable habitat was present and numerous California ground squirrel burrows (preferred burrows utilized by BUOW) were observed throughout the site.



*Figure 12.* Burrowing Owl.



- The area also supported California ground squirrels.
- Focused surveys will be required for BUOW which are recommended to be conducted during the 2021 season.
  
- Narrow Endemic Plants (NEP) *Figure 13*.
  - No suitable habitat was present for the two targeted NEPs.
  - Focused surveys are not required.



- Vernal Pools and Fairy
  - No vernal pools or fairy shrimp habitat were detected on or within 500 feet of the right-of-way.
  - No focused surveys will be required.

## 4.2 Summary

- There are potential issues that may affect the successful completion of the project. The first is that of animals and plants in danger of becoming extinct. There have been three identified animals – Least Bell’s Vireo, Southwestern Willow Flycatcher, and Burrowing Owl.
- It is important to identify endangered species because the health of an ecosystem is maintained by its plants and animals. When they become endangered, the ecosystem is not balanced. Additionally, the conservation of endangered species is important for human health because a well-balanced ecosystem purifies the environment which gives humans clean air to breath amongst other benefits.
- Lastly, a potential right-of-way issue may arise because the northeast corner of the intersection of Pennsylvania Avenue and 2<sup>nd</sup> Street is not dedicated to the City of Beaumont.
- In conclusion, the following will be required:

### *Requirements Based on Assessment*

1. *Least Bell’s Vireo*
2. *Burrowing Owl Focused Survey*
3. *MSHCP Consistency Analysis*
4. *Determination of Biologically Equivalent or Superior Preservation*
5. *Jurisdictional Report*
6. *Agency Applications*



## Section 5: Jurisdictional Requirements

There are a few jurisdictional delineations from four public agencies/authorities. The four public agencies/authorities are- United States Army Corps of Engineers (USACE), State and Regional Water Quality Control Board (SWQCB), California Department Fish and Wildlife (CDFW), and the Western Riverside County Regional Conservation Authority (WR-MSHCP).

### 5.1 *United States Army Corps of Engineers*

- Section 404 Clean Water Act (CWA)
- This section of the Act requires permits for the discharge of dredged or fill material into the waters of the United States, which includes wetlands.
- There are some exempt activities under this act: established farming, ranching, silviculture activities, harvesting for the production of food, fiber, and forest products; maintenance of drainage ditches; construction and maintenance of farm or stock ponds; construction and maintenance of farm and forest roads; and maintenance of structures such as dams, dikes and levees.
- The activity for the purpose of this project does not fall into the above-mentioned exempt activities.
- The nature of this project will require compliance with this agency.

### 5.2 *State and Regional Water Quality Control Board*

- Section 401 CWA /Porter-Cologne Act
- The program is responsible for regulating discharges of dredged or fill material to the waters of the state.
- The nature of this project will require compliance with this agency.

### 5.3 *California Department of Fish and Wildlife*

- 1600 streambeds
- Fish and Game Code section 1602 “requires any person, state, or local governmental agency or public utility to notify CDFW prior to beginning any activity that may do one or more of the following: divert or obstruct the natural flow of any river, stream or lake; change the bed, channel, or bank of any river, stream, or lake; use material from any river, stream or lake; or deposit or dispose of material into any river, stream, or lake.”
- The definition of “any river, stream, or lake” also includes those that are dry for periods of time and those that flow year-round.
- The nature of this project will require compliance with this agency.

#### **5.4 Western Riverside County Regional Conservation Authority**

- This conservation authority was established in 2004 to protect, restore and enhance habitats for the conservation of 146 species. It protects a 500,000-acre habitat and is the nation's largest habitat conservation plan. The MSHCP improves sustainability and the quality of life in Western Riverside County by alleviating traffic congestions, protecting natural resources, and improving air quality.
- The MSHCP also manages land it acquires so that animals and plants can thrive and monitors habitat loss and the behavior and welfare of protected plants and animals. Additionally, the authority reviews applications for infrastructure or development projects.
- The nature of this project will require compliance with this authority.

#### **5.5 Results and Recommendations**

- MSHCP Riparian/Riverine Areas were identified as well as LBVI Suitable Habitat within 500 feet of the right-of-way it is recommended to have protocol surveys for LBVI to be conducted during the 2021 season. Regarding the Riparian/Riverine Areas, the MSHCP requires a Determination of Biologically Equivalent or Superior Preservation (DBESP) analysis and report.
- No vernal pools or fairy shrimp were detected on or within 500 feet of the right-of-way, thus no focused surveys for fairy shrimp will be required.
- No suitable habitat (the area consists of sandy loam soils) was present for either ALMU or DUMU - 63 rare plant species that require clay soils for living, hence no focused surveys for ALMU or DUMU will be required.
- Lastly, the area within 500 feet of the right-of-way is suitable for burrowing owls (BUOW) and focused surveys will be required.

#### **5.6 Summary**

There are four different agencies/public authorities in which the project will have to comply. The four are as follows- United States Army Corps of Engineers, State and Regional Water Quality Control Board, California Department of Fish and Wildlife and Western Riverside County Regional Conservation Authority.

They are four different entities but each dictates requirements that must be respected by any project in the areas that they govern. The U.S. Army Corps of Engineers is relevant because of Section 404 Clean Water Act. The State/Regional Water Quality Control Board is relevant because of Section 401 Clean Water Act/Porter-Cologne Act. The California Department of Fish and Game is relevant because of the existing streambeds. Lastly, the Western Riverside County Regional Conservation Authority is of relevance because of the nature of project location that may disturb protected wildlife.

It is important to abide by the requirements set forth by these governing agencies to ensure that the project can be completed, and all parties will be satisfied with the requirements.

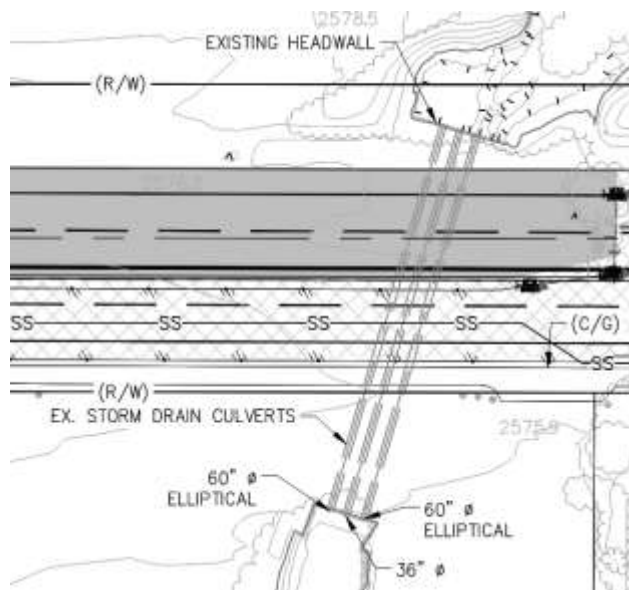
It is required for some focused surveys to be established and not for others as none were detected. Refer to section above for requirements.

## Section 6: Hydrology Requirements

### 6.1 Existing Conditions

#### 6.1.1 Existing Drainage and Drainage Facilities

The current project area is composed of moderately sloping valley terrain that falls generally to the southwest. There is little history of flooding problems. It is expected that the increase of flow generated with paving the existing soil will be collected in this channel. The channel crosses underneath of 2<sup>nd</sup> St. This channel is composed of two existing headwalls with three pipes: (2)- 60" diameter elliptical and (1)- 36" diameter pipe, refer to below image.



There is also an existing storm drain system along Pennsylvania Avenue that begins 500 feet north of Pennsylvania Avenue and 6<sup>th</sup> Street intersection and ends 300 feet east of Illinois Avenue. An existing 18-inch corrugated metal pipe is located along the east side of Pennsylvania Avenue and collects stormwater emanating from Caltrans right-of-way. An existing drainage ditch located north of I-10 Freeway collects drainage from the existing off-ramp and outlets to the existing headwall. However, it is expected that this existing storm drain will be replaced with the MDP Line 2 project, refer to Section 6.2 below.

In addition to the two existing storm drain systems, there are 6 existing cross culverts. There are four existing culverts that cross underneath Pennsylvania Avenue and two other culverts that cross the Union Pacific rail east of Pennsylvania Avenue and south of I-10 Freeway. The culverts under Pennsylvania Avenue will be extended but will not be upsized nor will additional parallel culverts be furnished. It is understood that the flow from the 18" and 30" do not drain to the existing site because the train tracks, which are owned and operated by Union Pacific Railroad, currently provide a barrier.

Figure 14, below depicts the City of Beaumont's current master drainage plan as well as the legend. It depicts proposed storm drain and open channel.

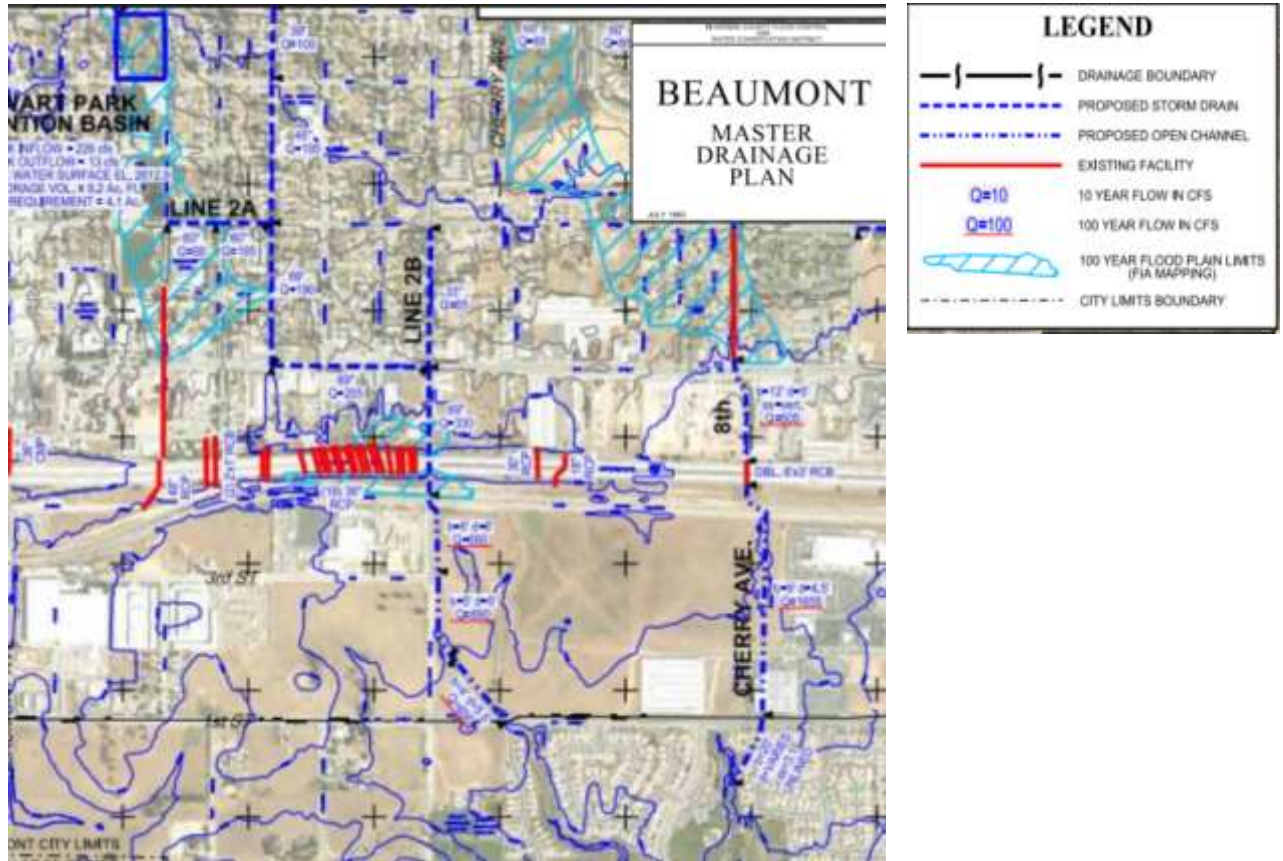


Figure 14. Depicts City of Beaumont's Master Drainage Plan.

## 6.2 Other Projects: MDP Line 2

### 6.2.1 MDP Line 2

MDP Line 2 is another project in the area of interest. It is anticipated that the line will collect a lot of the tributary flows north of the I-10 Freeway. Additionally, there is an existing improvement plan for the Pennsylvania Avenue Roadway Widening Project. The project depicts proposed drainage structures as well as existing along the intersection of 1<sup>st</sup> Street and Pennsylvania Avenue as well as on Pennsylvania Avenue. It is expected that the flow generated by construction of the 2<sup>nd</sup> St. extension will be eliminated by this proposed Pennsylvania Avenue Storm Drain.

### **6.2.2 Design Criteria**

Criteria is based on the drainage section from the County of Riverside Transportation Department Plan Check Policies and Guidelines. It was determined that 10-year frequency will be contained below the tops of curbs and the 100-year frequency will be contained within the street right-of-way. Design discharges were calculated using the rational method. Runoff coefficients for impervious materials (concrete/asphalt) and pervious material (cut and fill) used were 1.00 and 0.60, respectively. Intensity duration data were used from RCFC&WCD Hydrology Manual.

### **6.2.3 Anticipated Runoff Capture & Foreseen Complications**

Anticipated stormwater runoff is expected to be captured and discharged to the existing storm drain structure and to this proposed Pennsylvania Avenue Storm Drain. The project location does not fall in a troublesome flood zone so no major flow, Q is expected to be achieved. However, for design purposes, both a 10-year and 100-year frequency is considered using a similar approach implemented by a project along Pennsylvania Avenue. Criteria is based on the drainage section from the County of Riverside Transportation Department Plan Check Policies and Guidelines. It was determined that 10-year frequency will be contained below the tops of curbs and the 100-year frequency will be contained within the street right-of-way. Runoff coefficients for impervious materials (concrete/asphalt) and pervious material (cut and fill) used were 1.00 and 0.60, respectively. Intensity duration data were used from RCFC&WCD Hydrology Manual.

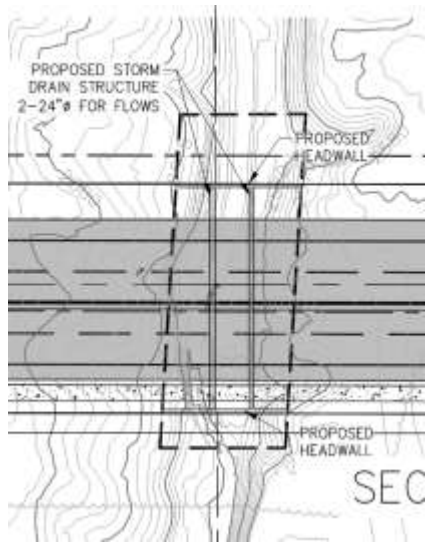
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## **6.3 Proposed Storm Drain Structures**

### **6.3.1 New Storm Drain**

In addition to the existing storm drain system near 2<sup>nd</sup> St. and the proposed Pennsylvania Avenue Storm Drain, there is a proposed storm drain structure between Pennsylvania Avenue and Whitney Place, see below and Section 12 of this report for the complete exhibit showing its placement relative to the existing streets.



This proposed system consists of two proposed headwalls and (2)- 24” diameter RCP pipes for flow collection and transport. It is anticipated that this new storm drain structure will collect some of the newly generated flow. The material and more details for the proposed storm drain will be discussed later. This final design will capture the flow from the existing 18” and 30” and flow generated by the existing land. To determine the flow in the final design, the Rational Method for flow determination will be utilized to verify that the (2)-24” RCP pipes will convey the flow.

### **Summary**

The current project location is an area that is not susceptible to flooding. There are existing storm drain systems/structures and culverts in the project area that capture stormwater runoff. City of Beaumont has a Master Storm Drain plan which depicts proposed storm drain and open channels as well as existing storm facilities which can be seen above in Figure 14. Runoff will be captured and diverted into existing storm drain structures as well as to the proposed storm drain structure along 2<sup>nd</sup> St. between Pennsylvania Avenue and Whitney Place. Additional flows will be eliminated by the proposed Pennsylvania Avenue Storm Drain as part of the MDP Line 2 Project and with the new storm drain capture system along 2<sup>nd</sup> Street near Pennsylvania Avenue (refer to Appendix H for location) and/or Section 12 “Preliminary Design” to for the visual depiction as to where these storm drain capture systems are placed/to be placed.

## Section 7: Right-of-Way Requirements

The City of Beaumont lies in the County of Riverside. Parcel maps from the County of Riverside assessor's page were utilized to map out the existing rights-of-way, road centerlines, and lot divisions associated with the project. Hence, it is believed that it should not be considered an issue since this proposed project will improve the existing conditions.

### 7.1 Right-of-Way Dedication Matter

After the existing right-of-ways were mapped using Parcel Map No. 31948, reference *Figure 15*, it can be determined that the westernmost section of E. 2<sup>nd</sup> Street is not dedicated to the City of Beaumont. This is the section on the parcel map nearest to Pennsylvania Avenue. It is approximately 574.60 feet in length and has a bearing of N89°52'32" W. Nonetheless, it is expected that it should not be an issue to the owner of the dedication since this project will improve the existing conditions/site. See image below for the location for potential non-dedicated error area.

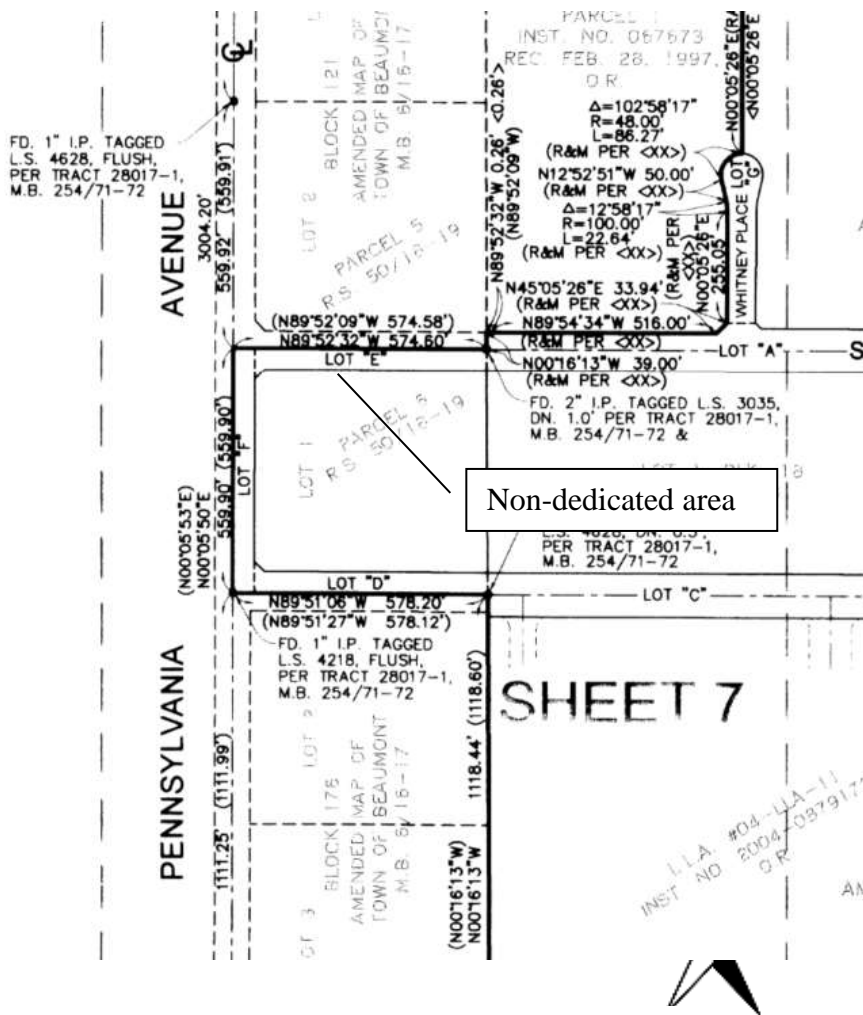


Figure 15. Parcel Map Showing Non-Dedicated Area.

## **7.2 Existing Right-of-Way**

Additional right-of-way issues will be determined after the alignment is reviewed as well as right-of-way records are reviewed. A main identified issue of concern is the right-of-way associated with the westerly side of 2<sup>nd</sup> Street site. The existing right-of-way at the northeast corner of the intersection of Pennsylvania Avenue is not dedicated to the City of Beaumont. Parcel Map No. 31948, sheet 3 of 7, depicts the westernmost piece of land along 2<sup>nd</sup> Street and intersection at Pennsylvania Avenue that has not been dedicated to the City of Beaumont. However, it is considered that it should not be an issue since the project will improve the site.

## **7.3 Summary**

There are no major complications associated with right-of-ways except for the section that lies to the westerly side of the proposed project close to Pennsylvania Avenue. The piece of land is not dedicated to the City of Beaumont but instead to Loma Linda University. However, it is presumed that the dedicatees will accept due to the nature that the implemented project will improve the existing conditions of the dedicated area.



## Section 8: Potential Utility Conflicts

There are existing utilities in the proposed project location. No existing utilities pose a conflict to the proposed project, this is because there are not many existing developments along E. 2<sup>nd</sup> Street for the purposes of this project, research was conducted to identify utilities present; these utilities include and are not limited to: water, sewer, electric, gas, telecommunications, internet, etc. The contacted companies are as follows:

- Southern California Edison
- Southern California Gas Company
- Charter Cable
- Frontier Communications
- Beaumont-Cherry Valley Water District
- City of Beaumont
- MCI Verizon Business

### 8.1 Existing Utilities

#### 8.1.1 Southern California Edison

There is an existing underground electric line that extends approximately from westerly corner of the entrance of the existing shopping center to the east of the existing Verizon store commercial development. There are no nearby overhead electric lines in project proximity. See picture to the right *Figure 16*, for the mapped existing underground electric line.



#### 8.1.2 Southern California Gas Company

Upon receipt of SoCalGas Maps. No relevant gas lines exist near the project location. However, per the SoCalGas maps, there is an existing gas line along E. 1<sup>st</sup> Street that extends towards Pennsylvania Avenue. This information can be relevant when trying to connect to the existing gas line.

*Figure 16.* Existing Underground SCE and Frontier Communication Line in Project Location.

#### 8.1.3 Charter Communications

Upon receipt of Charter Communications utility maps, it was determined that no relevant Charter Communication lines exist near the project location. Nevertheless, there is an existing Charter underground line along E. 1<sup>st</sup> Street that extends to Pennsylvania Avenue. There are no aerial facilities within the project limits.

### 8.1.4 Frontier Communications

There are existing Frontier Communication lines near the entrance of the Verizon store shopping center, due east of the existing 2<sup>nd</sup> Street. The maps received from Frontier Communications depict both copper and fiber facilities towards the easterly portion of 2<sup>nd</sup> Street. Additionally, both the copper and fiber facilities extend southerly along Commerce Way and along E. 1<sup>st</sup> Street. It can further be seen that additional new proposed facilities will be made along Commerce Way. However, these should not cause much interference with the proposed extensions. See image *Figure 16*, for existing Frontier Communication line.

### 8.1.5 Beaumont Cherry Valley Water District

BCVWD provided both water and sewer maps. Along E. 2<sup>nd</sup> Street, there is an existing 8-inch sewer line that extends westerly towards the end of American Avenue. No water line is present along E. 2<sup>nd</sup> Street. However, in the intersection of E. 2<sup>nd</sup> Street and Commerce Way to the right, there are water main lines that exist. There is a 12-inch water line that extends southerly along Commerce Way and extends westerly towards E. 1<sup>st</sup> Street. The 8-inch sewer line along E. 2<sup>nd</sup> Street easterly towards Commerce Way both northerly and southerly and then westerly along E. 1<sup>st</sup> Street. This information is useful to know so that future water and sewer connections can be made to the existing main lines.

### 8.1.6 Storm Drain

There is an existing storm drain structure *Figure 17*, near the entrance of the Kohl's shopping center. The storm drain structure is approximately 13 feet in width and can be seen in the image below. Additionally, there are City of Beaumont owned culverts near the intersection of Pennsylvania Avenue and E. 3<sup>rd</sup> Street.



*Figure 17.* Depicts Existing Storm Drain Structure Along E. 2<sup>nd</sup> Street.

### **8.1.6 Existing Culverts**

The City of Beaumont owns and maintains existing culverts near the area of interest. The City of Beaumont has provided Cozad & Fox, Inc. with As-Built Drawings of the existing culverts.

### **8.1.7 MCI Verizon Business**

MCI Verizon Business confirmed that there are no existing facilities at the proposed project location. Hence, no MCI Verizon Business lines are taken into consideration or identified as a potential hazard to the 2<sup>nd</sup> Street Improvement design.

## **8.2 Summary**

Along the proposed project location, no utilities in place pose a risk to the design and development of the 2<sup>nd</sup> Street Improvement. From utility plotting, it can be observed that the only existing utilities near the project location are: 1) an existing 8-inch water line and 2) an existing storm drain structure. However, neither of these pose a risk in the design and construction of the extension of E. 2<sup>nd</sup> Street. Because there are no major developments along E. 2<sup>nd</sup> Street towards Pennsylvania Avenue, it makes sense that no existing utilities extend to Pennsylvania Avenue. The first is that of underground electric lines and existing communication lines, north of E. 2<sup>nd</sup> Street near the Verizon store commercial development. If working near the area, it is advised to take the proper planning cautions. In addition, city owned storm drains and culverts were spotted and mapped in the project location. As-Built drawings of the existing culverts were provided by the City of Beaumont. Both water and sewer lines are present along E. 2<sup>nd</sup> Street. This is important to know for design purposes as well as for future connections. It was determined that no gas lines are in the project vicinity to interfere with the project. Lastly, because E. 2<sup>nd</sup> Street does not have many developments, there are not that many utilities to be worried about when designing and constructing for this project.

## Section 9: Preliminary Cost Estimate

### 9.1 Cost Estimate Explanation

The cost estimate, see *Table 1*, includes quantities for street improvements, erosion, sediment control, right of way, drainage, excavation, construction costs and labor costs. The cost estimate includes the following headers: quantity, units, item, unit cost and total dollar amount. The front page of the preliminary construction cost estimate depicts that the total estimated cost to be about \$2.48M. For the complete construction cost estimate refer to Appendix E.

Linear and square footage quantities for the street improvements were determined utilizing the program, AutoCAD Civil 3D. These quantities were determined by using measuring or length tools as well as area calculations tools. The units are based on the type of quantities. The item is described based on its requirement based on design. The description for the street improvement objects is based on the “Improvement Plan Check Policies and Guidelines” provided by the County of Riverside Transportation Department; revised December 2015. Additionally, for other unit costs, not included in the aforementioned source, professional judgement was used for the unit cost associated based on previous project numbers and current unit costs. This report gives the unit cost for various of the items associated with the street improvements, units, and an itemized description.

*Table 1*, shows the Preliminary Cost Estimate Totals. The complete and itemized cost estimate to determine the total cost can be referenced at Appendix E. The major categories used to determine the total costs were as follows:

- Mobilization
- Streets
- Erosion Control
- Culvert
- Excavation
- Labor
- Plan Check
- Administrative

For each of the above-mentioned costs, a 20% contingency fee was added to cover any unexpected costs that can arise. The costs associated with street improvements, erosion and sediment control and associated right-of-way acquisition costs totaled approximately \$1.5M with the 20% contingency fee accounted for. The total cost associated with drainage, excavation/construction and labor was about \$739,718.40 with the 20% contingency fee accounted for. The total costs associated with streets/erosion control was that of \$1,504,714.00. A plan check fee and administrative fee was added, \$4,200 and \$3000, respectively. The subtotal was \$1,876,360 without contingency costs. With contingency costs accounted for, the grand total estimate for this project is that of \$2,476,075.

This is a preliminary cost estimate, and the total does not represent an accurate number regarding the cost of 2<sup>nd</sup> Street Improvement Project. The cost can be more because some items may have been not included but might be required or less and might have to be subtracted out. The total sum is just an estimate in USD. The budget allotted for this project was communicated to be \$2.5M, thus, from a monetary perspective, the project is feasible.



CIVIL / STRUCTURAL ENGINEERS  
 MUNICIPAL CONSULTANTS  
 SURVEYORS / PLANNERS  
 WATER RESOURCES  
 TRANSPORTATION

**PRELIMINARY CONSTRUCTION COST ESTIMATE**

**Street Improvements**

**PROJECT:** City of Beaumont - 2nd Street Improvements **DATE:** 1/19/21

IMPROVEMENTS	Subtotal	20% Contingency	Total
Mobilization	not to exceed 10%		\$224,443
Streets/Erosion Control	\$1,253,928	\$250,786	\$1,504,714
Drainage/Excavation/Labor	\$616,432	\$123,286	\$739,718
Plan Check	\$3,500	\$700	\$4,200
Administrative	\$2,500	\$500	\$3,000
<b>Total</b>	<b>\$1,876,360</b>	<b>\$375,272</b>	<b>\$2,476,075</b>

Table 1. Preliminary Cost Estimate.

## Section 10: Project Schedule

For the 2<sup>nd</sup> Street Improvement Project there are various tasks associated with the project schedule *Table 2*, which depicts the original anticipated project schedule and dates. In its totality, there are twelve different tasks, some of which occur simultaneously. The tasks associated are as follows:

1. Kick Off Meeting
2. Meetings
3. Research and Review Records
4. Compile Feasibility Study
5. Potential Environmental Issues and Reporting
6. Potential Jurisdictional Requirements and Permits – Searl Biological
  - a. Project preparation
  - b. Species Queries
  - c. Field Habitat Assessment
7. Potential Hydrological and Hydraulic Issues
8. Potential Utility Conflicts and Issues
9. Potential Right-of-Way Issues
10. Preliminary Design Plan
11. Itemized Cost Estimate for Anticipated Improvements
12. Geotechnical Report

All these tasks are to be completed by their respective projected due dates. The schedule is tentative to change due to unforeseen event(s). In accordance with the schedule. However, these dates are tentative to change due to delays in the reports for some of the subcontracted portions of the project listed in the project schedule. For example, a revision to this schedule is that the Preliminary Design Report (Phase I-Feasibility Study) turn in date will be January 20, 2021. Once this is submitted, this will end Phase I of the contract and Phase II: Final Engineering can commence. Refer to *Table 2* for the more detailed schedule that shows the tasks associated with their respective start and end dates.

Engineering and Surveying Services  
 City of Beaumont  
 2<sup>nd</sup> Street Improvements Project  
 Feasibility Study  
 August 14, 2020



**City of Beaumont 2<sup>nd</sup> Street Improvements Project – Feasibility Study Schedule/Process**

Schedule	6/15/20 – 7/3/20	7/6/20 – 7/24/20	7/27/20 – 8/14/20	8/17/20 – 9/4/20	9/7/20 – 9/25/20
1. Kick Off Meeting – 6/10/20					
2. Meetings				→	→
3. Research and Review Records	→	→	→	→	
4. Compile Feasibility Study	→				→
5. Potential Environmental Issues and Reporting			→	→	
6. Potential Jurisdictional Requirements and Permits (Searl Biological)			→	→	
a. Project Preparation		→	→	→	
b. Species Queries		→	→		
c. Field Habitat Assessment (Least Bells Vireo 7/10/20)	→	→			
d. GIS Analysis and Mapping			→	→	→
7. Potential Hydrological and Hydraulic Issues		→	→	→	
8. Potential Utility Conflicts and Issues	→	→	→	→	→
9. Potential Right-of-Way Issues	→	→	→	→	→
10. Preliminary Design Plan			→	→	→
11. Itemized Cost Estimate for Anticipated Improvements				→	→
12. Geotechnical Report				→	→

Z:\2001800\Project Docs\Preliminary Design Report\Word Document Sections\Section 10.doc

Table 2. Project Schedule

## Section 11: Geotechnical Report

A geotechnical investigation was performed by Sladden Engineering. The purpose of the Geotechnical Report was to explore subsurface conditions in the proposed project location site, located from the portion of 2<sup>nd</sup> Street extending west from the westerly boundary of the Home Depot shopping center to Pennsylvania Avenue. To provide relevant information used in foundation design and site preparation. Refer to *Appendix H* for full Geotechnical Report.

### 11.1 Scope of Work

The scope of work included measuring existing asphalt pavement thicknesses, subsurface soil sampling, laboratory testing, engineering evaluation, reporting, and providing an engineering recommendation of project feasibility.

### 11.2 Tests Performed

Various tests, both classification and compaction testing as well as soil mechanics testing, were performed on the collected soil samples. The exact tests performed were unit weight/moisture content, maximum density-optimum moisture determinations, classification testing, expansion testing, direct shear tests, consolidation, corrosion series testing and R-Value Testing. After analyzation of gathered results, it is recommended to design using an R-Value of 30 which is conservative and an intermediate design value appropriate for preliminary pavement design.

### 11.3 Investigation Findings

A total of 10 borehole locations were drilled and investigated. The alignment, seen in *Figure 18*, shows the investigated borehole locations. Out of the 10 borehole locations, two of them were unsatisfactory due to auger refusal so no information relating to existing conditions are readily available; refer to section 11.3 of the report for more exact information.



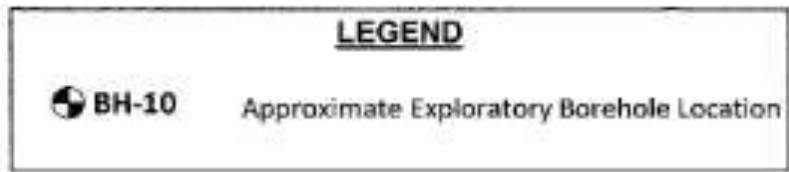


Figure 18. Alignment Showing Borehole Locations for Investigation.

The following was determined:

- All borehole location subgrades have a soil type SC (Clayey Sand)
- Borehole location 1 has an asphalt thickness of 5” and a base thickness of 15”
- Borehole location 2 has an asphalt thickness of 4.5” and a base thickness of 6”
- Borehole location 3 has an asphalt thickness of 4” and a base thickness of 20”
- Borehole location 4 has an asphalt thickness of 3.5”
- Borehole location 5 has an asphalt thickness of 3.5”
- Borehole location 6 has an asphalt thickness of 4” and a base thickness of 13”
- Borehole location 7 currently is existing SC
- Borehole location 8 currently is existing SC
- Borehole location 9 currently is existing SC
- Borehole location 10 currently is existing SC

In all these locations no groundwater, seepage nor bedrock was encountered so no dewatering measures will have to take place.

### 11.4 Tests Performed

After analyzation of gathered results, it is recommended to design using an R-Value of 30 which is conservative and an intermediate design value appropriate for preliminary pavement design.

### 11.5 Potential Conflicts

There was concrete pavement directly encountered under the asphalt where borings BH-4 and BH-5 were bored along the north side of First Street Storage Facility. In both of these locations, the auger refused to go through due to the underlying concrete present two feet under the 3.5 inches of existing asphalt. Due to this situation, there is no relevant information regarding soil type or strength and not coefficients of design are determinable.

Additionally, the project location demonstrated to have the soil type of SC (Clayey Sands). These types of soils are typically unwanted as they tend to expand with moisture and contract when dry. This may cause foundation problems and many other structural and financial problems. Because of this, preventive measures must be taken. This includes the following solution methods: mixing and compaction of existing soils, removal and replacement of soils, and/or stabilization with chemicals.

### 11.6 Engineering Recommendation

After analyzation of gathered results, it is recommended to design using an R-Value of 30 which is conservative and an intermediate design value appropriate for preliminary pavement design in the locations where boreholes were successful in determining project conditions. A table showing the recommendations of the pavement design section can be seen below.

PAVEMENT DESIGN SECTION – FOR DESIGN R-VALUE = 30				
Pavement Material	Recommended Thickness (inches)			
	TI = 7.0	TI = 7.5	TI = 8.0	TI = 8.5
Asphalt Concrete Surface Course	4.0	5.0	5.5	6.0
Class II Aggregate Base Course	9.5	9.0	10.0	10.5
Compacted Subgrade Soil	12.0	12.0	12.0	12.0

Additionally, the asphalt concrete must conform to the specifications of the Standard Specifications for Public Works or Caltrans Standard Specifications. Aggregate base should conform to Section 26 of the Caltrans Standard Specifications or Greenbook. The subgrade soil should be compacted to at least 90% of maximum density and the aggregate base material should be compacted to at least 95% of the maximum dry density as determined by ASTM Method D 1557.

Lastly, in the project area where boreholes 4 and 5 are located, there is no relevant information to determine current project conditions. As of this moment, there is no known reason for the purpose of the existing concrete; further investigation will have to be made.

A particularly important element of concern regarding project feasibility is that the geotechnical investigation deduced that there are many clayey sand (SC). These soils are highly problematic as they are not stable. All 10 boreholes demonstrated to have SC soil type. The SC soil type has a potential for moderate expansion. When expansive soils obtain moisture, they expand or swell up and increase the volume 10% or more. On the other hand, when expansive soils dry

out, they tend to shrink. The cycle of swelling and shrinking put repeated stress on concrete foundations and can cause fissures in the soil that allow water runoff to seep through to basement walls. This can create problems. If the moisture content is stabilized, however, it will not cause foundation problems. In addition to foundation problems, cracked floors, and damage to upper floors of buildings may occur when the motion of the structure is significant. This is especially true since clayey soils are a big issue in Beaumont. To remediate this, geotechnical consultant has provided the option to either mix and compact the soil or excavate and fill those soils altogether. Additionally, another form to remediate this issue is to use chemical stabilizers, such as AGSS-ICS, to treat these types of soils. This product works by reducing the capillary action of the soil particles in order to minimize the shrinking potential. Once treated, an irreversible change occurs in the molecular structure of the soil particles so that they are no longer able to attract or hold on to the water. The process can either be done prior to construction or after. If prior to construction, the chemical is mixed/injected into the native soils. If post construction, the chemical is injected into the soil beneath and around the existing structure(s) through small injection probe. From a geotechnical standpoint, via Sladden Engineering, this project is feasible.

## Section 12: Preliminary Design

### 12.1 City of Beaumont Roadway Standards

A preliminary design for the extension of 2<sup>nd</sup> Street was completed. The design is based on the City of Beaumont’s General Plan. For the design, the existing topographical conditions were analyzed and the road type best to fit the need was that of a secondary street. The typical average daily traffic volume (ADT) for such road is that of 25,000; where ADT is the average 24-hour traffic volume at a given location for some period of time less than a year. According to the standards, the new design is a secondary street and has a total of 4 total travel lanes. There is a minor adjustment and/or difference in that the measurement from right-of-way to right-of-way is 100 feet in the design. According to *Figure 19*, the right-of-way width should be 76-88 feet. This is a discrepancy based on the roadway classification standards; however, such was done to reduce costs. A secondary street’s function is like the function of a major highway which is to move large volumes of inter-city traffic and generally direct traffic through major development nodes. The major difference is that secondary streets do not carry the same volumes of through traffic. All secondary streets contain two travel lanes in each direction *Figure 19*. The existing 2<sup>nd</sup> Street is designated as divided collector.

Table 3-1 Roadway Classification Standards					
	Travel Lanes	Parking Lanes	Right-of-way Width	Pavement Width	Typical Volumes (ADT)
Express Corridor	6 to 8	0	120'-134'	110'-118'	60,000+
Urban Arterial	6	0	120'-134'	102'	50,000+
Augmented Major Highway	6	0	110'	92'	50,000+
Arterial Highway	6	0	110'	86'	40,000+
Major Roadways	4	0-2	100'	70'-76'	40,000
Secondary Street	4	0-2	76'-88'	56'-64'	25,000
Collector Street	4	0-2	66'-78'	44'-56'	25,000
Local Streets	2	0-2			2,000

Note: ADT refers to average daily traffic volumes.

Figure 19. City of Beaumont General Plan Roadway Classification Standards.

The current road classification *Figure 20* for E. 2<sup>nd</sup> Street. The designation in accordance with the legend provided is that of divider collector *Figure 21*.

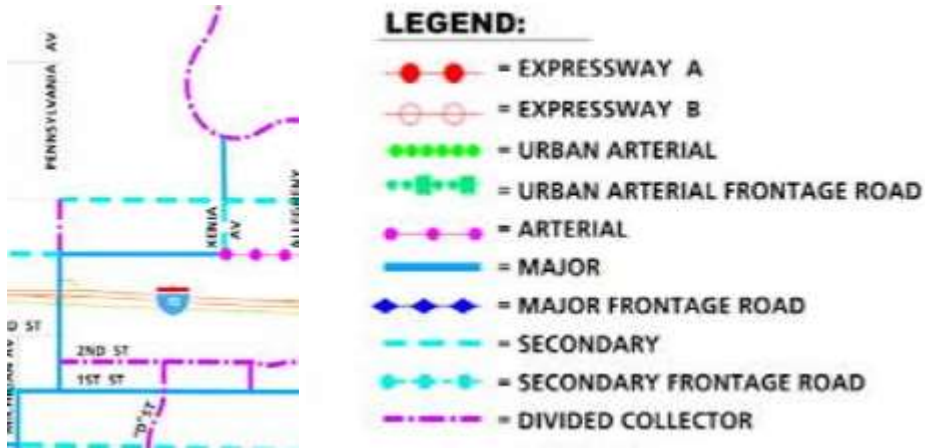


Figure 20. Circulation Map Showing Existing Road Designation for 2<sup>nd</sup> St.



Figure 21. 2<sup>nd</sup> St., A Divided Collector Due West.

## 12.2 2<sup>nd</sup> St. Preliminary Design

The span from the edge of asphalt to the edge of asphalt is 64 feet and the right-of-way distance is 100 feet. The approximate total length of the proposed asphalt concrete road is 2,470 feet.

Figure 22 shows the 2<sup>nd</sup> Street Improvements and road extension, and Figure 23 depicts the cross section of the design. For this design, the existing topographical conditions can be seen. Additionally, coordination with the utility purveyors was made and the utilities were drawn in the existing conditions. As mentioned in the utility portion of this report, it is expected that the existing utilities will not present any issues with the design presented. This road is a straight line shown in plan view below. The design includes two lanes for each way commencing at the edge of 2<sup>nd</sup> Street (to which the new design will match existing) and extends to Pennsylvania Avenue. In addition to this, the existing curb and gutter and sidewalk on the southern portion of 2<sup>nd</sup> Street will be matched to existing near the storage facility to the west until the driveway approach on Pennsylvania Avenue. This proposed sidewalk is 6 feet in width and the curb and gutter is 2 feet in width and will be constructed for a total length of 1618 feet. This sidewalk has a 2% grade in accordance with ADA maximum allowable slopes. The distance from the edge of the proposed asphalt concrete pavement to the right of way is 12.85 feet. For a bigger resolution of the preliminary design plan reference *Appendix H*. The drive approach at the end of the west of the 2<sup>nd</sup> St. design near Pennsylvania Avenue will be designed by another civil consultant.

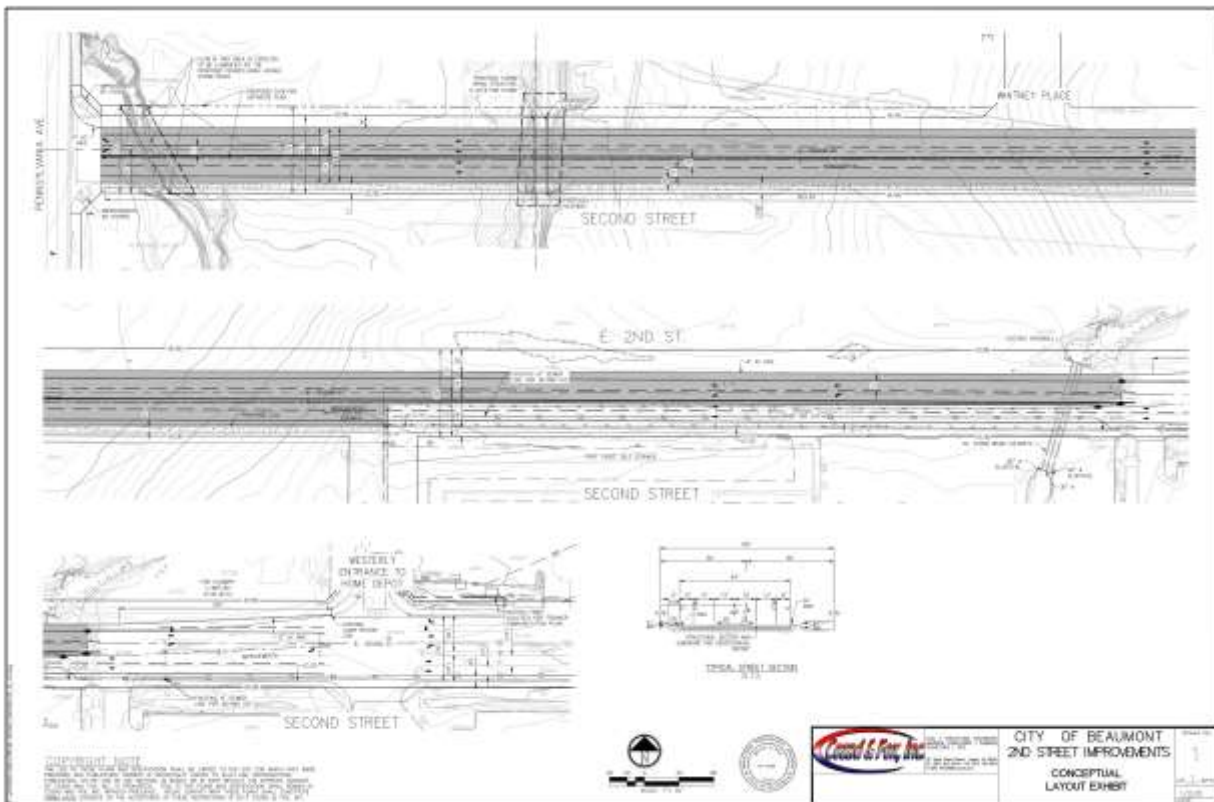
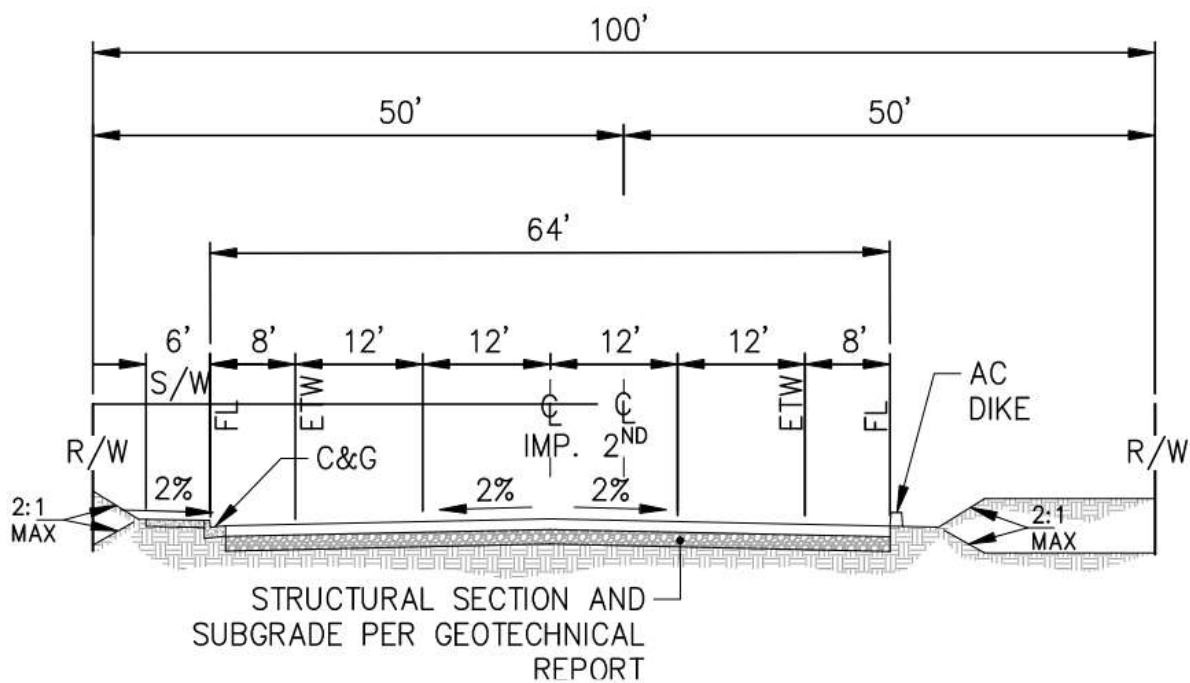


Figure 22. Preliminary Design.

Figure 23 shows the cross section of the proposed preliminary design. The total length of the right-of-way is 100 feet. Next, the distance from the right-of-way to the centerline is 50 feet. Each lane total of 12 feet in width. From the centerline, the roadway is designed to be sloping away at a grade of 2% for the water to drain off which will be captured and redirected to the proposed curb and gutter and on the opposite extreme, the flowline. The total distance from edge of asphalt concrete pavement is 64 feet. Near the right of way of the storage facility, there will be construction of a 6-foot sidewalk that is sloped away from the right-of-way at 2%. At the edge of this sidewalk, there is a proposed curb and gutter as well. On the other edge of the right of way, there is a proposed asphalt concrete dike.



TYPICAL STREET SECTION  
 N.T.S

Figure 23. Cross Section of Preliminary Design.

The subgrade recommendation was determined by the geotechnical consultant. It is determined that there will be substantial grading to take place. Thus, mixing and blending will take place. These recommended values are based on the subgrade soil investigation and pavement coring. The recommendation values are more detailed shown in *Figure 24*. The recommended R-Value is that of 30 for the subgrade. Recommended thickness in inches can be seen in *Figure 24*. The asphalt concrete should conform to the Standard Specifications for Public Works Construction (Greenbook) or Caltrans Standard Specifications. Aggregate base has to conform to section 26 of the Caltrans Standard Specifications or Greenbook. Subgrade soil must be compacted to at least 90% of maximum density and for the aggregate base at least 95% compaction determined by the ASTM Method D 1557. If wet and potential unstable subgrade soil is encountered during construction, this soil should be allowed to dry before compaction or the soil should be removed and replaced with drier material.

PAVEMENT DESIGN SECTION – FOR DESIGN R-VALUE = 30				
Pavement Material	Recommended Thickness (inches)			
	TI = 7.0	TI = 7.5	TI = 8.0	TI = 8.5
Asphalt Concrete Surface Course	4.0	5.0	5.5	6.0
Class II Aggregate Base Course	9.5	9.0	10.0	10.5
Compacted Subgrade Soil	12.0	12.0	12.0	12.0

*Figure 24.* Geotechnical Recommendation for Pavement Design.



# Appendix A

## Environmental Habitat Assessment Report



# MEMORANDUM

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## SUMMARY OF JURISDICTIONAL DELINEATION & WESTERN RIVERSIDE COUNTY MSHCP HABITAT ASSESSMENT RESULTS

**PREPARED FOR:** Cozad & Fox, Inc.  
151 South Girard Street  
Hemet, CA 92544

**PREPARED BY:** Tim Searl, Biologist, Searl Biological Services  
U. S. Fish & Wildlife Service Permit Number: TE02351A-1  
43430 E. Florida Ave. #F; PMB 291  
Hemet, CA 92544  
951.805.2028  
www.searlbio.com

**PROJECT:** City of Beaumont - 2<sup>nd</sup> Street Expansion

**DATE:** September 1, 2020

### INTRODUCTION

On July 20 and 29, 2020, Searl Biological Services (SBS) conducted biological field assessments for the proposed 2<sup>nd</sup> Street Expansion project (Project) in the City of Beaumont, California (City). SBS conducted a state and federal Jurisdictional Delineation (JD) for:

1. Section 404 of the Clean Water Act (CWA) - U. S. Army Corps of Engineers (USACE)
2. Section 401 of the CWA and waters of the state per the Porter-Cologne Act (PCA) – California Regional Water Quality Control Board (CRWQCB)
3. Section 1600 of the California Fish and Game Code (CFGC) – California Department of Fish and Wildlife (CDFW)

SBS also conducted habitat assessments for the required Western Riverside County Multiple-Species Habitat Conservation Plan<sup>1</sup> (MSHCP) assessments which included:

1. *MSHCP Section 6.1.2 Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools* (MSHCP Section 6.1.2) habitat assessment
  - a. Includes habitat assessments for the following six species
    - i. Fairy Shrimp
      1. Riverside fairy shrimp (*Streptocephalus woottoni*) (RFS)
      2. vernal pool fairy shrimp (*Branchinecta lynchi*) (VPFS)
      3. Santa Rosa Plateau fairy shrimp (*Linderiella santarosae*) (SRPFS)

---

<sup>1</sup> The City is a Permittee of the MSHCP.

- ii. Riparian Birds<sup>2</sup>
  - 1. Least Bell's Vireo (*Vireo bellii pusillus*) (LBVI)
  - 2. Southwestern Willow Flycatcher (*Empidonax traillii extimus*) (SWFL)
  - 3. Western Yellow-billed Cuckoo (*Coccyzus americanus*; western distinct population segment) (YBCU)
- 2. *MSHCP Section 6.1.3 Narrow Endemic Plant Species* (MSHCP Section 6.1.3) Assessment Area #8 which includes the following two species
  - a. Marvin's [Yucaipa] onion (*Allium marvinii*) (ALMU)
  - b. many-stemmed dudleya (*Dudleya multicaulis*) (DUMU)
- 3. *MSHCP Section 6.3.2 Additional Survey Needs and Procedures* (MSHCP Section 6.3.2)
  - a. Burrowing Owl (*Athene cunicularia*) (BUOW)

The purpose of this summary memorandum is to provide the results of the above-listed assessments, and briefly describe future requirements based on the results.

## PROJECT ASSESSMENT AREA

SBS obtained an AutoCAD and PDF file of the preliminary proposed Right-of-Way (RW) for the Project from Cozad & Fox (Fox). SBS then utilized those files in ArcGIS to create both a 100-foot JD/NEPS survey buffer, and a 500-foot BUOW/Riparian Birds survey buffer. *Figure 1 – Project Assessment Area* (attached in order) depicts the RW and the extent of the survey area assessed by SBS.

## JURISDICTIONAL DELINEATION

### Methods

#### USACE Non-Wetland Waters of the U.S.

The lateral limits of the USACE jurisdiction (i.e., width) for non-wetland waters were determined by the presence of physical characteristics indicative of the Ordinary High-Water Mark (OHWM). The OHWM was identified in accordance with the applicable Code of Federal Regulations (CFR) sections (33 CFR 328.3 and 33 CFR 328.4) and Regulatory Guidance Letter No. 05-02, as well as in reference to various relevant technical publications, including, but not limited to, *Review of Ordinary High Water Mark Indicators for Delineating Arid Streams in the Southwestern United States*, *Distribution of Ordinary High Water Mark (OHWM) Indicators and Their Reliability in Identifying the Limits of "Waters of the United States" in Arid Southwestern Channels*, *A Field Guide to the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States*, and *Updated Datasheet for the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States*.

#### USACE Wetland Waters of the U.S.

Potential wetland features were evaluated for presence of wetland indicators; specifically, hydrophytic vegetation, hydric soils, and wetland hydrology, according to routine delineation procedure within the *Wetlands Delineation Manual* and *Regional Supplement to the Corps of Engineers Wetland Delineation*

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<sup>2</sup> These are bird species found in closely associated or adjacent habitats such as vegetated margins, adjacent fields, and bridges and other structures located over or near water.

*Manual: Arid West Region.* The USACE Arid West 2016 Regional Wetland Plant List was used to determine the indicator status of the examined vegetation by the following indicator status categories: Upland (UPL), Facultative Upland (FACU), Facultative (FAC), Facultative Wetland (FACW), and Obligate Wetland (OBL).

### CRWQCB Waters of the State

On May 28, 2020, the CRWQCB formally implemented the *State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State*, which provides a wetland definition, framework for determining if a wetland is a water of the State, and wetland delineation procedures. The CRWQCB defines an area as a wetland if, under normal circumstances:

1. the area has continuous or recurrent saturation of the upper substrate caused by groundwater, or shallow surface water, or both;
2. the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and
3. the area's vegetation is dominated by hydrophytes or the area lacks vegetation.

The CRWQCB's *Implementation Guidance for the Wetland Definition and Procedures for Discharges of Dredge and Fill Material to Waters of the State*, states that waters of the U.S. and waters of the State should be delineated using the standard USACE delineation procedures, taking into consideration that the methods shall be modified only to allow for the fact that a lack of vegetation does not preclude an area from meeting the definition of a wetland. The CRWQCB Procedures only apply to wetlands, and they do not include updated definitions or delineation methods for non-wetland aquatic features.

The limits of waters of the State, as defined under the Porter-Cologne Act (California Water Code section 13000 et seq.), were determined by first examining the topography and morphology to identify those features with an OHWM. The extent of waters of the State was delineated within these features as the boundaries of the streams/channels OHWM, coterminous with USACE's jurisdiction.

### CDFW Streams and Riparian Habitat

The extent of potential streambeds, streambanks, and riparian habitat subject to CDFW jurisdiction under Section 1600 et seq. of the CFGC was delineated by reviewing the topography and morphology of potentially jurisdictional features to determine the outer limit of riparian vegetation, where present, or the tops of banks for stream features. It's important to note that MSHCP Riparian/Riverine areas are coterminous with CDFW jurisdiction limits.

### Results

SBS identified and assessed a total of four potentially jurisdictional features, designated as Features A, B, C, and D, within 100-feet of the RW. These features are expected to be subject to USACE 404, CRWQCB 401, CDFW 1600, and MSCHP Riparian/Riverine jurisdiction and will require consultation with each respective agency. No Wetland Waters were present in the assessment area. SBS has provided the potentially jurisdictional acreage for each feature within the RW and 100-foot assessment area in *Table 1 - Potentially Jurisdictional Areas* (Page 4) for informational purposes. In order to determine accurate impacts, SBS will need to overlay the Daylight/Limits of Grading associated with the RW once finalized. *Figure 2 – JD Map* (attached in order) depicts the location and extent of the features.

Table 1 - Potentially Jurisdictional Areas

Feature	Waters of the United States/State <sup>1</sup> (acres)		CDFW Jurisdictional Area/MSHCP RR <sup>2</sup> (acres)	
	RW	100-Foot Buffer	RW	100-Foot Buffer
<b>A</b>	0.002	0.02	0.12	0.35
<b>B</b>	0.013	0.05	0.18	0.52
<b>C</b>	0.008	0.05	0.03	0.28
<b>D<sup>3</sup></b>	0	0.02	0	0.08
<b>TOTAL</b>	<b>0.023</b>	<b>0.14</b>	<b>0.33</b>	<b>1.23</b>

1. Calculated to OHWM  
2. Calculated to top of bank or outer limits of the associated riparian vegetation (i.e. drip line, whichever is greater.)  
3. Feature D was not accessible in the field due to the presence of a wrought iron fence; therefore, it was not mapped to submeter accuracy.

### Recommendations/Requirements

The JD findings and conclusions presented in this memorandum, including the location and extent of waterbodies potentially subject to regulatory jurisdiction, represent the professional opinion of SBS. These findings and conclusions should be considered preliminary until verified by the appropriate regulatory agencies. SBS recommends that these agencies be consulted to confirm their roles and requirements, and that all required permits be acquired prior to initiating the Project.

## MSHCP ASSESSMENTS

The MSHCP "...is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) focusing on Conservation of species and their associated Habitats in Western Riverside County". The MSHCP encompasses approximately 1.26 million acres of land that stretches from the crest of the San Jacinto Mountains west to the Orange County boundary. Ultimately, the MSHCP will result in the conservation of more than 500,000 acres (347,000 acres on existing Public/Quasi-Public Lands [PQP] and 153,000-acres of Additional Reserve Lands [ARL]) that focuses on the 146-species covered by the MSHCP.

### MSHCP Section 6.1.2

MSHCP Section 6.1.2 requires all subject properties under the jurisdiction of the MSHCP that are proposing a land use change and/or applying for a discretionary permit, including all public projects, to conduct a MSHCP Section 6.1.2 assessment. This includes a habitat assessment and mapping of Riparian/Riverine areas including three bird species: 1) LBVI, 2) SWFL, and 3) YBCU; Vernal Pools/Fairy Shrimp habitat including three fairy shrimp species: 1) RFS, 2) VPFS, and 3) SRPFS. If the assessment identifies suitable habitat for any of the six-species associated with riparian/riverine areas and vernal pools listed above, focused surveys could be required, and avoidance and minimization measures will be implemented in accordance with the MSHCP's species-specific objectives for these species.

### Riparian/Riverine Areas & Riparian Birds

The MSHCP defines Riparian/Riverine Areas as "lands which contain habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year."

### Results

SBS identified and mapped MSHCP Riparian/Riverine Areas in Features A, B, C, and D. The extent of the MSHCP Riparian/Riverine Areas was coterminous with CDFW jurisdiction with the acreages provided in the previously referenced Table 1 and depicted on the aforementioned Figure 2. Low-quality suitable habitat was present within 500-feet of the RW for LBVI in Features C and D as depicted by *Figure 3 – Suitable LBVI Habitat Map* (attached in order). Additionally, LBVI was detected within one mile of the RW in 2015. No suitable habitat was present for SWFL or YBCU.

### Recommendations/Requirements

Protocol surveys for LBVI will likely be required by the agencies and are recommended by SBS to be conducted during the 2021 season. Although the habitat quality of the area within 500-feet of the RW is low, good quality LBVI habitat was present just south of the 500-foot buffer and LBVI has been detected in this stream system in the last five years.

In addition, if the Project proposes impacts to MSHCP Riparian/Riverine areas, which the current RW alignment does, the MSHCP requires that a Determination of Biologically Equivalent or Superior Preservation (DBESP) analysis and report be prepared. The DBESP details project impacts, why avoidance was not feasible, and project design/compensatory mitigation measures demonstrating a biological equivalent or superior resource.

### Vernal Pools & Fairy Shrimp

The MSHCP defines vernal pools as

*“...seasonal wetlands that occur in depression areas that have wetlands indicators of all three parameters (soils, vegetation and hydrology) during the wetter portion of the growing season but normally lack wetlands indicators of hydrology and/or vegetation during the drier portion of the growing season. Obligate hydrophytes and facultative wetlands plant species are normally dominant during the wetter portion of the growing season, while upland species (annuals) may be dominant during the drier portion of the growing season. The determination that an area exhibits vernal pool characteristics, and the definition of the watershed supporting vernal pool hydrology, must be made on a case-by-case basis. Such determinations should consider the length of the time the area exhibits upland and wetland characteristics and the manner in which the area fits into the overall ecological system as a wetland. Evidence concerning the persistence of an area’s wetness can be obtained from its history, vegetation, soils, and drainage characteristics, uses to which it has been subjected, and weather and hydrologic records.”*

and provides general guidance for fairy shrimp by stating “For Riverside, vernal pool and Santa Rosa fairy shrimp, mapping of stock ponds, ephemeral pools and other features shall also be undertaken as determined appropriate by a qualified biologist.”

### Results

No vernal pools or fairy shrimp habitat was detected on or within 500-feet of the RW.

### Recommendations/Requirements

No focused surveys for fairy shrimp will be required.

### MSHCP Section 6.1.3

The MSHCP specifically covers 63 rare plant species through the implementation of the species-specific objectives. MSHCP Section 6.1.3 are those species that information regarding the distribution and presence throughout western Riverside County was considered insufficient to ensure their long-term conservation. Therefore, the MSHCP established 10 MSHCP Section 6.1.3 “survey areas” based on historic records, soils, and habitats where these 14-plant species could potentially occur. All public and private projects located within any of these survey areas must, in the least, conduct a habitat assessment. As noted at the beginning of this memorandum, the RW and areas within 100-feet were located within a designated survey area for ALMU and DUMU.

#### Results

Both ALMU and DUMU require clay soils as a key habitat characteristic. The RW and areas within 100-feet did not support clay soils. The entire area consisted of sandy loam soils. No suitable habitat was present for either ALMU or DUMU.

#### Recommendations/Requirements

No focused surveys for ALMU or DUMU will be required.

### MSHCP Section 6.3.2 – Burrowing Owl

The MSHCP covers 146 species of plants and animals of which 40 species have specific survey requirements. 34 of the 40 species, including BUOW, have an associated survey area map that designates areas where focused surveys may be required if suitable habitat is present. The RW and areas within 500-feet were located within a survey area for BUOW.

#### Results

The majority of the RW and areas within 500-feet support suitable habitat for BUOW as depicted by *Figure 4 – Suitable BUOW Habitat Map* (attached in order). Additionally, the assessment area supported numerous California ground squirrel (*Spermophilus beecheyi*) burrows, a preferred nest and roost burrow for BUOW.

#### Recommendations/Requirements

Focused surveys for BUOW will be required, and SBS recommends they be conducted during the 2021 season.

## CONCLUSION

The Project will require consultation with the agencies regarding the JD results, and consistency with the MSHCP prior to initiation. Based on the results of this assessment, the surveys and reports listed below and detailed in the Cost Estimate prepared by SBS (dated June 7, 2020) will be required. Other items will be required in support of those listed below and include project preparation, sensitive species queries, and GIS mapping. Please refer to the Cost Estimate for details regarding each item.

- |                                 |                                    |                                  |
|---------------------------------|------------------------------------|----------------------------------|
| 1. Least Bell’s Vireo<br>Survey | 2. Burrowing Owl Focused<br>Survey | 3. MSHCP Consistency<br>Analysis |
| 4. DBESP                        | 5. Jurisdictional Report           | 6. Agency Applications           |

## ATTACHMENTS

- Figure 1 – Project Assessment Area
- Figure 2 – JD Map
- Figure 3 – Suitable LBVI Habitat Map
- Figure 4 – Suitable BUOW Habitat Map

## FIGURE DISCLAIMER

Figures and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. Tim Searl, SBS makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on any of the Figures associated with this report.

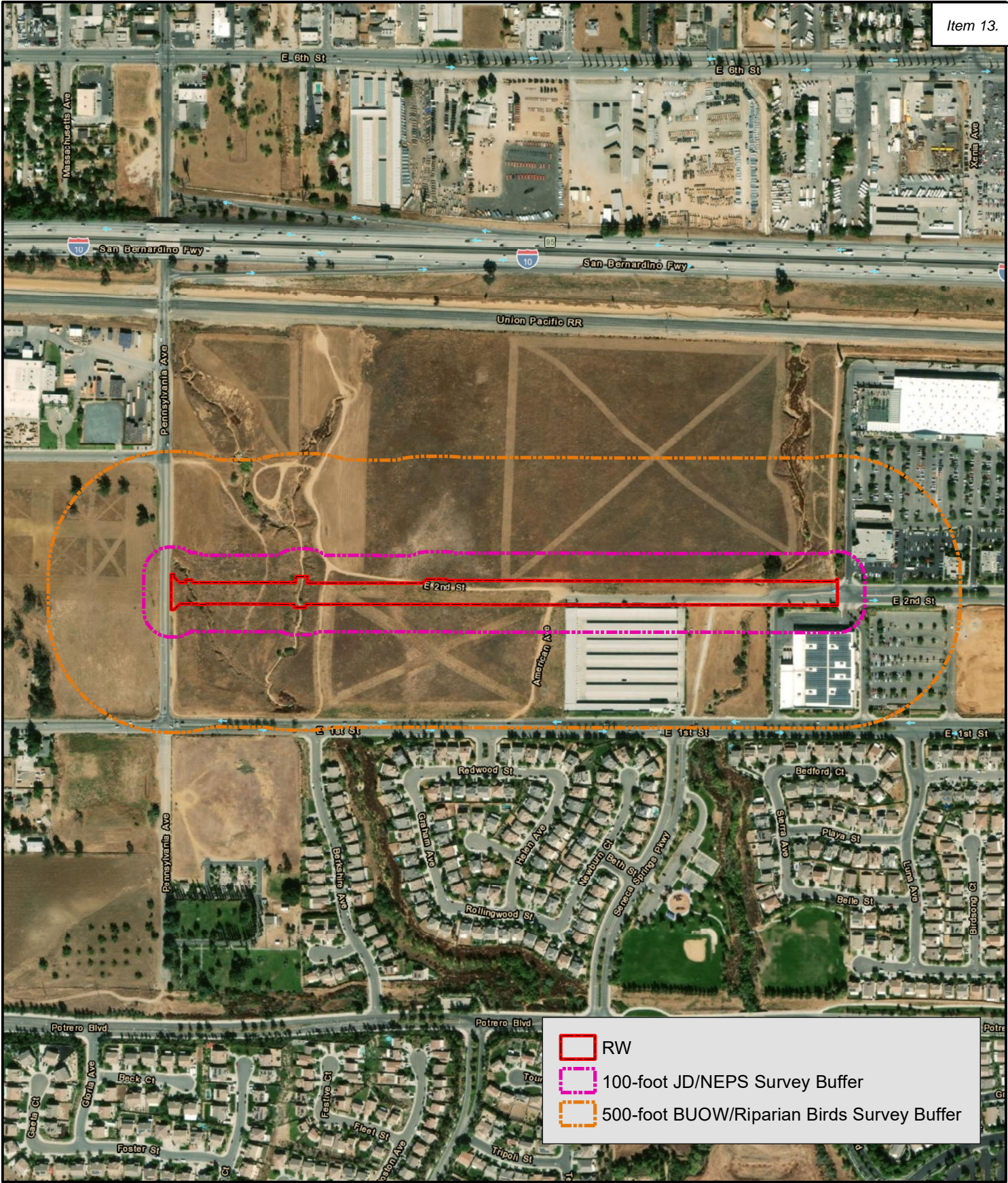
## CERTIFICATION

I hereby certify that the statements furnished above, the associated figures, and the attached appendices present data and information required for this biological evaluation, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

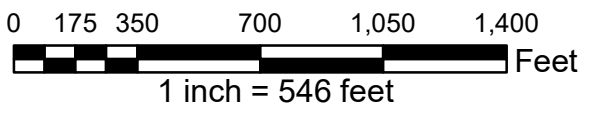
Signed: Tim Searl  
Tim Searl, Owner/Biologist, Searl Biological Services

Date: September 1, 2020

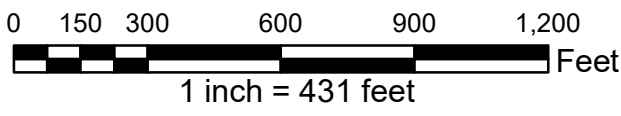
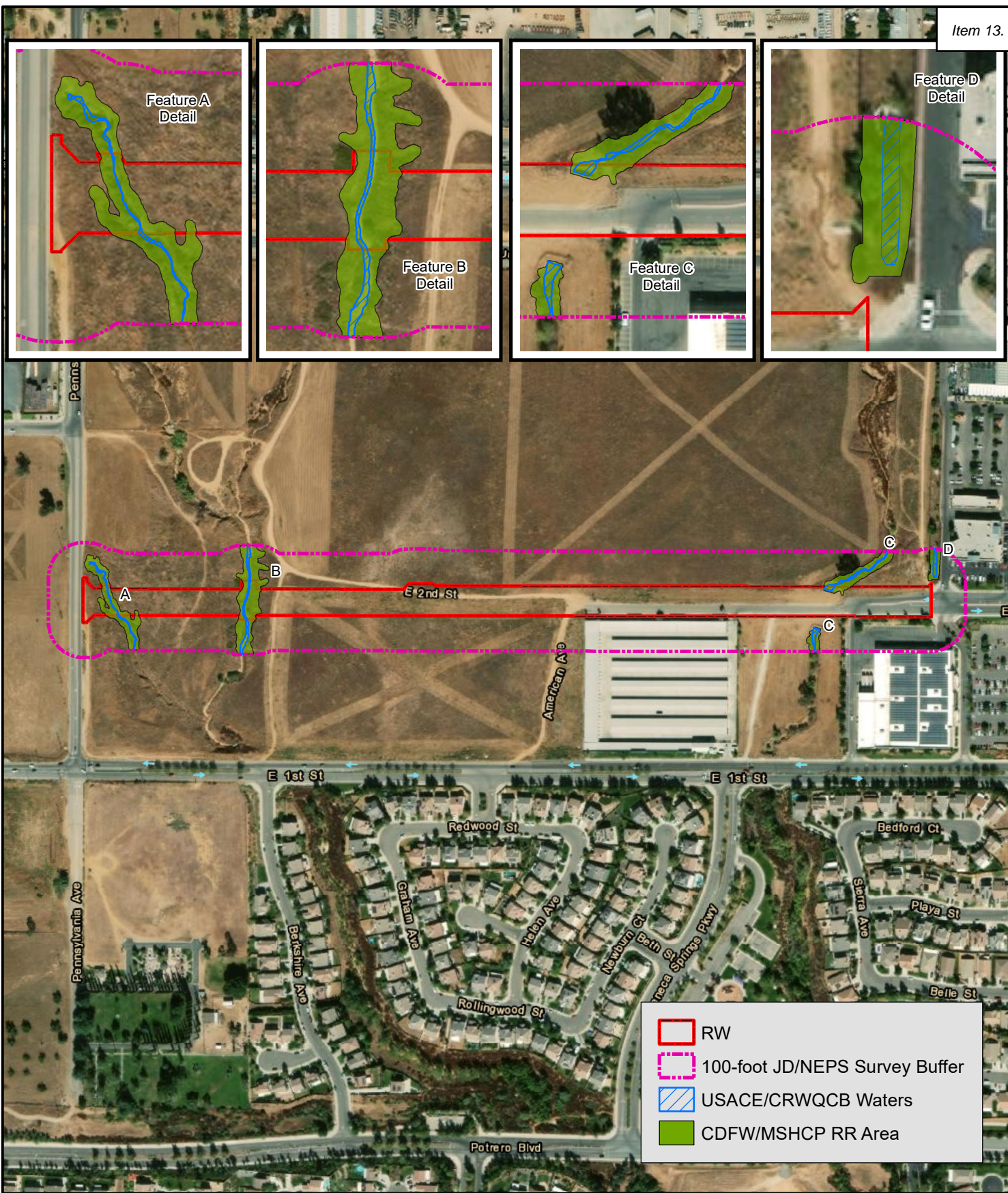




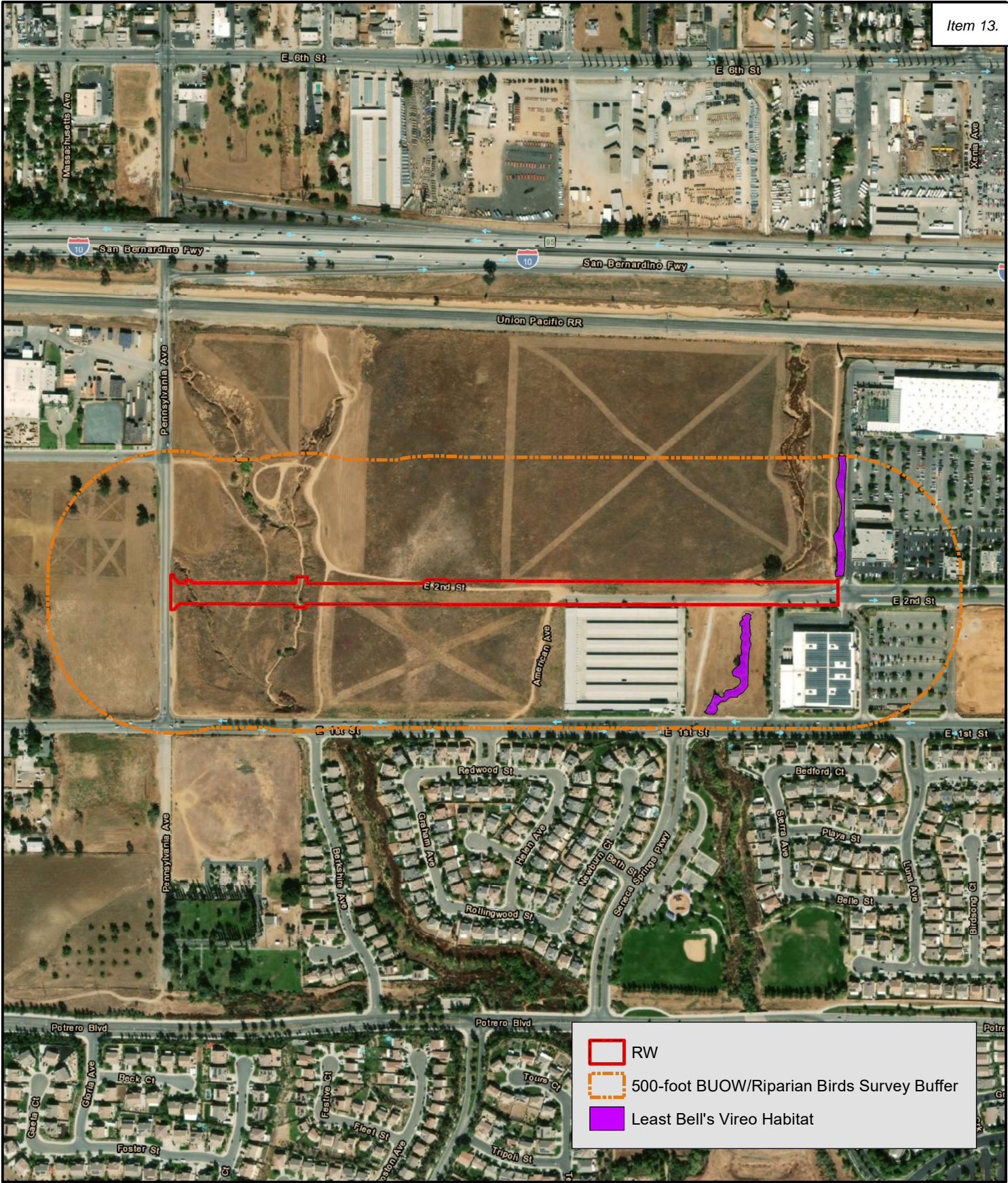
RW  
 100-foot JD/NEPS Survey Buffer  
 500-foot BUOW/Riparian Birds Survey Buffer






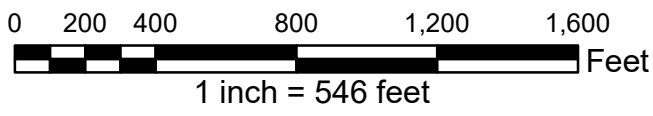
**FIGURE 1**  
Project Assessment Area



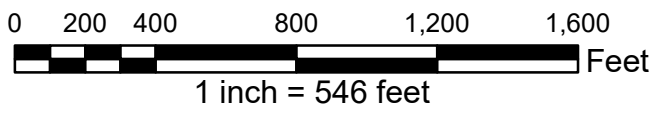
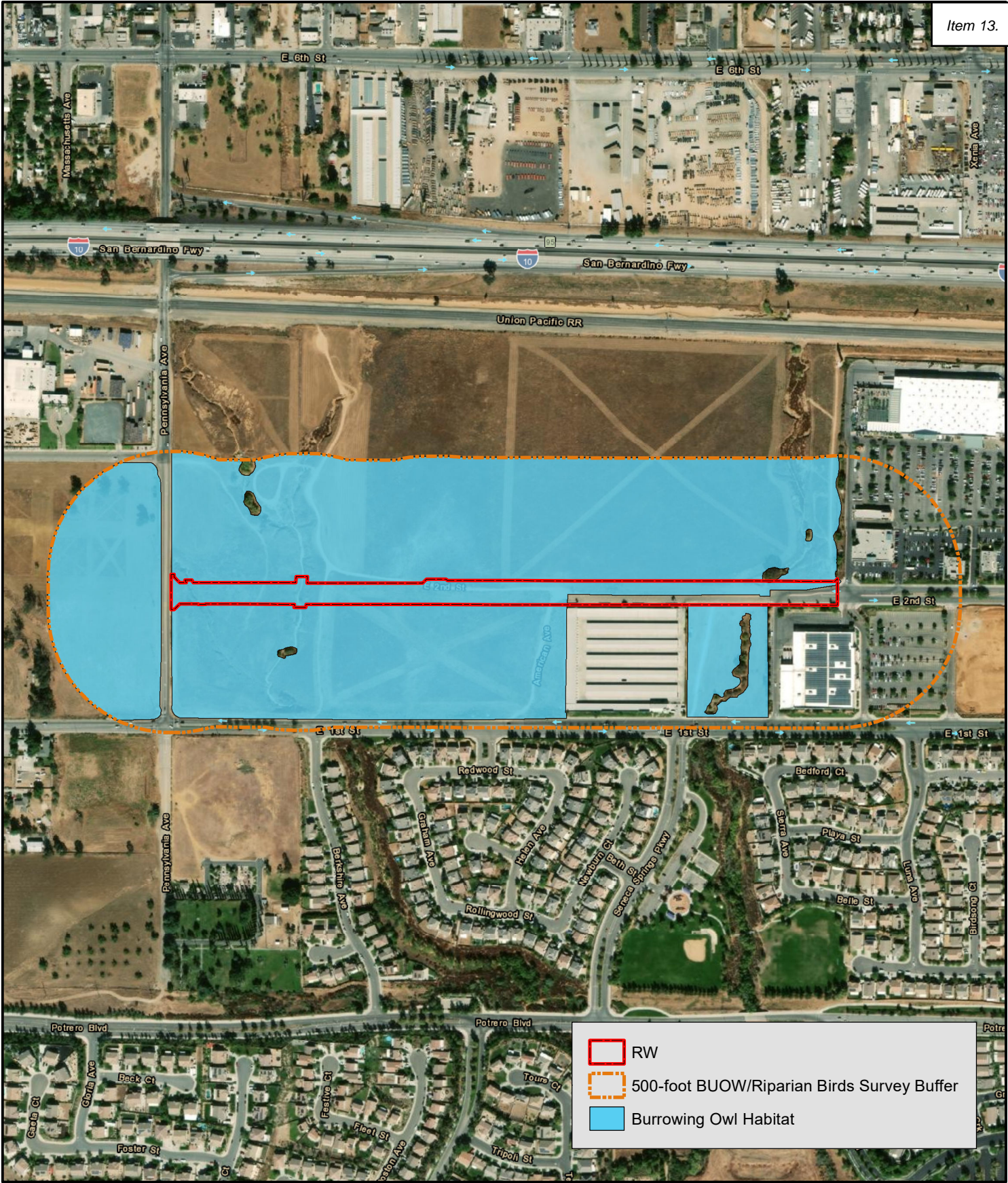
**FIGURE 2**  
**JD Map**



	RW
	500-foot BUOW/Riparian Birds Survey Buffer
	Least Bell's Vireo Habitat



**FIGURE 3**  
**Suitable LBVI**  
**Habitat Map**



**FIGURE 4**  
**Suitable BUOW**  
**Habitat Map**

# Appendix B

## Hydrology Requirements Report



# Pennsylvania Avenue Roadway Widening And Interchange Improvements Project

## **DRAFT** Hydrology and Hydraulics Report

Prepared for:

City of Beaumont  
Public Works Department  
550 East 6<sup>th</sup> Street  
Beaumont, CA 92223

Prepared By:

**Kimley»Horn**

Kimley-Horn and Associates, Inc.  
765 The City Drive, Suite 200  
Orange, CA 92868  
February 2018

# Pennsylvania Avenue Roadway Widening and Interchange Improvements Project

DRAFT DRAINAGE REPORT

FEBRUARY 2018

Prepared By:

**Kimley»Horn**

Kimley-Horn and Associates, Inc.  
765 The City Drive, Suite 200  
Orange, CA 92868





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Appendix B: Project Conditions Hydrology Analysis

Appendix C: Pavement Drainage Calculations

Appendix D: WSPG Results

This Drainage Study Report has been prepared by or under the direction of the following registered civil engineer. The undersigned civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

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Jimmy Medellin, P.E.

---

Date

# INTRODUCTION

## PURPOSE

The City of Beaumont proposes the Pennsylvania Avenue Improvements Project that will widen Pennsylvania Avenue from 1<sup>st</sup> Street to 6<sup>th</sup> Street. The widening will include new curb and gutter, raised median, cross culvert extensions, and improvements at the 6<sup>th</sup> Street intersection. Additionally, the project will include the redesign and construction of the existing Interstate 10 off-ramp. The project will expand the Pennsylvania Avenue interchange to include a new westbound on-ramp and eastbound off-ramp to complement the existing ramps and create a full interchange. Figure 1 shows the project limits for the street improvements. The purpose of this report is to evaluate the adequacy of the existing drainage facilities and to establish that the proposed facilities within the Pennsylvania Avenue and the Interstate 10 interchange project meet the criteria set forth in the California Department of Transportation (Caltrans) *Highway Design Manual*, Sixth Edition (HDM).

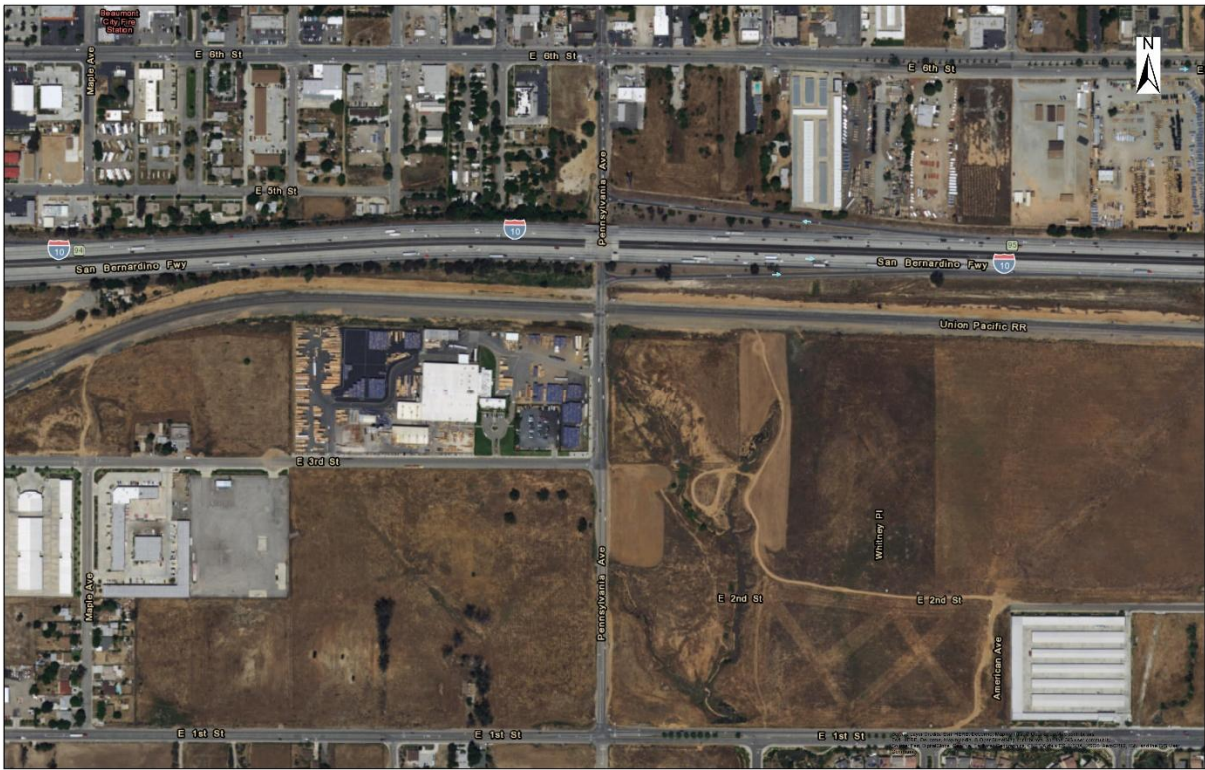


Figure 1: Pennsylvania Avenue Improvements Vicinity Map

## SCOPE

The scope of this drainage report is to establish and define the drainage design policies and criteria as set forth in the HDM, and where applicable, the Federal Highway Administration *Urban Drainage Design Manual, Hydraulic Engineering Circular Number 22* (HEC-22). In addition, this report will provide an overview of the existing drainage facilities and proposed drainage improvements within the project area.

## EXISTING CONDITIONS

### EXISTING DRAINAGE

The project area is composed of moderately sloping valley terrain falling generally to the southwest. Per the effective Federal Emergency Management Agency (FEMA) Flood Insurance Study (FIS), the City of Beaumont has little history of flooding problems. This is due to its situation on the very crest of San Gorgonio Pass. Because it is on the crown of the alluvial fan which forms the divide, major flows generated in the mountains north and northeast of the city flow to the west and east of it, respectively (FEMA, 2017).

The only flood protection and control measure constructed by the Riverside County Flood Control and Water Conservation District (RCFC&WCD) in the City of Beaumont is the Cherry Avenue Channel. This channel, while it does not contain the 1-percent annual chance discharge, does keep the flooding down to shallow sheet flow, except in a low-lying residential area west of the channel, below 8th Street (FEMA, 2017).

The upper segment of Beaumont Channel from 13th Street to Michigan Avenue is a sheet flow area through a shallow natural swale. Significant ponding occurs along Beaumont Channel at Pennsylvania Avenue due to the high freeway embankment intersecting the channel. Beaumont Channel is located within the project area and is mapped as a Zone "AO" immediately upstream and downstream of I-10. Zone "AO" is defined as areas subject to inundation by 1-percent-annual-chance shallow flooding (usually sheet flow on sloping terrain), where average depths are between one and three feet. The FEMA Flood Insurance Rate Map (FIRM) shows ponding of three (3) feet (FEMA, 2017).

### EXISTING DRAINAGE FACILITIES

There is an existing storm drain system along Pennsylvania Avenue that begins approximately five hundred (500) feet north of the Pennsylvania Avenue and 6<sup>th</sup> Street intersection and ends approximately one hundred (100) feet north of the existing Interstate 10 (I-10) off-ramp. The 42-inch reinforced concrete pipe (RCP) mainline continues east along 6<sup>th</sup> Street and ends approximately three hundred (300) feet east of Illinois Avenue. A temporary "bubble" structure consisting of a 60-inch stand pipe was constructed at the downstream terminus of the existing storm drain west of Pennsylvania Avenue. Stormwater overflows out

of the 60-inch stand pipe, and travels southerly toward the I-10 embankment. Stormwater is conveyed through the embankment through 36-inch culverts.

An existing 18-inch corrugated metal pipe (CMP) is located along the east side of Pennsylvania Avenue. It collects stormwater water emanating from Caltrans right-of-way. An existing drainage ditch located north of I-10 collects drainage from the existing off-ramp and outlets to an existing headwall. The storm drain continues south and connects to an existing catch basin just south of the I-10 overpass. The storm drain terminates at headwall just south of the I-10 on-ramp.

Besides these two storm drain systems, there are 6 existing cross culverts. Four existing culverts cross underneath Pennsylvania Avenue. The other two culverts cross the Union Pacific rail east of Pennsylvania Avenue and south of I-10. The culverts underneath Pennsylvania Avenue will be extended; the culverts will not be upsized nor will an additional parallel culvert be furnished.

Table 1: Summary of Existing Pennsylvania Avenue Drainage Facilities

Approximate Location		Facility	Summary
Station	Location		
20+75	Centerline	18-inch RCP	Protect-in-Place
26+95	Centerline	36-inch CMP	Protect-in-Place
36+25	Centerline	18-inch RCP	Protect-in-Place
37+50	Right	24-inch RCP	Abandon
37+50	Right	42-inch RCP	Protect-in-Place
38+05	Centerline	18-inch RCP	Protect-in-Place
40+50	Right	18-inch CMP	Remove
43+00	Left	42-inch RCP	Protect-in-Place

## HYDROLOGY ANALYSIS

### DRAINAGE BOUNDARIES AND HYDROLOGIC PARAMETERS

The drainage boundaries and points of storm flow concentration were determined using onsite survey, RCFC&WCD digital topographic maps, and project aerial topography. The horizontal datum for the topographic data is North American Datum of 1983 (NAD83); the vertical datum is North American Vertical Datum of 1988 (NAVD88). The upstream drainage boundary was East 6<sup>th</sup> Street; the downstream boundary was East 1<sup>st</sup> Street.

The hydrologic soil type, precipitation, and land use chosen for the hydrologic analysis was obtained from the RCFC&WCD Hydrology Manual. The soil map on Plate C-1.19 within the Hydrology Manual shows hydrologic soil type B within the majority of the project area, with only small isolated areas of soil type D within Beaumont Channel. Group B type soils are classified as soils having moderate infiltration rates when thoroughly wetted. The standard intensity-duration curve for the City of Beaumont (Hydrology Manual Plate D-4.1) was used to complete the rational method analysis.

## DESIGN CRITERIA

The drainage design criteria for Pennsylvania Avenue outside of Caltrans right-of-way was based on Section V (Drainage) from the County of Riverside Transportation Department Plan Check Policies & Guidelines. Per these guidelines, the 10-year frequency storm will be contained below the tops of curbs (or dikes), and the 100-year frequency storm will be contained within street right-of-way.

Hydrologic calculations for watersheds within the Caltrans right-of-way were computed in accordance with the parameters outlined in the HDM, Chapter 830. Specifically, the rational method was used exclusively to determine all design discharges within the Caltrans right-of-way. The runoff coefficient used for impervious materials such as concrete or asphalt is 1.00 and for pervious surfaces such as cut and fill slopes is 0.60.

According to Table 831.3 of the HDM, hydrologic calculations for roadway drainage are based upon a 25-year return frequency for areas within the freeway traveled way and 10-year return frequency for minor ramps and frontage roads. In instances where roadway depressions require pumping, a 50-year return frequency is used within the freeway traveled way and 25-year frequency within local streets and undercrossings. The improvement project does not include any depressions that require pumping; therefore the 25-year frequency event will be the design storm for facilities within Caltrans right-of-way.

## RAINFALL INTENSITY

Intensity-duration data used for the 10-year and 100-year onsite hydrologic calculations for the project area was obtained from Plate D-4.1 within the RCFC&WCD Hydrology Manual. A 5-minute time of concentration was used for watersheds to determine rainfall intensity. The corresponding 25-year rainfall intensity value for the project is 3.7 inches/hour. The intensity value was determined using Plates D-4.5 and D-4.7 in the Hydrology Manual. Supporting hydrology references are included in Appendix A.

## PROJECT CONDITIONS

The Pennsylvania Avenue improvements include widening to four (4) lanes between 1<sup>st</sup> Street and 6<sup>th</sup> Street, new curb and gutter, and new sidewalk to improve the arterial service level. A raised median will be constructed between street station 35+50 to 39+00, providing a divided roadway. A new 24-inch storm drain will be constructed within the northbound lane, and the terminus of the 42-inch mainline will be moved west



of the proposed widening. Cross culverts will be extended to accommodate the proposed widening. Appendix B contains the rational method output files for project conditions.

## HYDRAULIC ANALYSIS

### PAVEMENT DRAINAGE

Per the County of Riverside Transportation Department, arterial highways such as Pennsylvania Avenue must have the following design protection levels:

Storm Frequency	Maximum Allowable Flooding
10 year	Top of Curb
100 year	At or below Right-of-Way Line

Street capacity calculations were computed using Manning's equations using Bentley FlowMaster (V8i). Flooded width calculations were performed to confirm that the current design contains the 10-year flow below the top of curb and 100-year flow within the right of way, in this case the back of sidewalk. A Manning's roughness coefficient of 0.015 was used for the entire roadway section.

Catch basin capacity calculations were completed in accordance with HEC-22 Urban Drainage Design Manual (FHWA, 2009). This circular supersedes HEC-12 Drainage of Highway Pavements. HEC-12 and HEC-22 both use the same equations for calculating the catch basin length and efficiency. The circulars differ in methodology for calculating the capacity of a catch basin in a sump. HEC-12 calculates the capacity using the weir equation for depths below the top of curb, and the orifice equation for depths above the top of curb. HEC-22 methodology calculates the catch basin capacity using the weir equation up the curb opening height and as an orifice at depths greater than 1.4 times the opening height. At depths between 1 and 1.4 times the opening height, flow is in a transitional stage. Bentley FlowMaster (V8i) was used to complete the catch basin sizing calculations. The street capacity and catch basin sizing calculations are included in Appendix C.

### STORM DRAIN HYDRAULICS

Hydraulic calculations will be performed using Civil Design Water Surface Pressure Gradient for Windows (WSPGW Version 14.06) to determine the hydraulic grade line for the proposed storm drain systems along Pennsylvania Avenue. Hydraulic models were created for the two mainlines (Storm Drain Line "A" and "B") that will be constructed within the north and south bound lanes. The project scope does not include design and construction of the RCFC&WCD master drainage plan improvements, which includes a new 69-inch RCP mainline within Pennsylvania Avenue.

## PENNSYLVANIA AVENUE INTERCHANGE

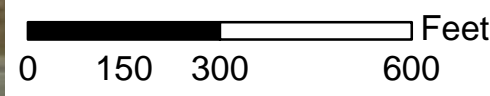
The second phase of the project includes design of the Pennsylvania Avenue Interchange Improvements. The existing partial interchange has only a westbound off-ramp and an eastbound on-ramp. Pennsylvania Avenue's two lanes of traffic intersect with the Union Pacific Railroad at an at-grade intersection south of the I-10 freeway. Two existing grade separations within the vicinity of the project at Beaumont Avenue and Highland Springs Avenue experience a high volume of traffic due to regional commuters and shoppers. In order to avoid congestion at these locations, an increasingly high volume of vehicles are using Pennsylvania Avenue, creating a defined need and purpose for completing the interchange for full access.

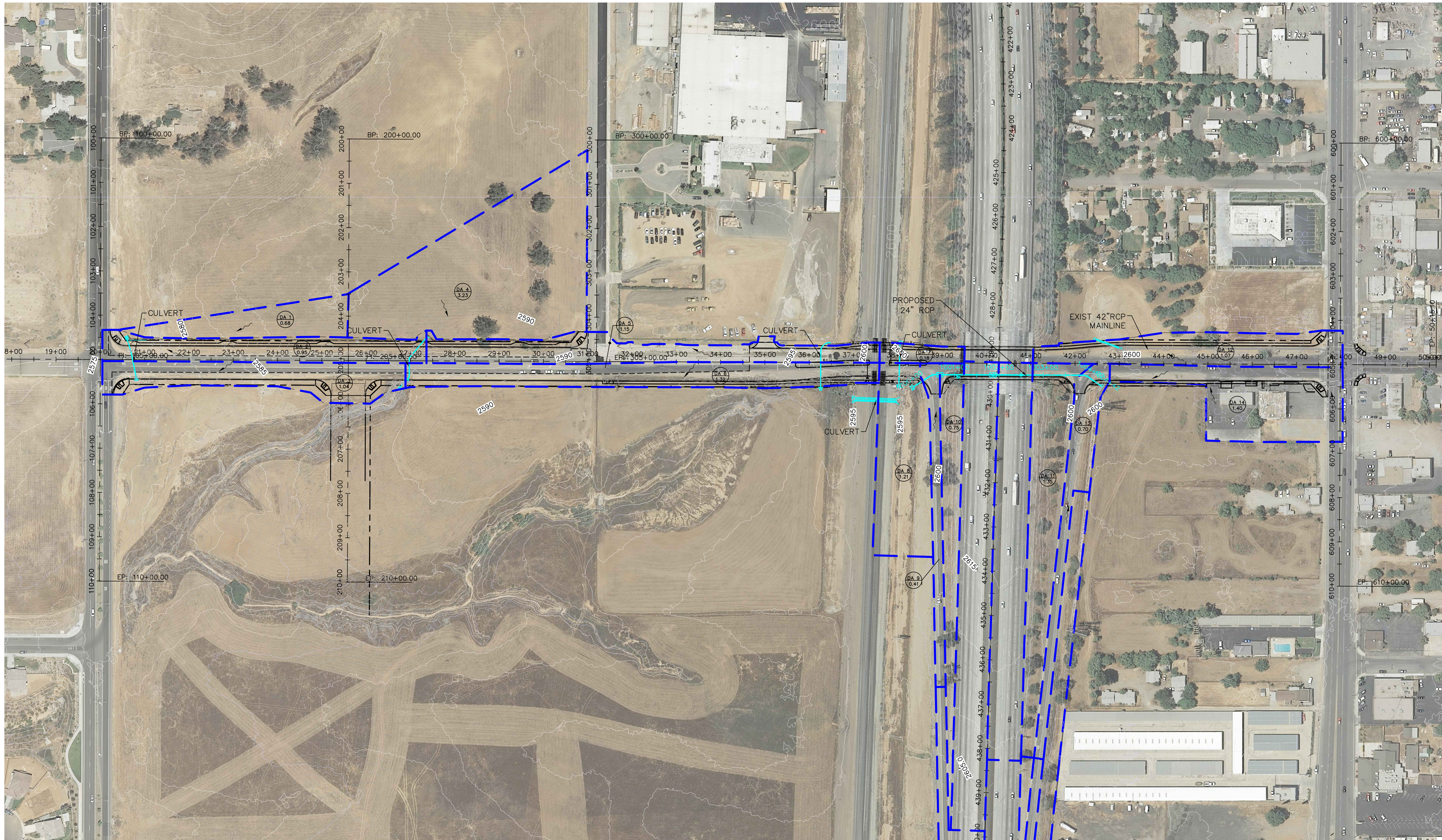
The interchange improvements will include expanding to a full interchange, providing a new eastbound off-ramp and new loop ramp for the westbound on and off-ramps. This drainage report will be updated to include the drainage design in support of these improvements in the future.

## REFERENCES

1. Riverside County Flood Control and Water Conservation District. Hydrology Manual, April 1978.
2. Riverside County Flood Control and Water Conservation District. Master Drainage Plan for the Beaumont Area, July 1983.
3. Caltrans. Highway Design Manual. March 2014.
4. FEMA. Flood Insurance Study (FIS), Riverside County, CA, and Incorporated Areas (Study Number 06065CV001C). April 2017.
5. FEMA. Flood Insurance Rate Map (FIRM 06065C0812G), Riverside County, CA, and Incorporated Areas, August 2008.

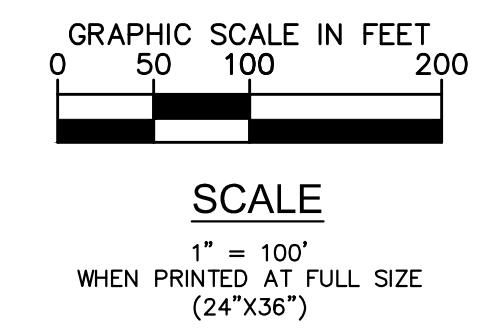
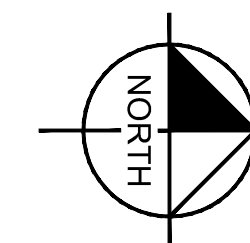
# Exhibit 1: Pennsylvania Avenue Improvements Existing Drainage Facilities





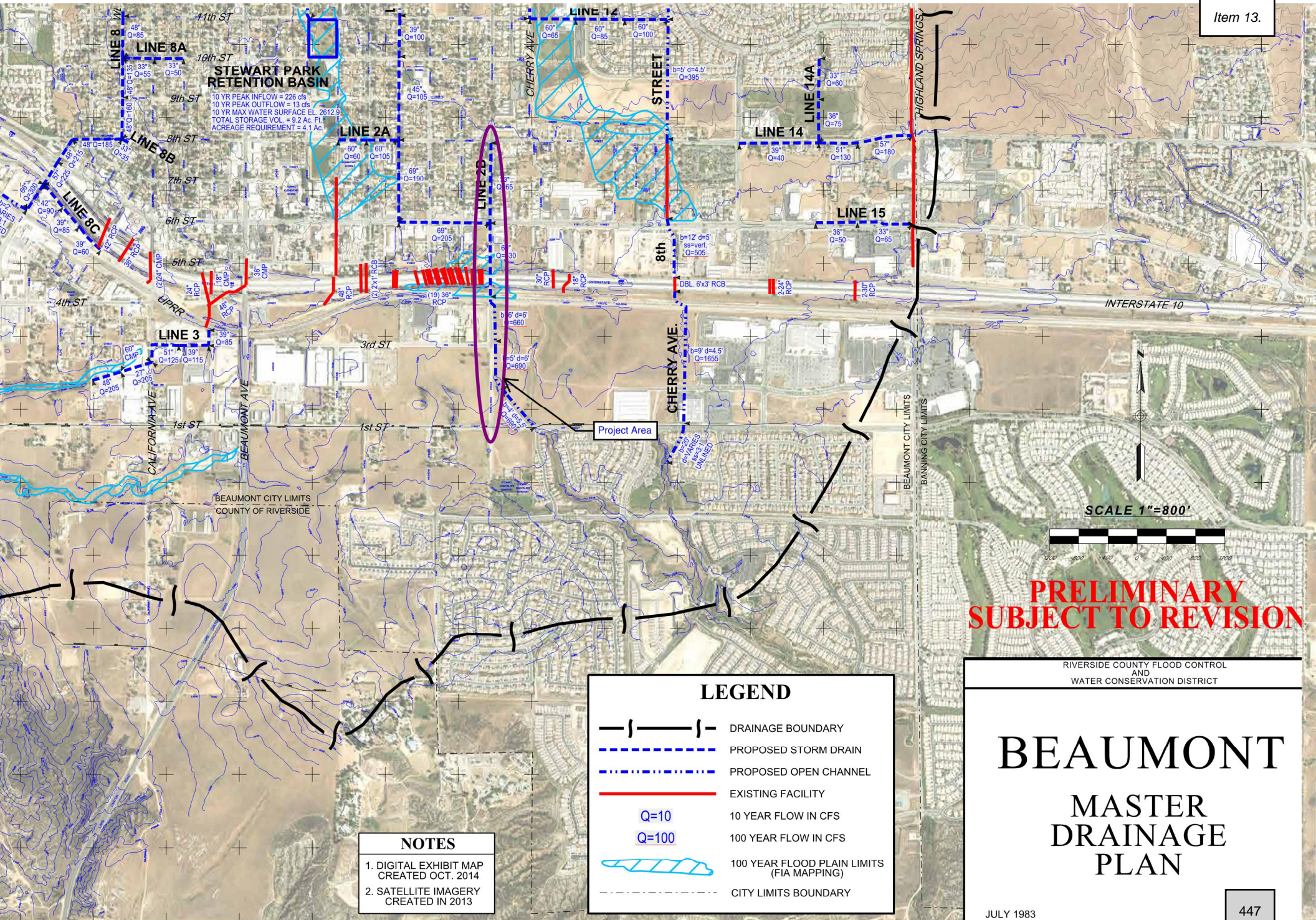
**LEGEND:**

- - - - -      SUBAREA BOUNDARY



**PENNSYLVANIA AVENUE IMPROVEMENTS  
EXHIBIT 2: PROJECT HYDROLOGY MAP**

## APPENDIX A: EXISTING CONDITIONS HYDROLOGY ANALYSIS



**STEWART PARK RETENTION BASIN**  
 10 YR PEAK INFLOW = 226 cfs  
 10 YR PEAK OUTFLOW = 13 cfs  
 10 YR MAX WATER SURFACE EL. 2612.5  
 TOTAL STORAGE VOL. = 9.2 Ac. Ft.  
 ACREAGE REQUIREMENT = 4.1 Ac.

Project Area

SCALE 1"=800'

**PRELIMINARY  
 SUBJECT TO REVISION**

**NOTES**  
 1. DIGITAL EXHIBIT MAP  
 CREATED OCT. 2014  
 2. SATELLITE IMAGERY  
 CREATED IN 2013

**LEGEND**

- DRAINAGE BOUNDARY
- PROPOSED STORM DRAIN
- PROPOSED OPEN CHANNEL
- EXISTING FACILITY
- 10 YEAR FLOW IN CFS
- 100 YEAR FLOW IN CFS
- 100 YEAR FLOOD PLAIN LIMITS (FIA MAPPING)
- CITY LIMITS BOUNDARY

RIVERSIDE COUNTY FLOOD CONTROL  
 AND  
 WATER CONSERVATION DISTRICT

# BEAUMONT

## MASTER DRAINAGE PLAN

JULY 1983

447

**MOUNTAIN VIEW RETENTION BASIN**  
 100 YR PEAK INFLOW = 1330 cfs  
 100 YR PEAK OUTFLOW = 270 cfs  
 100 YR MAX WATER SURFACE EL. = 2874.8  
 TOTAL STORAGE VOL. = 55.4 AC. FT.  
 ACREAGE REQUIREMENT = 5.0 AC.

**LITTLE SAN GORGONIO CREEK DEBRIS BASIN**  
 DEBRIS STORAGE VOL. = 206 AC. FT.  
 ACREAGE REQUIREMENT = 23.9 AC.  
 RCFO OWNED ACREAGE = 19.3 AC.

**WINESAP RETENTION BASIN**  
 100 YR PEAK INFLOW = 1300 cfs  
 100 YR PEAK OUTFLOW = 258 cfs  
 100 YR MAX WATER SURFACE EL. = 2673.9  
 TOTAL STORAGE VOL. = 51.7 AC. FT.  
 ACREAGE REQUIREMENT = 9.25 AC.

**STEWART PARK RETENTION BASIN**  
 10 YR PEAK INFLOW = 208 cfs  
 10 YR PEAK OUTFLOW = 114 cfs  
 10 YR MAX WATER SURFACE EL. = 2612.9  
 TOTAL STORAGE VOL. = 9.2 AC. FT.  
 ACREAGE REQUIREMENT = 1.1 AC.

SCALE 1"=800'

**PRELIMINARY  
 SUBJECT TO REVISION**

RIVERSIDE COUNTY FLOOD CONTROL  
 WATER CONSERVATION DISTRICT

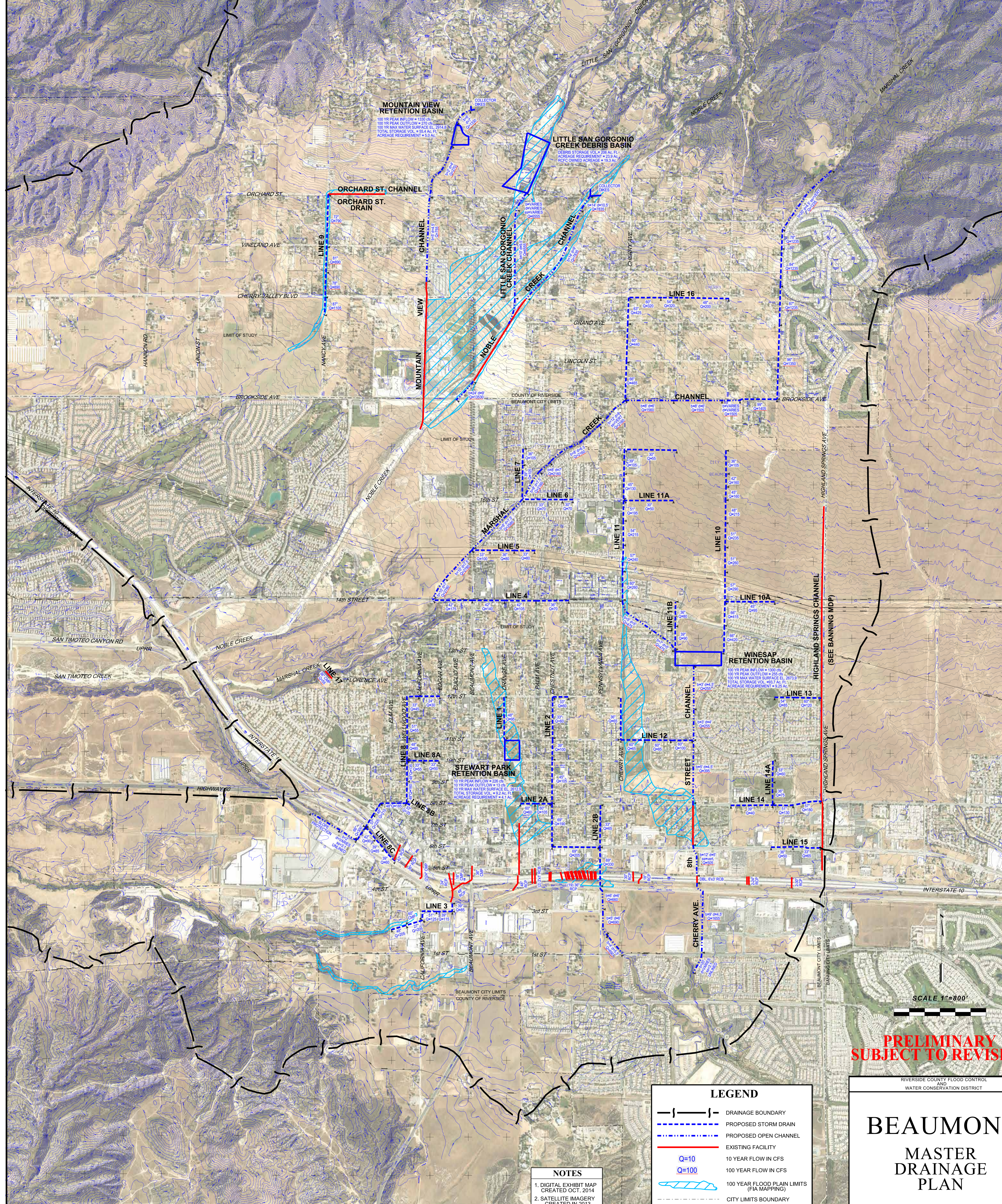
# BEAUMONT MASTER DRAINAGE PLAN

**LEGEND**

- DRAINAGE BOUNDARY
- PROPOSED STORM DRAIN
- PROPOSED OPEN CHANNEL
- EXISTING FACILITY
- 10 YEAR FLOW IN CFS
- 100 YEAR FLOW IN CFS
- 100 YEAR FLOOD PLAIN LIMITS (FIA MAPPING)
- CITY LIMITS BOUNDARY

**NOTES**

- DIGITAL EXHIBIT MAP CREATED OCT. 2014
- SATELLITE IMAGERY CREATED IN 2013





drainage sources of small size. The community map repository should be consulted for possible updated or additional flood information.

To obtain more detailed information in areas where **Base Flood Elevations (BFEs)** and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

**Coastal Base Flood Elevations** shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations tables in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations tables should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The projection used in the preparation of this map was Universal Transverse Mercator (UTM) zone 11. The **horizontal datum** was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <http://www.ngs.noaa.gov> or contact the National Geodetic Survey at the following address:

NGS Information Services  
NOAA, NNGS12  
National Geodetic Survey  
SSM-C-3 #9202  
1315 East-West Highway  
Silver Spring, Maryland 20910-3282  
(301) 713-3242

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit its website at <http://www.ngs.noaa.gov>.

**Base map** information shown on this FIRM was derived from U.S. Geological Survey Digital Orthophoto Quadrangles produced at a scale of 1:12,000 from photography dated 1994 or later.

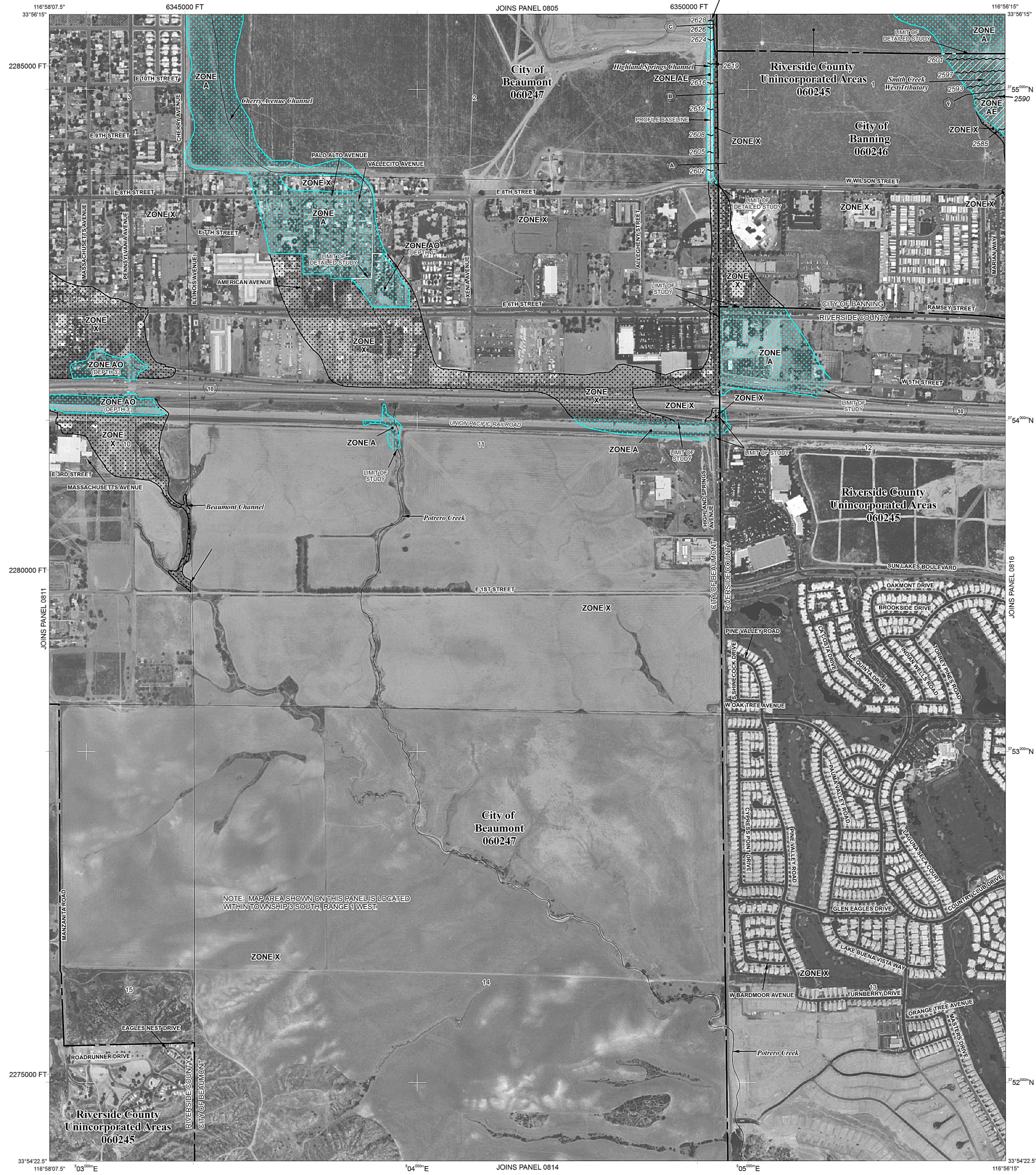
This map may reflect more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data in the Flood Insurance Study Report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

**Corporate limits** shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Service Center** at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and its website at <http://msc.fema.gov>.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call 1-877-FEMA MAP (1-877-336-2627) or visit the FEMA website at <http://www.fema.gov>.



The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

- ZONE A** No Base Flood Elevations determined.
- ZONE AE** Base Flood Elevations determined.
- ZONE AH** Flood depths of 1 to 3 feet (usually areas of shallow flooding); elevations determined.
- ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- ZONE AR** Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently deteriorated. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
- ZONE A99** Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
- ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- ZONE VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

**FLOODWAY AREAS IN ZONE AE**  
The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

**OTHER FLOOD AREAS**  
**ZONE X** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

**OTHER AREAS**  
**ZONE X** Areas determined to be outside the 0.2% annual chance floodplain.  
**ZONE D** Areas in which flood hazards are undetermined, but possible.

**COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS**  
**OTHERWISE PROTECTED AREAS (OPAs)**  
CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

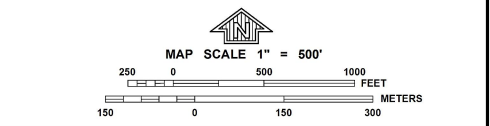
- 1% annual chance floodplain boundary
- 0.2% annual chance floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- 513 (EL. 987) Base Flood Elevation line and value; elevation in feet\*
- Base Flood Elevation value where uniform within zone; elevation in feet\*

- \* Referenced to the North American Vertical Datum of 1988
- ⊖ Cross section line
- ⊕ Transect line
- 87°07'45", 32°22'30" Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere
- 37°56'00"N 1000-meter Universal Transverse Mercator grid values, zone 11N
- 600000 FT 5000-foot grid ticks: California State Plane coordinate system, zone VI (FIPSZONE 0406), Lambert Conformal Conic projection
- DX5510 x Bench mark (see explanation in Notes to Users section of this FIRM panel)
- M1.5 River Mile

**MAP REPOSITORY**  
Refer to listing of Map Repositories on Map Index  
**EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP**  
August 28, 2006  
**EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL**

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your Insurance agent or call the National Flood Insurance Program at 1-800-638-6620.



NOTE: MAP AREA SHOWN ON THIS PANEL IS LOCATED WITHIN TOWNSHIP 3 SOUTH, RANGE 1 WEST.

**NFIP** PANEL 0812G  
**FIRM**  
**FLOOD INSURANCE RATE MAP**  
**RIVERSIDE COUNTY, CALIFORNIA AND INCORPORATED AREAS**  
**PANEL 812 OF 3805**  
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)  
**CONTAINS:**

COMMUNITY	NUMBER	PANEL	SUFFIX
BANNING, CITY OF	060246	0812	G
BEAUMONT, CITY OF	060247	0812	G
RIVERSIDE COUNTY	060245	0812	G

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

**MA 449**  
**0600000245**  
**EFFECTIVE DATE**  
August 28, 2006

LOCATION Pennsylvania Ave., Beaumont, CA

ONE HOUR PRECIPITATION:

2-YR. \_\_\_\_\_ (PLATE D-4.3)

100-YR. \_\_\_\_\_ (PLATE D-4.4)

5-YR. \_\_\_\_\_ (PLATE D-4.5)

10-YR. \_\_\_\_\_ (PLATE D-4.5)

25-YR. 1.0 inch (PLATE D-4.5)

50-YR. \_\_\_\_\_ (PLATE D-4.5)

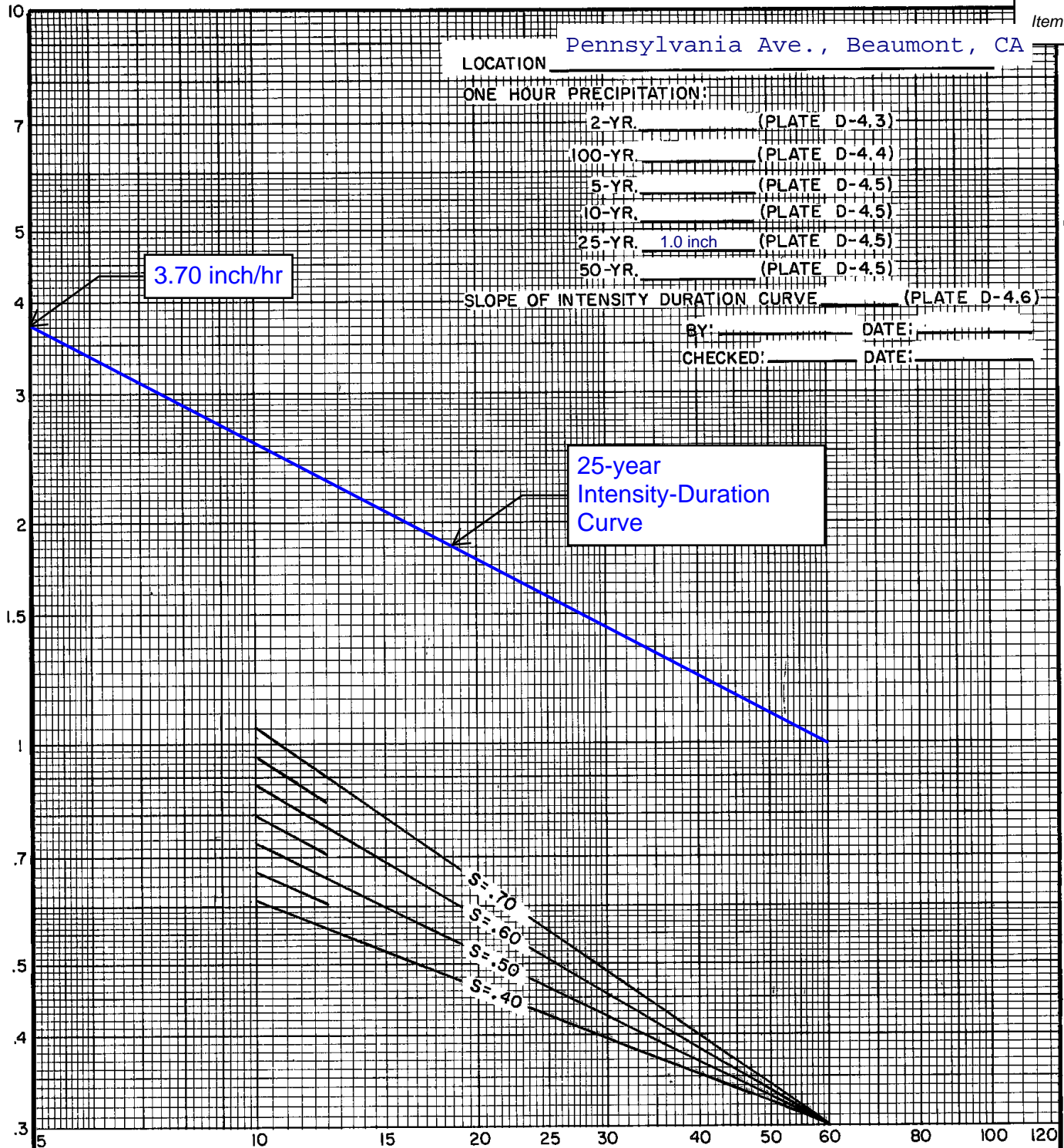
SLOPE OF INTENSITY DURATION CURVE \_\_\_\_\_ (PLATE D-4.6)

BY: \_\_\_\_\_ DATE: \_\_\_\_\_

CHECKED: \_\_\_\_\_ DATE: \_\_\_\_\_

3.70 inch/hr

25-year  
Intensity-Duration  
Curve

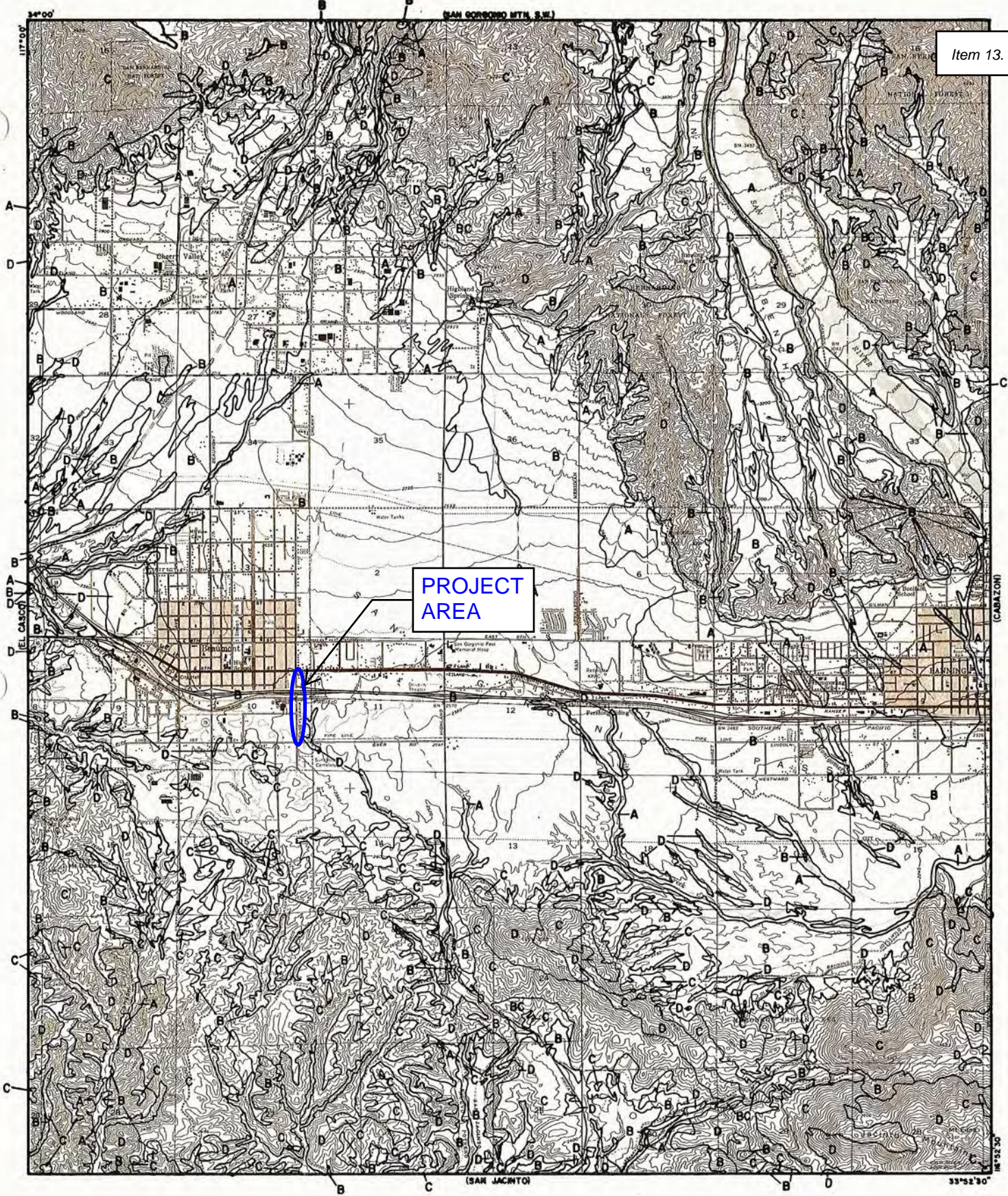


STORM DURATION - MINUTES

RAINFALL INTENSITY - INCHES PER HOUR

**RCFC & WCD**  
HYDROLOGY MANUAL

INTENSITY-DURATION  
CURVES  
CALCULATION SHEET

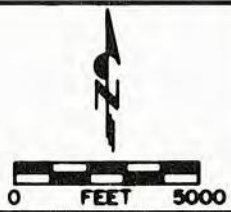


PROJECT AREA

**LEGEND**

- SOILS GROUP BOUNDARY
- A SOILS GROUP DESIGNATION

**RCFC & WCD**  
 HYDROLOGY MANUAL



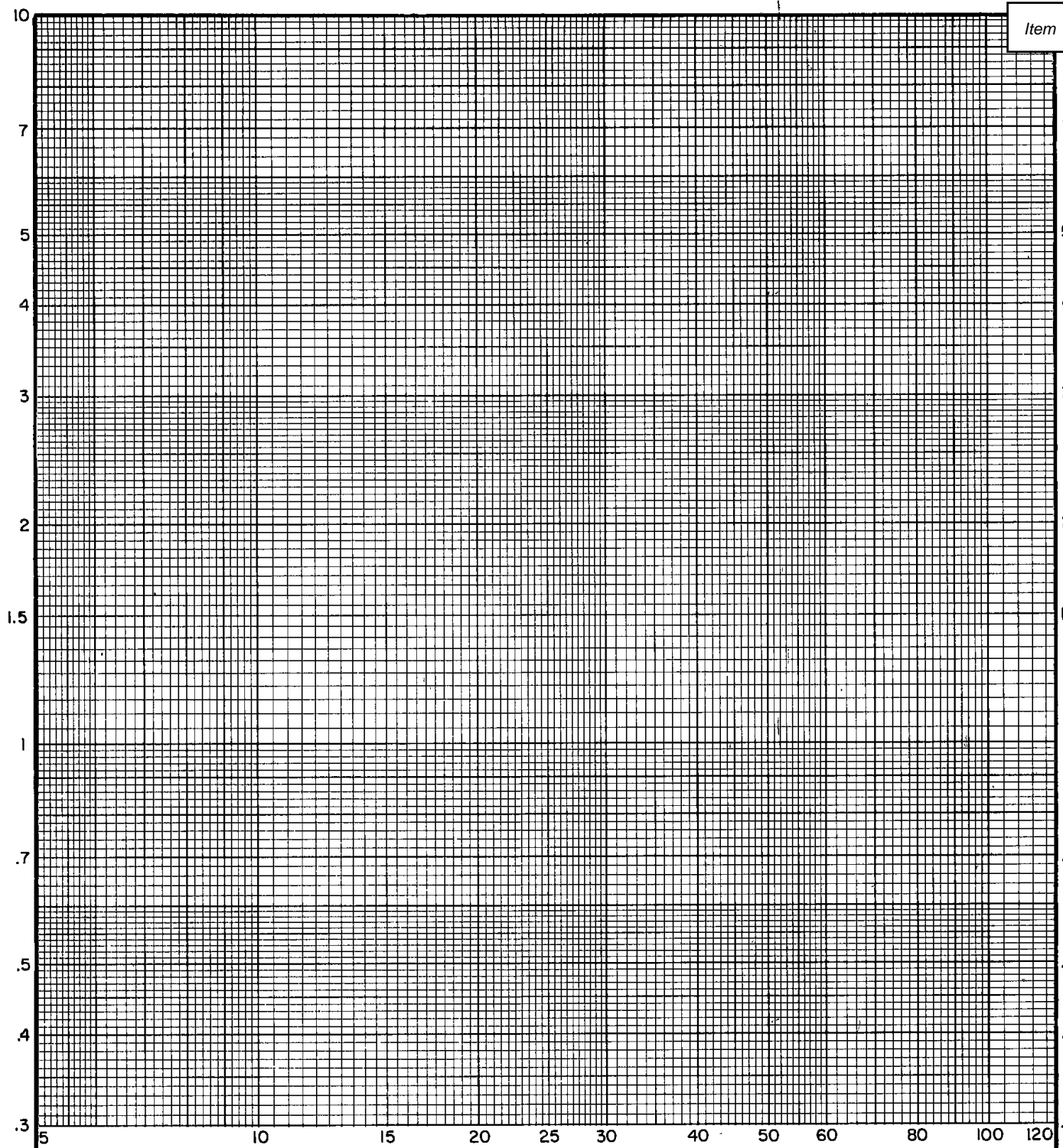
**HYDROLOGIC SOILS GROUP MAP  
 FOR  
 BEAUMONT**

## RAINFALL INTENSITY—INCHES PER HOUR

ANZA			BANNING			REAMONT			CALIMESA			CANYON LAKE		
DURATION MINUTES	FREQUENCY		DURATION MINUTES	FREQUENCY		DURATION MINUTES	FREQUENCY		DURATION MINUTES	FREQUENCY		DURATION MINUTES	FREQUENCY	
	10 YEAR	100 YEAR		10 YEAR	100 YEAR		10 YEAR	100 YEAR		10 YEAR	100 YEAR		10 YEAR	100 YEAR
5	4.23	6.85	5	3.32	4.93	5	3.32	4.93	5	3.57	5.30	5	3.07	4.61
6	3.80	6.16	6	3.02	4.47	6	3.02	4.47	6	3.23	4.79	6	2.81	4.23
7	3.48	5.63	7	2.78	4.12	7	2.78	4.12	7	2.97	4.40	7	2.61	3.93
8	3.22	5.21	8	2.59	3.84	8	2.59	3.84	8	2.76	4.09	8	2.45	3.68
9	3.01	4.87	9	2.43	3.61	9	2.43	3.61	9	2.58	3.83	9	2.31	3.48
10	2.83	4.58	10	2.30	3.41	10	2.30	3.41	10	2.44	3.62	10	2.20	3.31
11	2.67	4.33	11	2.19	3.24	11	2.19	3.24	11	2.31	3.43	11	2.10	3.16
12	2.54	4.12	12	2.09	3.10	12	2.09	3.10	12	2.21	3.27	12	2.01	3.03
13	2.43	3.93	13	2.00	2.97	13	2.00	2.97	13	2.11	3.13	13	1.94	2.92
14	2.33	3.77	14	1.92	2.85	14	1.92	2.85	14	2.03	3.01	14	1.87	2.82
15	2.23	3.62	15	1.86	2.75	15	1.86	2.75	15	1.95	2.89	15	1.81	2.72
16	2.15	3.49	16	1.79	2.66	16	1.79	2.66	16	1.88	2.79	16	1.75	2.64
17	2.08	3.37	17	1.74	2.58	17	1.74	2.58	17	1.82	2.70	17	1.70	2.56
18	2.01	3.26	18	1.68	2.50	18	1.68	2.50	18	1.76	2.62	18	1.66	2.50
19	1.95	3.16	19	1.64	2.43	19	1.64	2.43	19	1.71	2.54	19	1.62	2.43
20	1.89	3.06	20	1.59	2.36	20	1.59	2.36	20	1.67	2.47	20	1.58	2.37
22	1.79	2.90	22	1.51	2.25	22	1.51	2.25	22	1.58	2.34	22	1.51	2.27
24	1.70	2.76	24	1.45	2.15	24	1.45	2.15	24	1.51	2.23	24	1.44	2.17
26	1.62	2.63	26	1.39	2.06	26	1.39	2.06	26	1.44	2.14	26	1.39	2.09
28	1.56	2.52	28	1.33	1.98	28	1.33	1.98	28	1.38	2.05	28	1.34	2.02
30	1.49	2.42	30	1.29	1.91	30	1.29	1.91	30	1.33	1.98	30	1.30	1.95
32	1.44	2.33	32	1.24	1.84	32	1.24	1.84	32	1.29	1.91	32	1.26	1.89
34	1.39	2.25	34	1.20	1.78	34	1.20	1.78	34	1.24	1.85	34	1.22	1.84
36	1.34	2.18	36	1.17	1.73	36	1.17	1.73	36	1.21	1.79	36	1.19	1.79
38	1.30	2.11	38	1.13	1.68	38	1.13	1.68	38	1.17	1.74	38	1.16	1.74
40	1.27	2.05	40	1.10	1.64	40	1.10	1.64	40	1.14	1.69	40	1.13	1.70
45	1.18	1.91	45	1.04	1.54	45	1.04	1.54	45	1.07	1.58	45	1.07	1.61
50	1.11	1.80	50	.98	1.45	50	.98	1.45	50	1.01	1.49	50	1.02	1.53
55	1.05	1.70	55	.93	1.38	55	.93	1.38	55	.95	1.42	55	.97	1.46
60	1.00	1.62	60	.89	1.32	60	.89	1.32	60	.91	1.35	60	.93	1.40
65	.95	1.55	65	.85	1.27	65	.85	1.27	65	.87	1.29	65	.89	1.35
70	.91	1.48	70	.82	1.22	70	.82	1.22	70	.84	1.24	70	.86	1.30
75	.88	1.42	75	.79	1.17	75	.79	1.17	75	.80	1.19	75	.84	1.26
80	.85	1.37	80	.76	1.13	80	.76	1.13	80	.78	1.15	80	.81	1.22
85	.82	1.32	85	.74	1.10	85	.74	1.10	85	.75	1.11	85	.79	1.18
SLOPE = .580			SLOPE = .530			SLOPE = .530			SLOPE = .550			SLOPE = .480		

**RCFC & WCD**  
 HYDROLOGY MANUAL

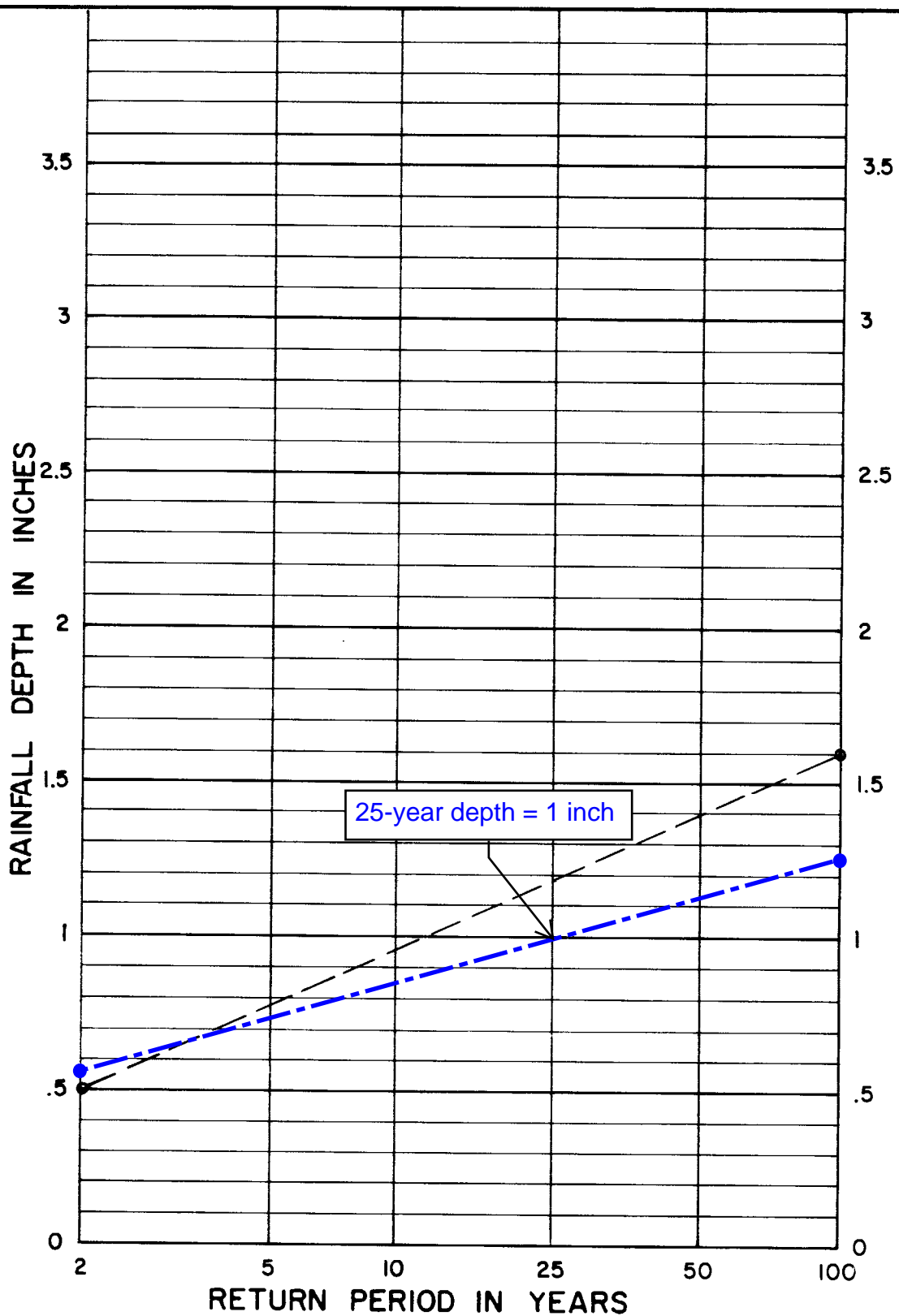
STANDARD  
 INTENSITY - DURATION  
 CURVES DATA



STORM DURATION - MINUTES

**RCFC & WCD**  
HYDROLOGY MANUAL

**INTENSITY - DURATION  
CURVES**



25-year depth = 1 inch

NOTE:

1. For intermediate return periods plot 2-year and 100-year one hour values from maps, then connect points and read value for desired return period. For example given 2-year one hour = .50" and 100-year one hour = 1.60", 25-year one hour = 1.18"

Reference: NOAA Atlas 2, Volume XI-California, 1973.

**RCFC & WCD**  
HYDROLOGY MANUAL

RAINFALL DEPTH VERSUS  
RETURN PERIOD FOR  
PARTIAL DURATION SERIES

APPENDIX B: PROJECT CONDITIONS HYDROLOGY ANALYSIS

Pennsylvania Avenue Improvements (Beaumont, CA)  
Hydrology Calculations - Project Conditions  
Based on Riverside County Flood Control and Water Conservation District Hydrology Manual

Rational Method Calculation				
10-year Storm				
Subarea ID	Total Area (ac)	C	I (in/hr)	Q (cfs)
#1	0.68	0.60	3.32	1.35
#2	0.95	0.95	3.32	3.00
#3	1.04	0.95	3.32	3.28
#4	3.23	0.60	3.32	6.43
#5	1.15	1.00	3.32	3.82
#6	1.32	1.00	3.32	4.38
#7	0.18	1.00	3.32	0.60
#8	1.21	0.60	3.32	2.41
#9	0.41	1.00	3.32	1.36
#10	0.75	0.70	3.32	1.74
#11	1.35	0.70	3.32	3.14
#12	1.07	0.95	3.32	3.37
#13	0.70	0.95	3.32	2.21
#14	1.40	1.00	3.32	4.65

Note: Minimum Tc of 5 minutes used for design purposes



Pennsylvania Avenue Improvements (Beaumont, CA)  
Hydrology Calculations - Project Conditions  
Based on Riverside County Flood Control and Water Conservation District Hydrology Manual

Rational Method Calculation				
25-year Storm				
Subarea ID	Total Area (ac)	C	I (in/hr)	Q (cfs)
#1	0.68	0.60	3.70	1.51
#2	0.95	0.95	3.70	3.34
#3	1.04	0.95	3.70	3.66
#4	3.23	0.60	3.70	7.17
#5	1.15	1.00	3.70	4.26
#6	1.32	1.00	3.70	4.88
#7	0.18	1.00	3.70	0.67
#8	1.21	0.60	3.70	2.69
#9	0.41	1.00	3.70	1.52
#10	0.75	0.70	3.70	1.94
#11	1.35	0.70	3.70	3.50
#12	1.07	0.95	3.70	3.76
#13	0.70	0.95	3.70	2.46
#14	1.40	1.00	3.70	5.18

Note: Minimum Tc of 5 minutes used for design purposes

Pennsylvania Avenue Improvements (Beaumont, CA)  
Hydrology Calculations - Project Conditions  
 Based on Riverside County Flood Control and Water Conservation District Hydrology Manual

<u>Rational Method Calculation</u>				
<u>100-year Storm</u>				
Subarea ID	Total Area (ac)	C	I (in/hr)	Q (cfs)
#1	0.68	0.60	4.93	2.01
#2	0.95	0.95	4.93	4.45
#3	1.04	0.95	4.93	4.87
#4	3.23	0.60	4.93	9.55
#5	1.15	1.00	4.93	5.67
#6	1.32	1.00	4.93	6.51
#7	0.18	1.00	4.93	0.89
#8	1.21	0.60	4.93	3.58
#9	0.41	1.00	4.93	2.02
#10	0.75	0.70	4.93	2.59
#11	1.35	0.70	4.93	4.66
#12	1.07	0.95	4.93	5.01
#13	0.70	0.95	4.93	3.28
#14	1.40	1.00	4.93	6.90

Note: Minimum Tc of 5 minutes used for design purposes

## APPENDIX C: PAVEMENT DRAINAGE CALCULATIONS

Gutter - Pennsylvania Ave, Rt (East) Report

Label	Channel Slope (ft/ft)	Discharge (ft <sup>3</sup> /s)	Gutter Width (ft)	Gutter Cross Slope (ft/ft)	Road Cross Slope (ft/ft)	Spread (ft)	Manning Coefficient	Flow Area (ft <sup>2</sup> )	Depth (ft)	Velocity (ft/s)
Gutter - 47+42 to 47+00	0.01900	4.65	2.00	0.083	0.020	10.08	0.015	1.14	0.33	4.07
Gutter - 47+00 to 46+50	0.01900	4.65	2.00	0.083	0.022	9.51	0.015	1.12	0.33	4.16
Gutter - 46+50 to 46+00	0.01700	4.65	2.00	0.083	0.020	10.33	0.015	1.19	0.33	3.89
Gutter - 46+00 to 45+50	0.01600	4.65	2.00	0.083	0.020	10.48	0.015	1.22	0.34	3.80
Gutter - 45+50 to 45+00	0.01200	4.65	2.00	0.083	0.023	10.26	0.015	1.33	0.36	3.49
Gutter - 45+00 to 44+50	0.00800	4.65	2.00	0.083	0.023	11.20	0.015	1.56	0.38	2.97
Gutter - 44+50 to 44+00	0.01000	4.65	2.00	0.083	0.022	10.97	0.015	1.45	0.36	3.22
Gutter - 44+00 to 43+50	0.00800	4.65	2.00	0.083	0.023	11.20	0.015	1.56	0.38	2.97
Gutter - 43+50 to 43+00	0.00800	4.65	2.00	0.083	0.024	10.92	0.015	1.55	0.38	3.00
Gutter - 43+00 to 42+50	0.00400	4.65	2.00	0.083	0.019	14.59	0.015	2.15	0.41	2.16
Gutter - 42+50 to 42+00	0.01100	4.65	2.00	0.083	0.004	31.25	0.015	2.11	0.28	2.20
Gutter - 42+00 to 41+50	0.00800	4.65	2.00	0.083	0.003	40.19	0.015	2.58	0.28	1.80
Gutter - 41+50 to 41+00	0.00900	3.14	2.00	0.083	0.010	15.33	0.015	1.32	0.30	2.38
Gutter - 41+00 to 40+50	0.06000	3.14	2.00	0.083	0.003	19.98	0.015	0.76	0.22	4.14
Gutter - 40+50 to 40+00	0.00500	3.14	2.00	0.083	0.003	37.53	0.015	2.27	0.27	1.38
Gutter - 40+00 to 39+50	0.00300	3.14	2.00	0.083	0.008	22.54	0.015	2.18	0.33	1.44
Gutter - 39+50 to 39+00	0.00100	3.14	2.00	0.083	0.010	24.65	0.015	3.18	0.39	0.99
Gutter - 37+37 to 37+00	0.04800	4.38	2.00	0.083	0.013	10.16	0.015	0.81	0.27	5.40
Gutter - 37+00 to 36+50	0.02900	4.38	2.00	0.083	0.040	5.95	0.015	0.79	0.32	5.51
Gutter - 36+50 to 36+00	0.02300	4.38	2.00	0.083	0.036	6.65	0.015	0.89	0.33	4.93
Gutter - 36+00 to 35+50	0.02200	4.38	2.00	0.083	0.020	9.47	0.015	1.02	0.32	4.28
Gutter - 35+50 to 35+00	0.02000	4.38	2.00	0.083	0.010	14.86	0.015	1.25	0.29	3.50
Gutter - 35+00 to 34+50	0.01500	4.38	2.00	0.083	0.007	19.90	0.015	1.54	0.29	2.85
Gutter - 34+50 to 34+00	0.01500	4.38	2.00	0.083	0.015	12.34	0.015	1.28	0.32	3.43
Gutter - 34+00 to 33+50	0.01100	4.38	2.00	0.083	0.014	13.82	0.015	1.47	0.33	2.97
Gutter - 33+50 to 33+00	0.00700	4.38	2.00	0.083	0.010	18.84	0.015	1.92	0.33	2.28
Gutter - 33+00 to 32+50	0.00300	4.38	2.00	0.083	0.020	14.63	0.015	2.27	0.42	1.93
Gutter - 32+50 to 32+00	0.00600	4.38	2.00	0.083	0.014	15.78	0.015	1.88	0.36	2.33
Gutter - 32+00 to 31+50	0.00300	4.38	2.00	0.083	0.019	15.10	0.015	2.30	0.41	1.91

Gutter - Pennsylvania Ave, Rt (East) Report

Label	Channel Slope (ft/ft)	Discharge (ft <sup>3</sup> /s)	Gutter Width (ft)	Gutter Cross Slope (ft/ft)	Road Cross Slope (ft/ft)	Spread (ft)	Manning Coefficient	Flow Area (ft <sup>2</sup> )	Depth (ft)	Velocity (ft/s)
Gutter - 31+50 to 31+00	0.00700	4.38	2.00	0.083	0.018	13.06	0.015	1.67	0.37	2.63
Gutter - 31+00 to 30+50	0.00600	4.38	2.00	0.083	0.016	14.52	0.015	1.82	0.37	2.41
Gutter - 30+50 to 30+00	0.00600	4.38	2.00	0.083	0.015	15.11	0.015	1.85	0.36	2.37
Gutter - 30+00 to 29+50	0.00600	4.38	2.00	0.083	0.011	18.34	0.015	1.99	0.35	2.20
Gutter - 29+50 to 29+00	0.00600	4.38	2.00	0.083	0.012	17.37	0.015	1.95	0.35	2.24
Gutter - 29+00 to 28+50	0.00700	4.38	2.00	0.083	0.012	16.80	0.015	1.84	0.34	2.39
Gutter - 28+50 to 28+00	0.00400	4.38	2.00	0.083	0.011	20.00	0.015	2.34	0.36	1.87
Gutter - 28+00 to 27+50	0.00500	4.38	2.00	0.083	0.010	20.25	0.015	2.20	0.35	1.99
Gutter - 27+50 to 27+00	0.00400	4.38	2.00	0.083	0.015	16.47	0.015	2.17	0.38	2.02
Gutter - 27+00 to 26+50	0.00600	3.28	2.00	0.083	0.013	14.56	0.015	1.52	0.33	2.16
Gutter - 26+50 to 26+00	0.00400	3.28	2.00	0.083	0.013	15.92	0.015	1.79	0.35	1.84
Gutter - 26+00 to 25+50	0.00400	3.28	2.00	0.083	0.014	15.20	0.015	1.76	0.35	1.87
Gutter - 25+50 to 25+00	0.00600	3.28	2.00	0.083	0.015	13.32	0.015	1.47	0.34	2.24
Gutter - 25+00 to 24+50	0.01100	3.28	2.00	0.083	0.014	12.11	0.015	1.16	0.31	2.82
Gutter - 24+50 to 24+00	0.01400	3.28	2.00	0.083	0.013	11.97	0.015	1.07	0.30	3.06
Gutter - 24+00 to 23+50	0.02500	3.28	2.00	0.083	0.016	9.13	0.015	0.80	0.28	4.10
Gutter - 23+50 to 23+00	0.03200	3.28	2.00	0.083	0.021	7.28	0.015	0.68	0.28	4.82
Gutter - 23+00 to 22+50	0.03600	3.28	2.00	0.083	0.014	8.99	0.015	0.70	0.26	4.66
Gutter - 22+50 to 22+00	0.03800	3.28	2.00	0.083	0.009	11.63	0.015	0.76	0.25	4.33
Gutter - 22+00 to 21+50	0.03600	3.28	2.00	0.083	0.023	6.70	0.015	0.64	0.27	5.16
Gutter - 21+50 to 21+00	0.03000	3.28	2.00	0.083	0.010	11.62	0.015	0.82	0.26	4.00
Gutter - 21+00 to 20+50	0.01300	3.28	2.00	0.083	0.004	25.64	0.015	1.47	0.26	2.23
Gutter - 20+50 to 20+00	0.00600	3.28	2.00	0.083	0.010	17.16	0.015	1.62	0.32	2.03

Gutter - Pennsylvania Ave, Lt (West) Report

Label	Channel Slope (ft/ft)	Discharge (ft <sup>3</sup> /s)	Gutter Width (ft)	Gutter Cross Slope (ft/ft)	Road Cross Slope (ft/ft)	Spread (ft)	Manning Coefficient	Flow Area (ft <sup>2</sup> )	Depth (ft)	Gutter Depression (ft)	Velocity (ft/s)
Gutter - 47+45 to 47+00	0.01900	3.37	2.00	0.083	0.020	8.66	0.015	0.88	0.30	0.13	3.85
Gutter - 47+00 to 46+50	0.01900	3.37	2.00	0.083	0.017	9.55	0.015	0.91	0.29	0.13	3.71
Gutter - 46+50 to 46+00	0.01700	3.37	2.00	0.083	0.015	10.59	0.015	0.98	0.29	0.14	3.45
Gutter - 46+00 to 45+50	0.01600	3.37	2.00	0.083	0.010	13.83	0.015	1.10	0.28	0.15	3.06
Gutter - 45+50 to 45+00	0.01200	3.37	2.00	0.083	0.014	12.01	0.015	1.15	0.31	0.14	2.93
Gutter - 45+00 to 44+50	0.00800	3.37	2.00	0.083	0.015	12.64	0.015	1.33	0.33	0.14	2.53
Gutter - 44+50 to 44+00	0.01000	3.37	2.00	0.083	0.010	15.46	0.015	1.34	0.30	0.15	2.51
Gutter - 44+00 to 43+50	0.00800	3.37	2.00	0.083	0.010	16.28	0.015	1.47	0.31	0.15	2.29
Gutter - 43+50 to 43+00	0.00800	3.37	2.00	0.083	0.015	12.64	0.015	1.33	0.33	0.14	2.53
Gutter - 43+00 to 42+50	0.00400	3.37	2.00	0.083	0.017	13.63	0.015	1.71	0.36	0.13	1.97
Gutter - 42+50 to 42+00	0.01000	3.37	2.00	0.083	0.006	21.35	0.015	1.52	0.28	0.15	2.22
Gutter - 42+00 to 41+50	0.00800	3.37	2.00	0.083	0.003	34.89	0.015	1.99	0.26	0.16	1.70
Gutter - 41+50 to 41+00	0.00900	3.37	2.00	0.083	0.007	19.84	0.015	1.53	0.29	0.15	2.20
Gutter - 41+00 to 40+50	0.00600	3.37	2.00	0.083	0.003	37.20	0.015	2.24	0.27	0.16	1.51
Gutter - 40+50 to 40+00	0.00500	3.37	2.00	0.080	0.006	25.04	0.015	2.03	0.30	0.15	1.66
Gutter - 40+00 to 39+50	0.00300	3.37	2.00	0.080	0.004	36.09	0.015	2.76	0.30	0.15	1.22
Gutter - 39+50 to 39+00	0.00100	3.97	2.00	0.080	0.017	19.49	0.015	3.35	0.46	0.13	1.18
Gutter - 39+00 to 38+50	0.00500	3.97	2.00	0.080	0.018	13.51	0.015	1.77	0.37	0.12	2.25
Gutter - 37+50 to 37+00	0.04100	3.82	2.00	0.080	0.020	7.68	0.015	0.71	0.27	0.12	5.38
Gutter - 37+00 to 36+50	0.02900	0.00	2.00	0.080	0.019	0.00	0.015	0.00	0.00	0.00	0.00
Gutter - 36+50 to 36+00	0.02300	0.00	2.00	0.080	0.012	0.00	0.015	0.00	0.00	0.00	0.00
Gutter - 36+00 to 35+50	0.02200	3.82	2.00	0.083	0.013	11.55	0.015	1.01	0.29	0.14	3.79
Gutter - 35+50 to 35+00	0.02000	3.82	2.00	0.083	0.017	10.02	0.015	0.99	0.30	0.13	3.87
Gutter - 35+00 to 34+50	0.01500	3.82	2.00	0.083	0.022	9.18	0.015	1.05	0.32	0.12	3.64
Gutter - 34+50 to 34+00	0.01500	3.82	2.00	0.083	0.026	8.31	0.015	1.01	0.33	0.11	3.78
Gutter - 34+00 to 33+50	0.01100	3.82	2.00	0.083	0.025	9.12	0.015	1.16	0.34	0.12	3.31
Gutter - 33+50 to 33+00	0.00700	3.82	2.00	0.083	0.020	11.53	0.015	1.46	0.36	0.13	2.62
Gutter - 33+00 to 32+50	0.00600	3.82	2.00	0.083	0.019	12.31	0.015	1.57	0.36	0.13	2.44
Gutter - 32+50 to 32+00	0.00600	3.82	2.00	0.083	0.019	12.31	0.015	1.57	0.36	0.13	2.44

Gutter - Pennsylvania Ave, Lt (West) Report

Label	Channel Slope (ft/ft)	Discharge (ft <sup>3</sup> /s)	Gutter Width (ft)	Gutter Cross Slope (ft/ft)	Road Cross Slope (ft/ft)	Spread (ft)	Manning Coefficient	Flow Area (ft <sup>2</sup> )	Depth (ft)	Gutter Depression (ft)	Velocity (ft/s)
Gutter - 32+00 to 31+50	0.00300	3.82	2.00	0.083	0.019	14.27	0.015	2.06	0.40	0.13	1.85
Gutter - 31+50 to 31+00	0.00700	3.82	2.00	0.083	0.018	12.31	0.015	1.49	0.35	0.13	2.56
Gutter - 31+00 to 30+50	0.00600	3.82	2.00	0.083	0.020	11.93	0.015	1.55	0.36	0.13	2.47
Gutter - 30+50 to 30+00	0.00600	3.82	2.00	0.083	0.022	11.25	0.015	1.51	0.37	0.12	2.52
Gutter - 30+00 to 29+50	0.00600	3.82	2.00	0.083	0.012	16.37	0.015	1.75	0.34	0.14	2.18
Gutter - 29+50 to 29+00	0.00600	3.82	2.00	0.083	0.009	19.61	0.015	1.88	0.32	0.15	2.03
Gutter - 29+00 to 28+50	0.00700	3.82	2.00	0.083	0.009	18.96	0.015	1.76	0.32	0.15	2.16
Gutter - 28+50 to 28+00	0.00400	3.82	2.00	0.083	0.014	16.23	0.015	1.98	0.37	0.14	1.93
Gutter - 28+00 to 27+50	0.00500	3.82	2.00	0.083	0.017	13.71	0.015	1.73	0.37	0.13	2.21
Gutter - 27+50 to 27+00	0.00500	0.00	2.00	0.083	0.017	0.00	0.015	0.00	0.00	0.00	0.00
Gutter - 27+00 to 26+50	0.00600	0.00	2.00	0.083	0.010	0.00	0.015	0.00	0.00	0.00	0.00
Gutter - 26+50 to 26+00	0.00400	0.00	2.00	0.083	0.013	0.00	0.015	0.00	0.00	0.00	0.00
Gutter - 26+00 to 25+50	0.00500	0.00	2.00	0.083	0.016	0.00	0.015	0.00	0.00	0.00	0.00
Gutter - 25+50 to 25+00	0.00600	0.00	2.00	0.083	0.004	0.00	0.015	0.00	0.00	0.00	0.00
Gutter - 25+00 to 24+50	0.01100	0.00	2.00	0.083	0.006	0.00	0.015	0.00	0.00	0.00	0.00
Gutter - 24+50 to 24+00	0.01400	0.00	2.00	0.083	0.008	0.00	0.015	0.00	0.00	0.00	0.00
Gutter - 24+00 to 23+50	0.02500	0.00	2.00	0.083	0.014	0.00	0.015	0.00	0.00	0.00	0.00
Gutter - 23+50 to 23+00	0.03200	0.00	2.00	0.083	0.016	0.00	0.015	0.00	0.00	0.00	0.00
Gutter - 23+00 to 22+50	0.03600	0.00	2.00	0.083	0.010	0.00	0.015	0.00	0.00	0.00	0.00
Gutter - 22+50 to 22+00	0.03800	0.00	2.00	0.083	0.019	0.00	0.015	0.00	0.00	0.00	0.00
Gutter - 22+00 to 21+50	0.03600	1.35	2.00	0.083	0.022	3.93	0.015	0.29	0.21	0.12	4.62
Gutter - 21+50 to 21+00	0.03000	1.35	2.00	0.083	0.026	3.90	0.015	0.31	0.22	0.11	4.32
Gutter - 21+00 to 20+50	0.01300	1.35	2.00	0.083	0.023	5.43	0.015	0.46	0.24	0.12	2.94
Gutter - 20+50 to 20+00	0.00600	1.35	2.00	0.083	0.013	9.44	0.015	0.72	0.26	0.14	1.88





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 Worksheet for Curb Inlet On Grade - STA 26+97
 

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## Project Description

Solve For Efficiency

## Input Data

Discharge	4.38	ft <sup>3</sup> /s
Slope	0.00400	ft/ft
Gutter Width	2.00	ft
Gutter Cross Slope	0.080	ft/ft
Road Cross Slope	0.015	ft/ft
Roughness Coefficient	0.015	
Curb Opening Length	14.00	ft
Local Depression	2.00	in
Local Depression Width	2.00	ft

## Results

Efficiency	100.00	%
Intercepted Flow	4.38	ft <sup>3</sup> /s
Bypass Flow	0.00	ft <sup>3</sup> /s
Spread	16.52	ft
Depth	0.38	ft
Flow Area	2.18	ft <sup>2</sup>
Gutter Depression	0.13	ft
Total Depression	0.30	ft
Velocity	2.01	ft/s
Equivalent Cross Slope	0.07216	ft/ft
Length Factor	1.09	
Total Interception Length	12.81	ft



## APPENDIX D: WSPG RESULTS

Item 13.

T1	Pennsylvania Avenue Improvements										
T2	Storm Drain Line "A"										
T3	25-year Storm Event (Proposed Conditions)										
S0	100000.000	2590.480	1								2590.480
R	100043.620	2590.700	1			.013					.000
R	100055.000	2590.770	1			.013					.000
R	100103.250	2590.930	1			.013					.000
JX	100104.750	2590.940	1	2		.013	5.440				2591.180
R	100252.000	2591.690	1			.013					.000
JX	100256.500	2591.890	1			.013					.000
R	100432.500	2594.840	1			.013					.000
SH	100432.500	2594.840	1								142.900
CD	1	4	0			.000	2.000	.000	.000	.000	.000
CD	2	4	0			.000	1.500	.000	.000	.000	.000
Q							7.110	.0			

Item 13.

Pennsylvania Avenue Improvements  
Storm Drain Line "A"

25-year Storm Event (Proposed Conditions)

Station	Invert Elev	Depth (FT)	Water Elev	Q (CFS)	Vel (FPS)	Vel Head	Energy Grd. El.	Super Elev	Critical Depth	Flow Top Width	Height/Dia. -FT	Base Wt or I. D.	ZL	No Wth Prs/Pip
L/Elem	Ch Slope					SF Ave	HF	SE Dpth	Froude N	Norm Dp	"N"	X-Fall	ZR	Type Ch
100000.000	2590.480	1.274	2591.754	12.55	5.94	.55	2592.30	.00	1.27	1.92	2.000	.000	.00	0 .0
11.938	.0050					.0054	.06	1.27	1.00	1.33	.013	.00	.00	PIPE
100011.900	2590.540	1.328	2591.868	12.55	5.67	.50	2592.37	.00	1.27	1.89	2.000	.000	.00	0 .0
31.680	.0050					.0051	.16	1.33	.92	1.33	.013	.00	.00	PIPE
100043.600	2590.700	1.328	2592.028	12.55	5.67	.50	2592.53	.00	1.27	1.89	2.000	.000	.00	0 .0
3.266	.0062					.0054	.02	1.33	.92	1.24	.013	.00	.00	PIPE
100046.900	2590.720	1.274	2591.994	12.55	5.94	.55	2592.54	.00	1.27	1.92	2.000	.000	.00	0 .0
HYDRAULIC JUMP														
100046.900	2590.720	1.241	2591.961	12.55	6.13	.58	2592.54	.00	1.27	1.94	2.000	.000	.00	0 .0
.555	.0062					.0062	.00	1.24	1.05	1.24	.013	.00	.00	PIPE
100047.400	2590.723	1.241	2591.965	12.55	6.13	.58	2592.55	.00	1.27	1.94	2.000	.000	.00	0 .0
7.563	.0062					.0059	.04	1.24	1.05	1.24	.013	.00	.00	PIPE
100055.000	2590.770	1.274	2592.044	12.55	5.94	.55	2592.59	.00	1.27	1.92	2.000	.000	.00	0 .0
1.984	.0033					.0054	.01	1.27	1.00	1.58	.013	.00	.00	PIPE
100057.000	2590.777	1.328	2592.104	12.55	5.67	.50	2592.60	.00	1.27	1.89	2.000	.000	.00	0 .0
8.430	.0033					.0048	.04	1.33	.92	1.58	.013	.00	.00	PIPE
100065.400	2590.804	1.385	2592.190	12.55	5.40	.45	2592.64	.00	1.27	1.85	2.000	.000	.00	0 .0
22.125	.0033					.0043	.09	1.39	.85	1.58	.013	.00	.00	PIPE

Pennsylvania Avenue Improvements  
Storm Drain Line "A"

25-year Storm Event (Proposed Conditions)

Station	Invert Elev	Depth (FT)	Water Elev	Q (CFS)	Vel (FPS)	Vel Head	Energy Grd. El.	Super Elev	Critical Depth	Flow Top Width	Height/Dia. -FT	Base Wt or I. D.	ZL	No Wth Prs/Pip
L/Elem	Ch Slope					SF Ave	HF	SE Dpth	Froude N	Norm Dp	"N"	X-Fall	ZR	Type Ch
100087.500	2590.878	1.448	2592.325	12.55	5.15	.41	2592.74	.00	1.27	1.79	2.000	.000	.00	0 .0

15.711	.0033			.0039	.06	1.45	.78	1.58	.013	.00	.00	PIPE		
100103.300	2590.930	1.472	2592.402	12.55	5.06	.40	2592.80	.00	1.27	1.76	2.000	.000	.00	0.0
JUNCT STR	.0067					.0024	.00	1.47	.75	.013	.00	.00	PIPE	
100104.800	2590.940	1.799	2592.739	7.11	2.39	.09	2592.83	.00	.95	1.20	2.000	.000	.00	0.0
22.789	.0051					.0009	.02	1.80	.27	.93	.013	.00	.00	PIPE
100127.500	2591.056	1.694	2592.750	7.11	2.51	.10	2592.85	.00	.95	1.44	2.000	.000	.00	0.0
18.781	.0051					.0010	.02	1.69	.31	.93	.013	.00	.00	PIPE
100146.300	2591.152	1.607	2592.759	7.11	2.63	.11	2592.87	.00	.95	1.59	2.000	.000	.00	0.0
16.414	.0051					.0011	.02	1.61	.35	.93	.013	.00	.00	PIPE
100162.700	2591.235	1.531	2592.766	7.11	2.76	.12	2592.88	.00	.95	1.70	2.000	.000	.00	0.0
14.742	.0051					.0012	.02	1.53	.39	.93	.013	.00	.00	PIPE
100177.500	2591.310	1.461	2592.772	7.11	2.89	.13	2592.90	.00	.95	1.77	2.000	.000	.00	0.0
13.430	.0051					.0013	.02	1.46	.43	.93	.013	.00	.00	PIPE
100190.900	2591.379	1.398	2592.777	7.11	3.03	.14	2592.92	.00	.95	1.83	2.000	.000	.00	0.0
12.367	.0051					.0015	.02	1.40	.47	.93	.013	.00	.00	PIPE
100203.300	2591.442	1.339	2592.781	7.11	3.18	.16	2592.94	.00	.95	1.88	2.000	.000	.00	0.0
11.477	.0051					.0017	.02	1.34	.51	.93	.013	.00	.00	PIPE

Item 13.

♀ FILE: penn-linea.WSW

W S P G W - CIVIL DESIGN Version 14.06

PAGE 3

Program Package Serial Number: 1911

WATER SURFACE PROFILE LISTING

Date: 3- 2-2018 Time: 3: 57: 9

Pennsylvania Avenue Improvements

Storm Drain Line "A"

25-year Storm Event (Proposed Conditions)

Station	Invert Elev	Depth (FT)	Water Elev	Q (CFS)	Vel (FPS)	Vel Head	Energy Grd. El.	Super Elev	Critical Depth	Flow Top Width	Height/Dia. -FT	Base Wt or I. D.	ZL	No Wth Prs/Pi p
L/Elem	Ch Slope					SF Ave	HF	SE Dpth	Froude N	Norm Dp	"N"	X-Fall	ZR	Type Ch
100214.800	2591.500	1.285	2592.784	7.11	3.33	.17	2592.96	.00	.95	1.92	2.000	.000	.00	0.0
10.688	.0051					.0019	.02	1.28	.56	.93	.013	.00	.00	PIPE
100225.400	2591.554	1.233	2592.788	7.11	3.50	.19	2592.98	.00	.95	1.94	2.000	.000	.00	0.0
4.547	.0051					.0021	.01	1.23	.60	.93	.013	.00	.00	PIPE
100230.000	2591.578	1.185	2592.762	7.11	3.67	.21	2592.97	.00	.95	1.97	2.000	.000	.00	0.0
HYDRAULIC JUMP														
100230.000	2591.578	.704	2592.281	7.11	7.20	.81	2593.09	.00	.95	1.91	2.000	.000	.00	0.0
5.648	.0051					.0140	.08	.70	1.77	.93	.013	.00	.00	PIPE
100235.600	2591.606	.704	2592.310	7.11	7.20	.80	2593.12	.00	.95	1.91	2.000	.000	.00	0.0

Item 13.

5.711	.0051						.0150	.09	.70	1.76	.93	.013	.00	.00	PIPE
100241.300	2591.635	.680	2592.315	7.11	7.55	.89	2593.20	.00	.95	1.89	2.000	.000	.00	.00	0 .0
5.438	.0051						.0171	.09	.68	1.89	.93	.013	.00	.00	PIPE
100246.800	2591.663	.657	2592.320	7.11	7.92	.97	2593.29	.00	.95	1.88	2.000	.000	.00	.00	0 .0
5.219	.0051						.0195	.10	.66	2.02	.93	.013	.00	.00	PIPE
100252.000	2591.690	.634	2592.324	7.11	8.31	1.07	2593.40	.00	.95	1.86	2.000	.000	.00	.00	0 .0
JUNCT STR	.0444						.0188	.08	.63	2.16		.013	.00	.00	PIPE
100256.500	2591.890	.671	2592.561	7.11	7.69	.92	2593.48	.00	.95	1.89	2.000	.000	.00	.00	0 .0
63.719	.0168						.0168	1.07	.67	1.94	.67	.013	.00	.00	PIPE

♀ FILE: penn-linea.WSW W S P G W - CIVIL DESIGN Version 14.06 PAGE 4  
 Program Package Serial Number: 1911 WATER SURFACE PROFILE LISTING Date: 3- 2-2018 Time: 3:57: 9

Pennsylvania Avenue Improvements  
 Storm Drain Line "A"  
 25-year Storm Event (Proposed Conditions)

Station	Invert Elev	Depth (FT)	Water Elev	Q (CFS)	Vel (FPS)	Vel Head	Energy Grd. El.	Super Elev	Critical Depth	Flow Top Width	Height/Dia. -FT	Base Wt or I.D.	ZL	No Wth Prs/Pipe
L/Elem	Ch Slope					SF Ave	HF	SE Dpth	Froude N	Norm Dp	"N"	X-Fall	ZR	Type Ch
100320.200	2592.958	.671	2593.629	7.11	7.69	.92	2594.55	.00	.95	1.89	2.000	.000	.00	0 .0
57.719	.0168					.0161	.93	.67	1.94	.67	.013	.00	.00	PIPE
100377.900	2593.926	.685	2594.611	7.11	7.47	.87	2595.48	.00	.95	1.90	2.000	.000	.00	0 .0
24.273	.0168					.0145	.35	.69	1.86	.67	.013	.00	.00	PIPE
100402.200	2594.333	.710	2595.042	7.11	7.12	.79	2595.83	.00	.95	1.91	2.000	.000	.00	0 .0
11.461	.0168					.0127	.15	.71	1.74	.67	.013	.00	.00	PIPE
100413.700	2594.525	.735	2595.260	7.11	6.79	.72	2595.98	.00	.95	1.93	2.000	.000	.00	0 .0
6.906	.0168					.0112	.08	.74	1.62	.67	.013	.00	.00	PIPE
100420.600	2594.640	.761	2595.402	7.11	6.47	.65	2596.05	.00	.95	1.94	2.000	.000	.00	0 .0
4.547	.0168					.0098	.04	.76	1.52	.67	.013	.00	.00	PIPE
100425.100	2594.717	.789	2595.505	7.11	6.17	.59	2596.10	.00	.95	1.95	2.000	.000	.00	0 .0
3.070	.0168					.0086	.03	.79	1.42	.67	.013	.00	.00	PIPE
100428.200	2594.768	.818	2595.586	7.11	5.89	.54	2596.12	.00	.95	1.97	2.000	.000	.00	0 .0
2.063	.0168					.0075	.02	.82	1.32	.67	.013	.00	.00	PIPE
100430.300	2594.802	.848	2595.650	7.11	5.61	.49	2596.14	.00	.95	1.98	2.000	.000	.00	0 .0
1.305	.0168					.0066	.01	.85	1.24	.67	.013	.00	.00	PIPE

471

penn-linea. OUT  
 100431.600 2594.824 .879 2595.703 7.11 5.35 .44 2596.15 .00 .95 1.99 2.000 .000 .00 0 .0  
 .711 .0168  
 ♀ FILE: penn-linea.WSW W S P G W - CIVILDESIGN Version 14.06  
 Program Package Serial Number: 1911 WATER SURFACE PROFILE LISTING Date: 3- 2-2018 Time: 3:57: 9  
 PAGE 5

Pennsylvania Avenue Improvements  
 Storm Drain Line "A"  
 25-year Storm Event (Proposed Conditions)

Station	Invert Elev	Depth (FT)	Water Elev	Q (CFS)	Vel (FPS)	Vel Head	Energy Grd. El.	Super Elev	Critical Depth	Flow Top Width	Height/Dia. -FT	Base Wt or I.D.	ZL	No Wth Prs/Pip
L/Elem	Ch Slope					SF Ave	HF	SE Dpth	Froude N	Norm Dp	"N"	X-Fall	ZR	Type Ch
100432.300	2594.836	.911	2595.748	7.11	5.10	.40	2596.15	.00	.95	1.99	2.000	.000	.00	0 .0
.227	.0168					.0051	.00	.91	1.07	.67	.013	.00	.00	PIPE
100432.500	2594.840	.946	2595.787	7.11	4.86	.37	2596.15	.00	.95	2.00	2.000	.000	.00	0 .0



# Appendix C

## Parcel Map

23/73

# AMENDED MAP OF A PORTION OF THE SUBDIVISION OF SEC. 11 T. 3 S. R. 1 W. S. B. M.

THE PURPOSE OF THIS MAP IS REVERSION TO ACREAGE OF BLOCKS 11, 12, 13, 14, 15, 16, AND PORTIONS OF BL'KS 17 & 18, ALSO A PORTION OF MONMOUTH AVE., XENIA AVE., ALLEGHENY AVE., AND SECOND STREET, AND THAT PORTION OF THE UNNAMED STREET LYING SOUTHERLY OF BLOCKS 15, 16, 17, 18, AS SHOWN ON MAP OF SUBDIVISION OF SEC. 11, T. 3 S. R. 1 W. S. B. & M., M. B. 9-10, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA

MAY 1949

J. F. DAVIDSON - CIVIL ENGINEER

## FILED

MAR. 9, 1950  
No. 1509 at 11:00 A.M.  
JACK A. ROSS  
COUNTY RECORDER  
by O. G. HARRIS  
DEPUTY  
Fee \$ 5.00  
Filed by County Clerk

We hereby certify that we are the owners of or interested in the land included within the subdivision shown on the annexed map consisting of one (1) sheet, that we are the only persons whose consent is necessary to pass a clear title to said land and we hereby consent to the making of said map and subdivision as shown within the colored border line, and offer for dedication to public use, lots A & B

*Class Stewart Beasley*  
*Stewart Beasley*  
*Edward M. Stewart*

STATE OF CALIFORNIA )  
COUNTY OF RIVERSIDE ) SS

On this 24 day of February, 1950, before me Beulah M. Vaught, a Notary Public in and for said county, personally appeared Class Stewart Beasley and Edward M. Stewart, known to me to be the persons whose names are subscribed to within instrument and acknowledged to me that they executed the same.

Beulah M. Vaught  
Notary Public in and for the County of Riverside, State of California.

The County of Riverside, State of California by and thru its duly authorized officers hereby approves said final map or an amended map of a portion of the subdivision of Sec. 11, T. 3 S., R. 1 W., S. B. M., and accepts the foregoing dedication, dated this 24 day of February 1950.

ATTEST:  
DOROTHY A. PEQUEGNAT  
County Clerk and Ex-officio  
Clerk of the Board of Supervisors  
By Ar. Coe  
Deputy

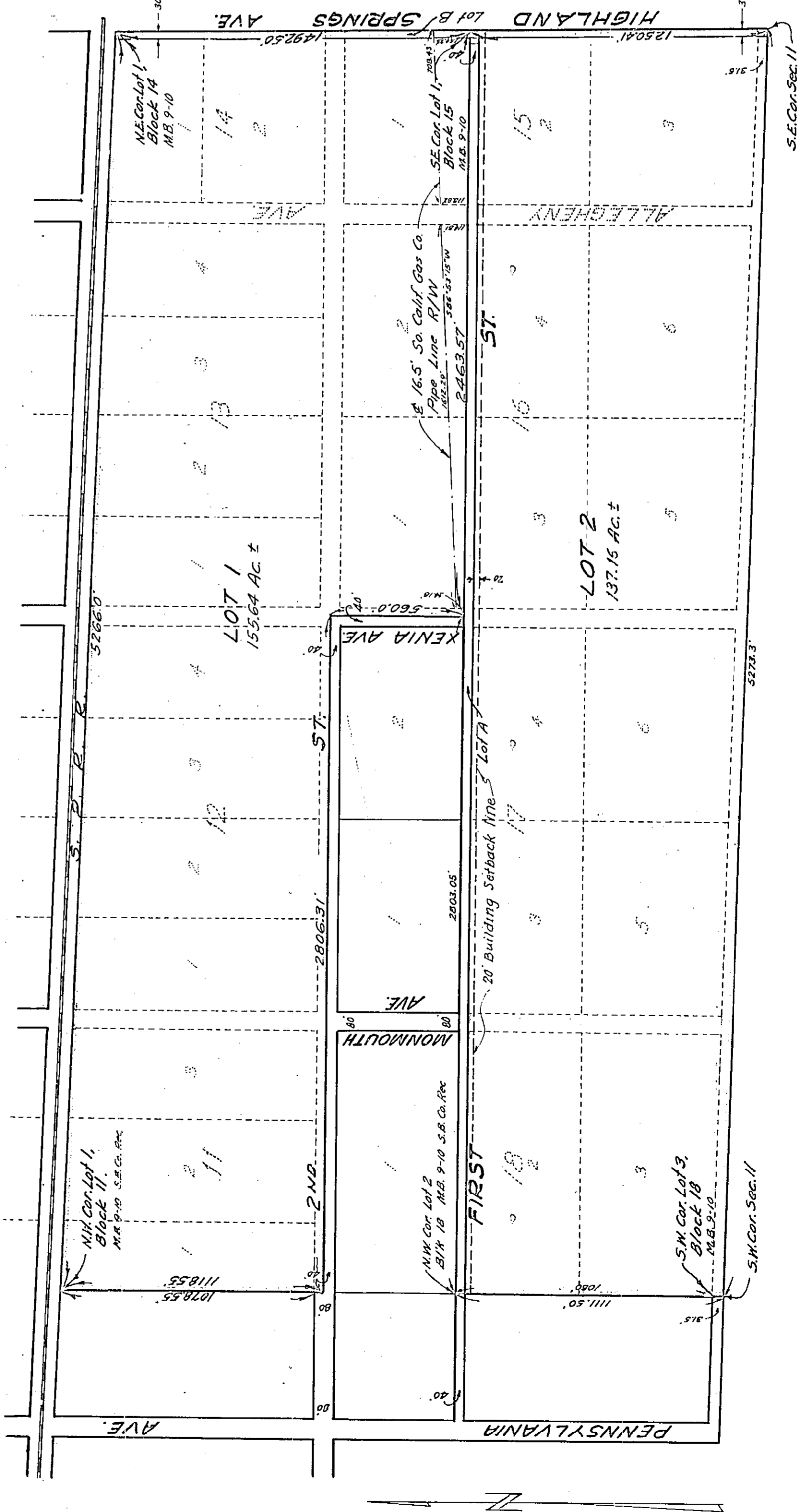
I hereby certify that according to the records at this office as of this date there are no liens against the property shown on the annexed map for unpaid State County, Municipal or local taxes or special assessments collected as taxes. Dated this 2 day February 1950.

I hereby certify that I have examined the annexed map, that all provisions of Chapter 670 (Subdivision Map Act) Statutes of California 1937, and Riverside County Ordinance 19336 have been complied with and I am satisfied that this map is technically correct.

G. C. Keith  
County Surveyor

Approved by the Riverside County Planning Commission in accordance with the requirements of law in duly authorized meeting held this 14 day of February, 1950.

Maryl J. Evensen  
Secretary



NOTE  
Bearings and distances shown on this map are identical with those shown on Subdivision of Sec. 11, T. 3 S., R. 1 W., S. B. M., M. B. 9, page 10 except where noted.  
Dotted lines and figures represent original lots, blocks and streets shown on Sub. Sec. 11, Map Book 9 page 10, S. B. Co.

Book N. 5

M. B. 23/73

IN THE CITY OF BEAUMONT, COUNTY OF RIVERSIDE, CALIFORNIA

# TRACT 28017-1

BEING A SUBDIVISION OF A PORTION OF LOT 1 OF AMENDED MAP OF A PORTION OF THE SUBDIVISION OF SECTION 11, T.3S., R.1W., S.B.M. AS SHOWN BY MAP ON FILE IN BOOK 23 OF MAPS AT PAGE 73 THEREOF, RECORDS OF RIVERSIDE COUNTY, CALIF.

APRIL 1995 SCALE: 1"=400'  
**J. F. DAVIDSON ASSOCIATES, INC.**

### SURVEYOR'S NOTES

Bearings are based upon the centerline of HIGHLAND SPRINGS AVENUE as being N.00°04'34"E. as shown on PARCEL MAP 23921 by map on file in Book 159 of Parcel Maps at Pages 68-71 thereof, Records of Riverside County, California.

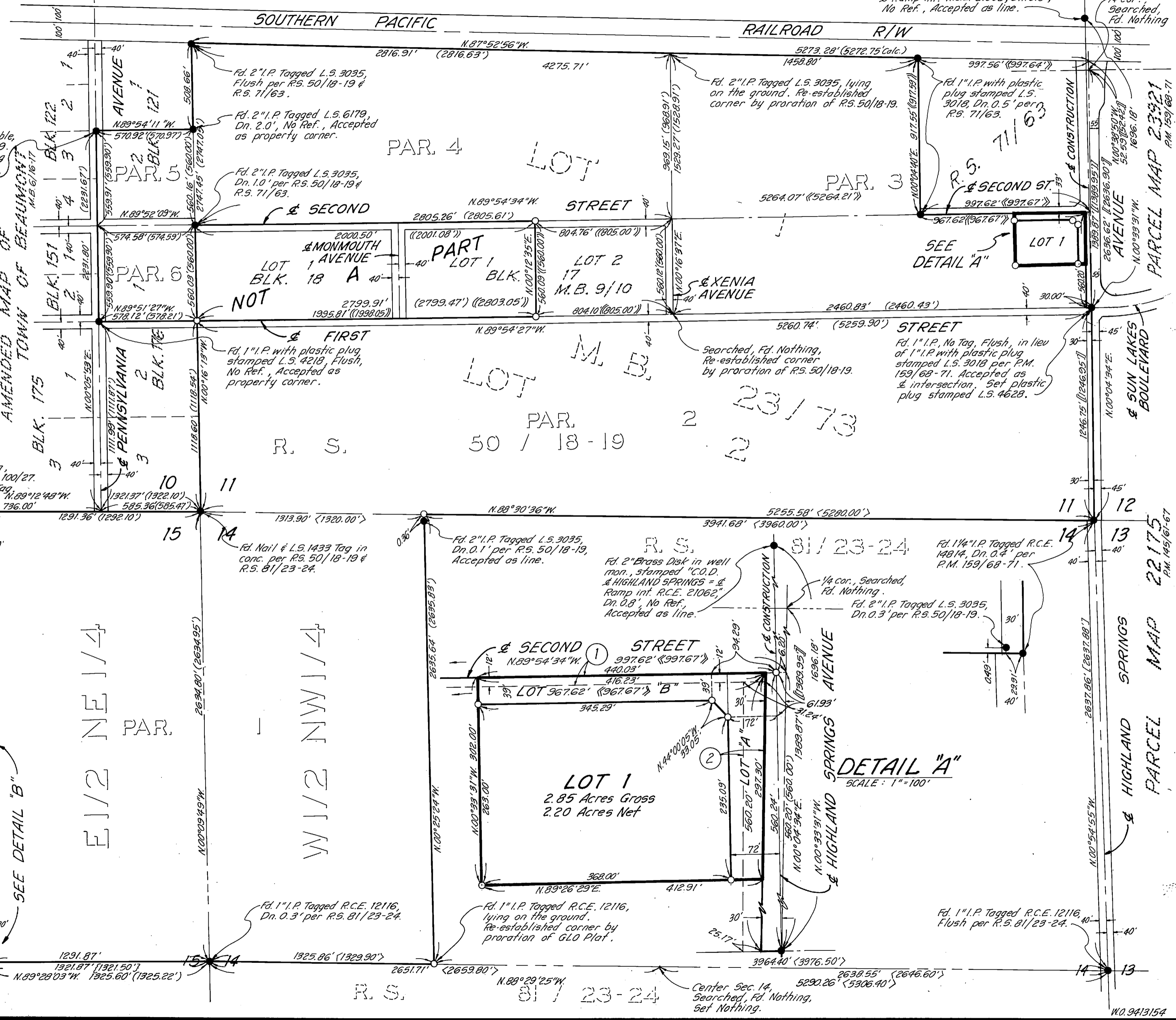
- Indicates Found Monuments as noted.
- Indicates Set 1" I.P. with plastic plug stamped L.S.4628, Flush, unless otherwise noted.
- ⟨ ⟩ Indicates Record Data per G.L.O. Plat dated Feb. 3, 1897.
- ( ) Indicates Record Data per M.B. 9/10.
- [ ] Indicates Record Data per P.M. 159/68-71.
- ⟨ ~ ⟩ Indicates Record Data per R.S. 50/18-19.
- ⟨ ~ ~ ⟩ Indicates Record Data per R.S. 71/63.
- [ ~ ] Indicates Record Data per R.S. 81/23-24.
- { ~ } Indicates Record Data per R.S. 21/45.

**THIS MAP HAS BEEN RECORDED FOR FINANCING AND CONVEYANCE PURPOSES ONLY, AND NO USE IS PERMITTED WITHOUT REQUIRED ADDITIONAL CITY APPROVALS.**

SHEET 2 OF 2 SHEETS

Fd. 2" Brass Disk in well mon. stamped "C.O.D. & HIGHLAND SPRINGS" & Ramp int. R.C.E. 21062, Dn. 0.8', No Ref., Accepted as line.

1/4 cor. Searched, Fd. Nothing



Fd. 3/4" I.P., No Tag, Flush, No Ref., Accepted as line. Set L.S. 4628 Tag.

Fd. 1/2" I.P., No Tag, Dn. 0.5' per P.M. 100/27. Set L.S. 4628 Tag.

Fd. Nail & L.S. 1433 Tag in conc. per R.S. 50/18-19 & R.S. 81/23-24.

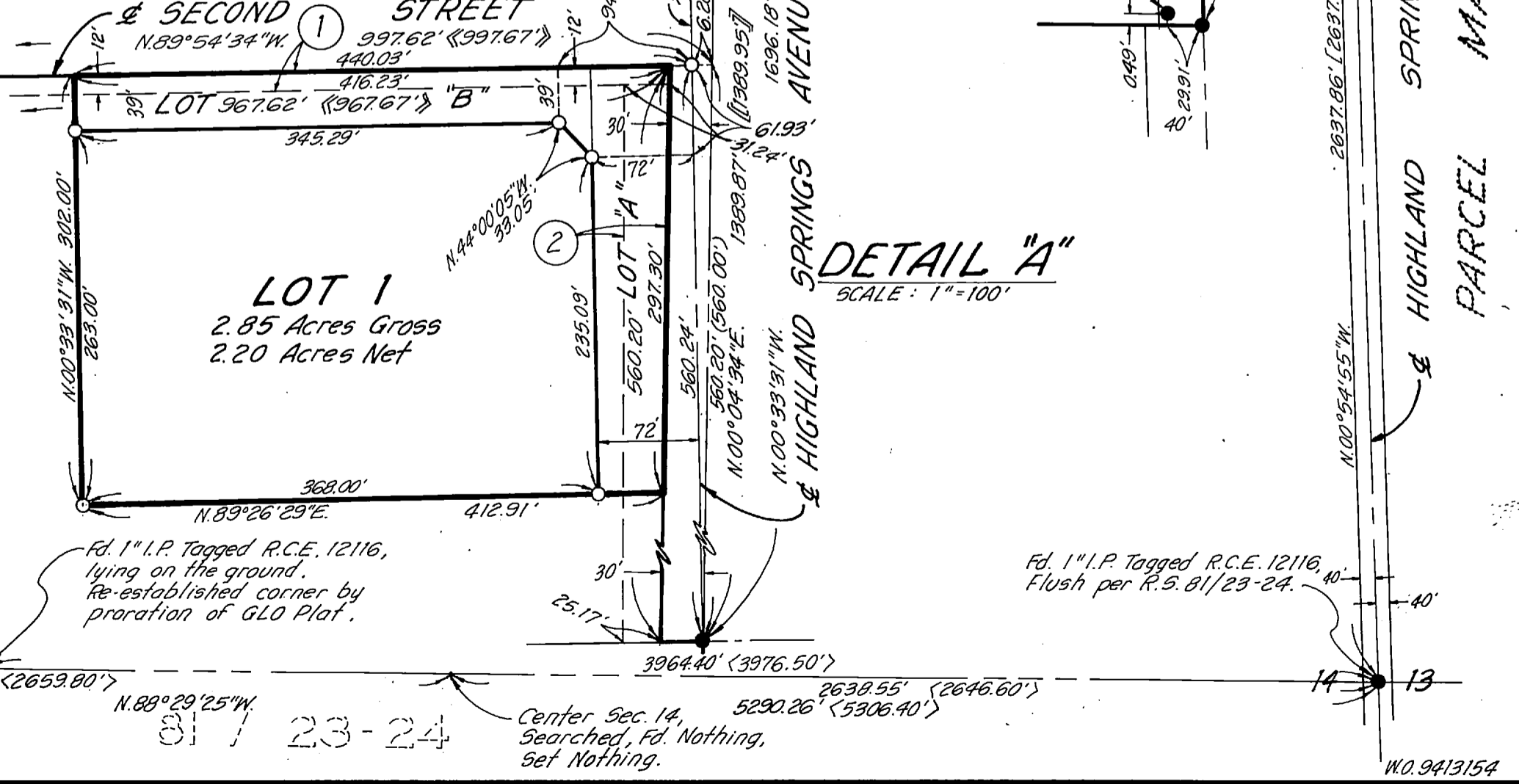
Fd. 2" I.P. Tagged L.S. 3035, Dn. 0.1' per R.S. 50/18-19, Accepted as line.

Fd. 2" Brass Disk in well mon., stamped "C.O.D. & HIGHLAND SPRINGS" & Ramp int. R.C.E. 21062, Dn. 0.8', No Ref., Accepted as line.

Fd. 1 1/4" I.P. Tagged R.C.E. 14814, Dn. 0.4' per P.M. 159/68-71.

### DETAIL "A"

SCALE: 1"=100'



### DETAIL "B"

NO SCALE

Fd. 3/4" I.P., No Tag, Top Broken, Dn. 0.6', Accepted as & per R.S. 50/18-19. Set L.S. 4628 Tag.

Fd. 1" I.P., Dn. 0.1' with City of Beaumont survey plastic plug, in lieu of Riv. Co. Surv. plastic plug per Riv. Co. Surv. Map 798-5, Accepted as line.

Fd. 3/4" I.P. Tagged L.S. 1433, Dn. 0.5' per R.S. 21/45, for 1/4 cor.

Fd. 1" I.P. Tagged R.C.E. 12116, Dn. 0.3' per R.S. 81/23-24.

Fd. 1" I.P. Tagged R.C.E. 12116, lying on the ground. Re-established corner by proration of G.L.O. Plat.

Fd. 1" I.P. Tagged R.C.E. 12116, Flush per R.S. 81/23-24.

Center Sec. 14, Searched, Fd. Nothing, Set Nothing.

W.O. 9413154

# MB 254/72

NUMBER OF PARCELS: 4  
 AREA = 297.90 ACRES GROSS

# PARCEL MAP NO. 31948

IN THE CITY OF BEAUMONT, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA  
 BEING A SUBDIVISION OF A PORTION OF LOT 1 AND LOT 2 OF AMENDED MAP OF A PORTION OF THE SUBDIVISION OF SECTION 11, T.3 S., R.1 W., S.B.B.M. AS SHOWN BY MAP ON FILE IN BOOK 23, PAGE 73 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, TOGETHER WITH LOT 1, IN BLOCK 176 OF AMENDED MAP OF THE TOWN OF BEAUMONT AS SHOWN BY MAP ON FILE IN BOOK 6, PAGES 16 AND 17 OF MAPS, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA, AND LOTS 1 AND 2, IN BLOCK 17 AND LOT 1, BLOCK 18 OF THE SUBDIVISION OF SECTION 11, T.3 S., R.1 W., S.B.B.M., AS SHOWN BY MAP ON FILE IN BOOK 9, PAGE 10 OF MAPS, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA AND LOT LINE ADJUSTMENT #04-LLA-11 RECORDED NOVEMBER 5, 2004 AS INSTRUMENT NO. 2004-0879172, O.R., RECORDS OF SAID RIVERSIDE COUNTY  
 MICHAEL SIMON, P.L.S. 6034 TAIT & ASSOCIATES, INC.  
 DATE OF SURVEY: SEPTEMBER, 2003

2005-0172652  
 Original  
 212/13  
 SHEET 3 OF 7

### MONUMENTATION NOTES

- INDICATES FOUND MONUMENT AS NOTED
- SET 2" IRON PIPE TAGGED "P.L.S. 6034" OR LEAD & TACK TAGGED "P.L.S. 6034" OR GEAR SPIKE & WASHER TAGGED "P.L.S. 6034", FOR ALL BOUNDARY CORNERS
- SET 1" IRON PIPE TAGGED "P.L.S. 6034" OR LEAD & TACK TAGGED "P.L.S. 6034" OR GEAR SPIKE & WASHER TAGGED "P.L.S. 6034", FOR ALL PARCEL CORNERS
- SET 1" IRON PIPE TAGGED "P.L.S. 6034", DOWN 0.4', AT ALL CENTERLINE POINTS OF CONTROL

### NOTE

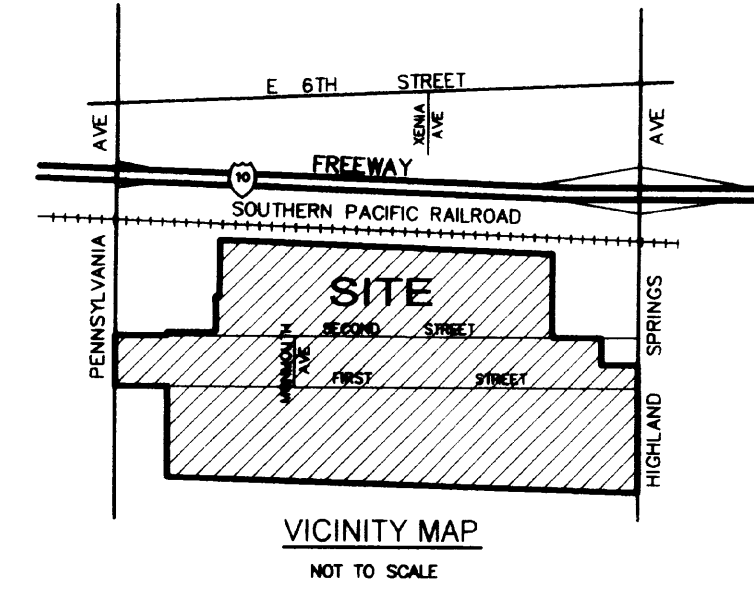
PARCEL 1 OF R.S. 50/18-19 IS CONTIGUOUS OWNERSHIP AT THE TIME OF RECORDING OF THIS MAP.

### RECORD MAP REFERENCE

- {XX'} INDICATES RECORD AND MEASURED DATA PER TRACT 28017-1 M.B. 854/71-72
- {XX'} INDICATES RECORD AND MEASURED DATA PER R.S. 71/63
- {XX'} INDICATES RECORD AND MEASURED DATA PER PARCEL MAP 23921, M.B. 159/68-71
- {(XX')} INDICATES RECORD AND MEASURED DATA PER M.B. 9/10
- {[(XX')]} INDICATES RECORD AND MEASURED DATA PER R.S. 50/18-19

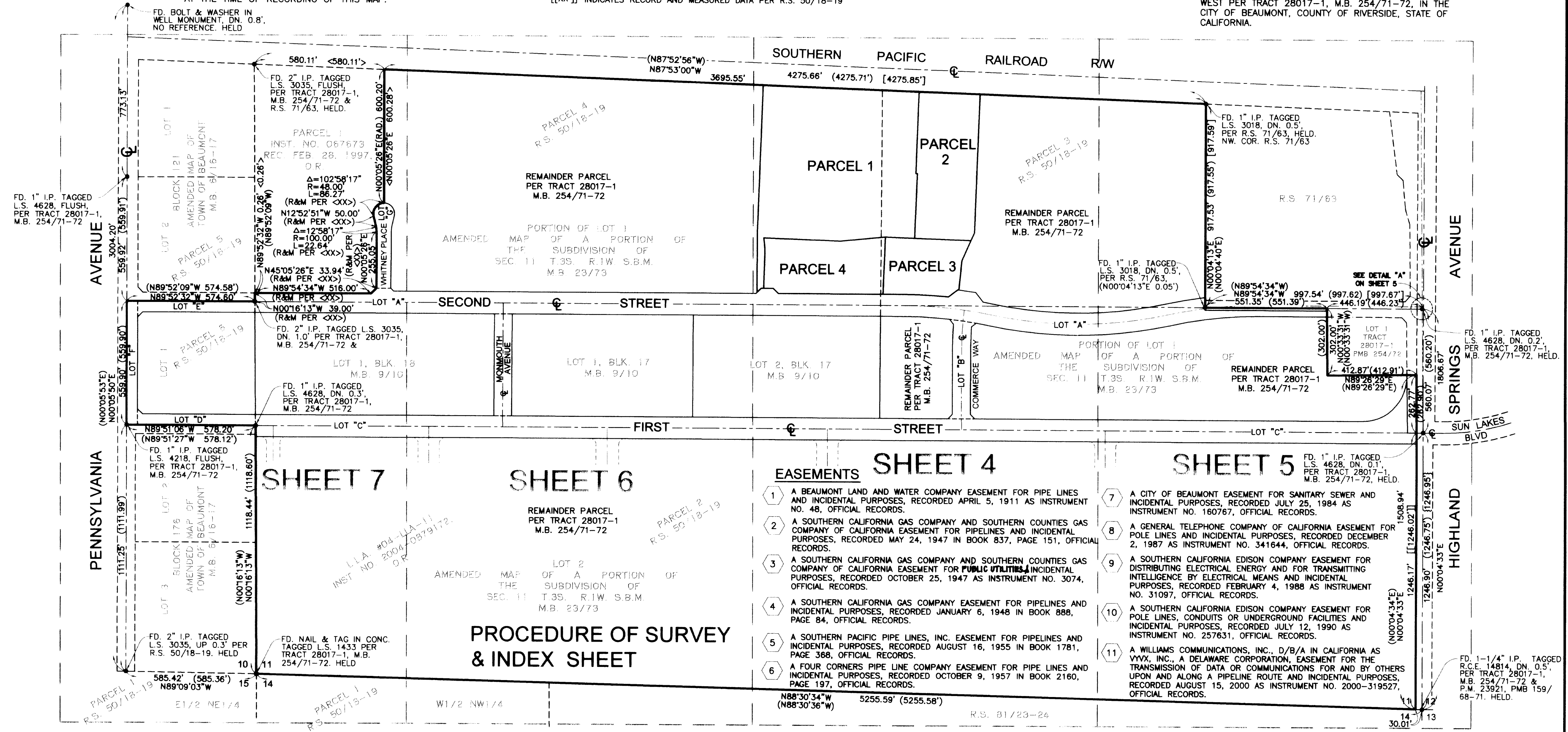
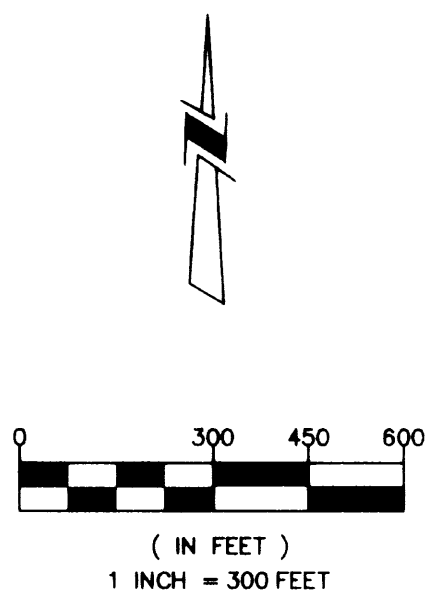
### DEED REFERENCE

<XX'> INSTRUMENT NO. 067673 RECORDED FEBRUARY 28, 1997, OFFICIAL RECORDS.



### BASIS OF BEARINGS

THE BEARINGS SHOWN HEREON ARE BASED ON THE BEARING OF SECOND STREET BEING NORTH 89°54'34" WEST PER TRACT 28017-1, M.B. 254/71-72, IN THE CITY OF BEAUMONT, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.



### EASEMENTS

- 1 A BEAUMONT LAND AND WATER COMPANY EASEMENT FOR PIPE LINES AND INCIDENTAL PURPOSES, RECORDED APRIL 5, 1911 AS INSTRUMENT NO. 48, OFFICIAL RECORDS.
- 2 A SOUTHERN CALIFORNIA GAS COMPANY AND SOUTHERN COUNTIES GAS COMPANY OF CALIFORNIA EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED MAY 24, 1947 IN BOOK 837, PAGE 151, OFFICIAL RECORDS.
- 3 A SOUTHERN CALIFORNIA GAS COMPANY AND SOUTHERN COUNTIES GAS COMPANY OF CALIFORNIA EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED OCTOBER 25, 1947 AS INSTRUMENT NO. 3074, OFFICIAL RECORDS.
- 4 A SOUTHERN CALIFORNIA GAS COMPANY EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED JANUARY 6, 1948 IN BOOK 888, PAGE 84, OFFICIAL RECORDS.
- 5 A SOUTHERN PACIFIC PIPE LINES, INC. EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED AUGUST 16, 1955 IN BOOK 1781, PAGE 368, OFFICIAL RECORDS.
- 6 A FOUR CORNERS PIPE LINE COMPANY EASEMENT FOR PIPE LINES AND INCIDENTAL PURPOSES, RECORDED OCTOBER 9, 1957 IN BOOK 2160, PAGE 197, OFFICIAL RECORDS.

- 7 A CITY OF BEAUMONT EASEMENT FOR SANITARY SEWER AND INCIDENTAL PURPOSES, RECORDED JULY 25, 1984 AS INSTRUMENT NO. 160767, OFFICIAL RECORDS.
- 8 A GENERAL TELEPHONE COMPANY OF CALIFORNIA EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES, RECORDED DECEMBER 2, 1987 AS INSTRUMENT NO. 341644, OFFICIAL RECORDS.
- 9 A SOUTHERN CALIFORNIA EDISON COMPANY EASEMENT FOR DISTRIBUTING ELECTRICAL ENERGY AND FOR TRANSMITTING INTELLIGENCE BY ELECTRICAL MEANS AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 4, 1988 AS INSTRUMENT NO. 31097, OFFICIAL RECORDS.
- 10 A SOUTHERN CALIFORNIA EDISON COMPANY EASEMENT FOR POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, RECORDED JULY 12, 1990 AS INSTRUMENT NO. 257631, OFFICIAL RECORDS.
- 11 A WILLIAMS COMMUNICATIONS, INC., D/B/A IN CALIFORNIA AS VVXX, INC., A DELAWARE CORPORATION, EASEMENT FOR THE TRANSMISSION OF DATA OR COMMUNICATIONS FOR AND BY OTHERS UPON AND ALONG A PIPELINE ROUTE AND INCIDENTAL PURPOSES, RECORDED AUGUST 15, 2000 AS INSTRUMENT NO. 2000-319527, OFFICIAL RECORDS.

### PROCEDURE OF SURVEY & INDEX SHEET

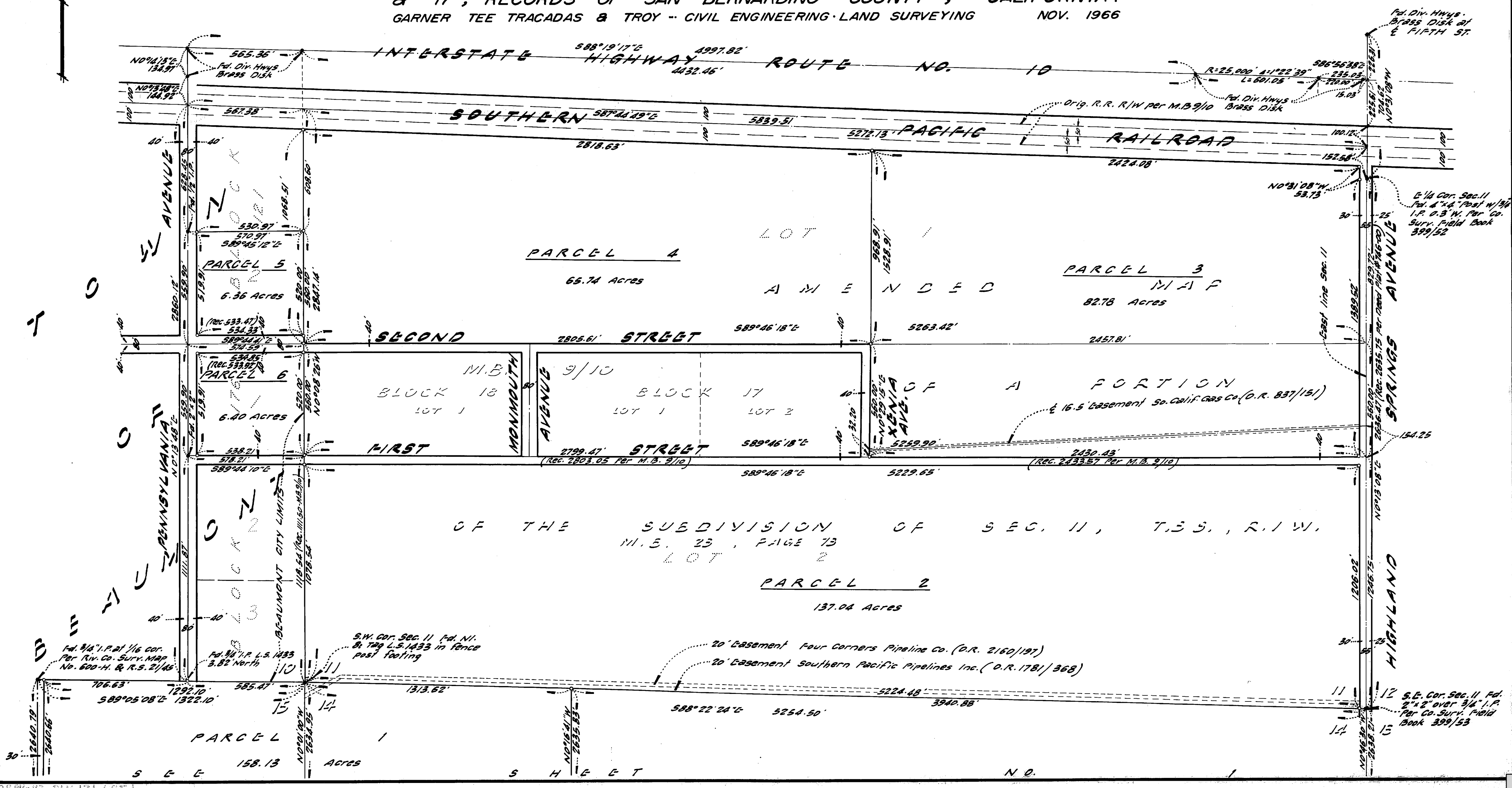
IN THE COUNTY OF RIVERSIDE

# RECORD OF SURVEY

SHOWING A SURVEY OF THE WEST ONE-HALF OF THE NORTHWEST ONE-QUARTER OF SECTION 14, THE EAST ONE-HALF OF THE NORTH EAST ONE-QUARTER OF SECTION 15, T.3S. R.1W. S.B.B.&M., LOTS 1 & 2 OF AMENDED MAP OF SUBDIVISION OF SECTION 11, T.3S. R.1W. S.B.B.&M. PER PLAT RECORDED IN BOOK 23 OF MAPS, PAGE 73, RECORDS OF RIVERSIDE COUNTY CALIFORNIA, LOT 1 BLOCK 176, AND LOT 2, BLOCK 121, OF AMENDED MAP OF THE TOWN OF BEAUMONT, PER PLAT RECORDED IN BOOK 6 OF MAPS, PAGES 16 & 17, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA.

GARNER TEE TRACADAS & TROY - CIVIL ENGINEERING - LAND SURVEYING NOV. 1966

Scale 1" = 300'

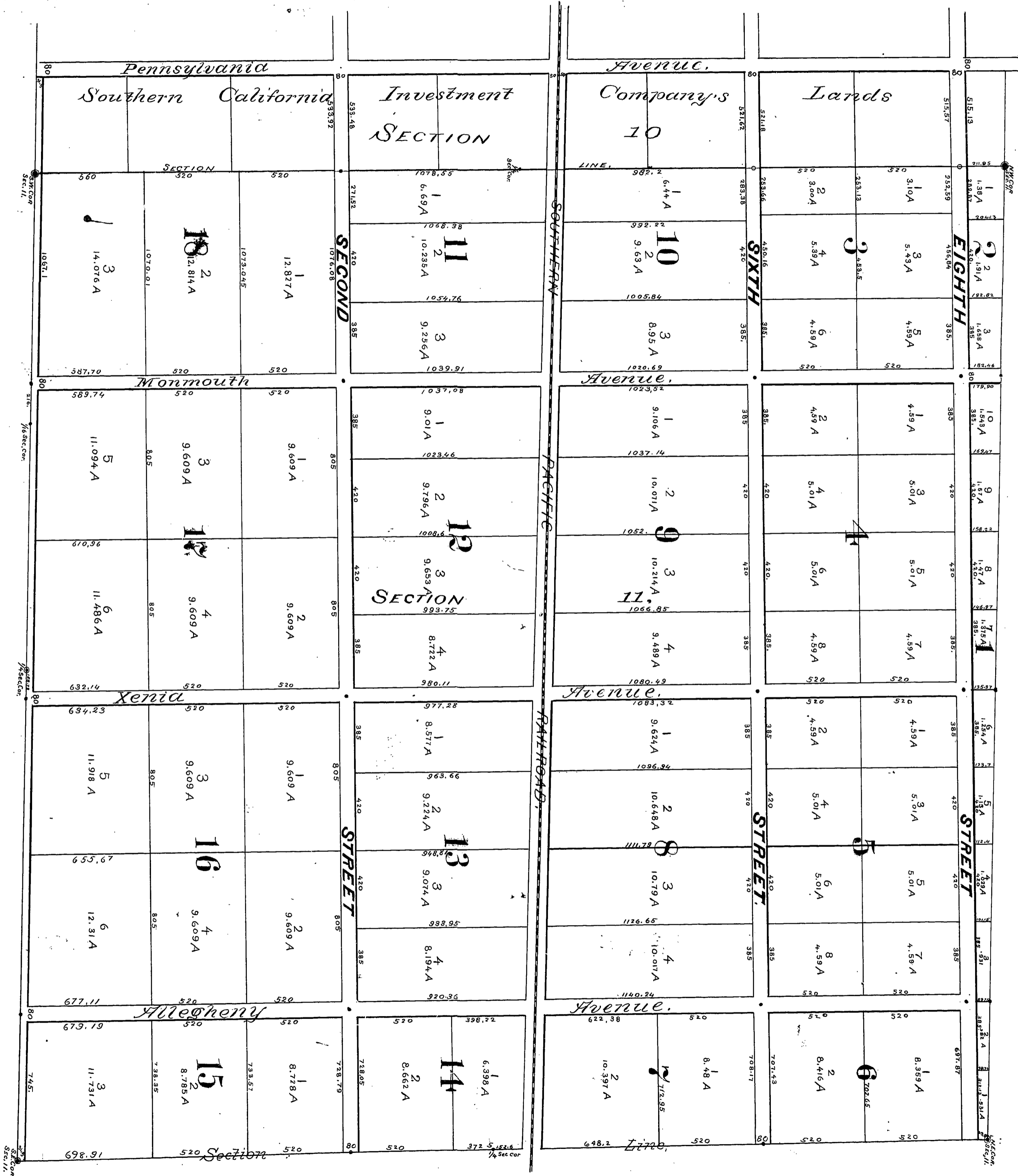


RS 50/19

10

MB-9

10



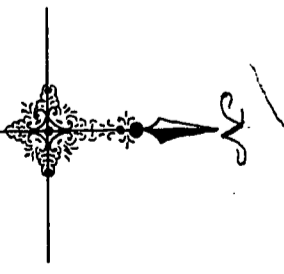
**M. J. P.**  
 OF THE  
 Subdivision of  
 SEC. 11.

T. 35. R. 1W. S. 8M.  
 San Bernardino Co., Cal.  
 ADJOINING THE TOWN OF  
 BEAUMONT  
 IN THE SAN GORGONIO VALLEY.  
 Surveyed by G. S. Compton in Oct. & Nov. 1887.  
 Avenues North & South, Streets East & West.  
 Scale 400 ft. = 1 inch.  
 Cor. 14° 15' E

- Wooden Stake 3x3x18" Nail center
- Iron Stake 1x1x2.5"

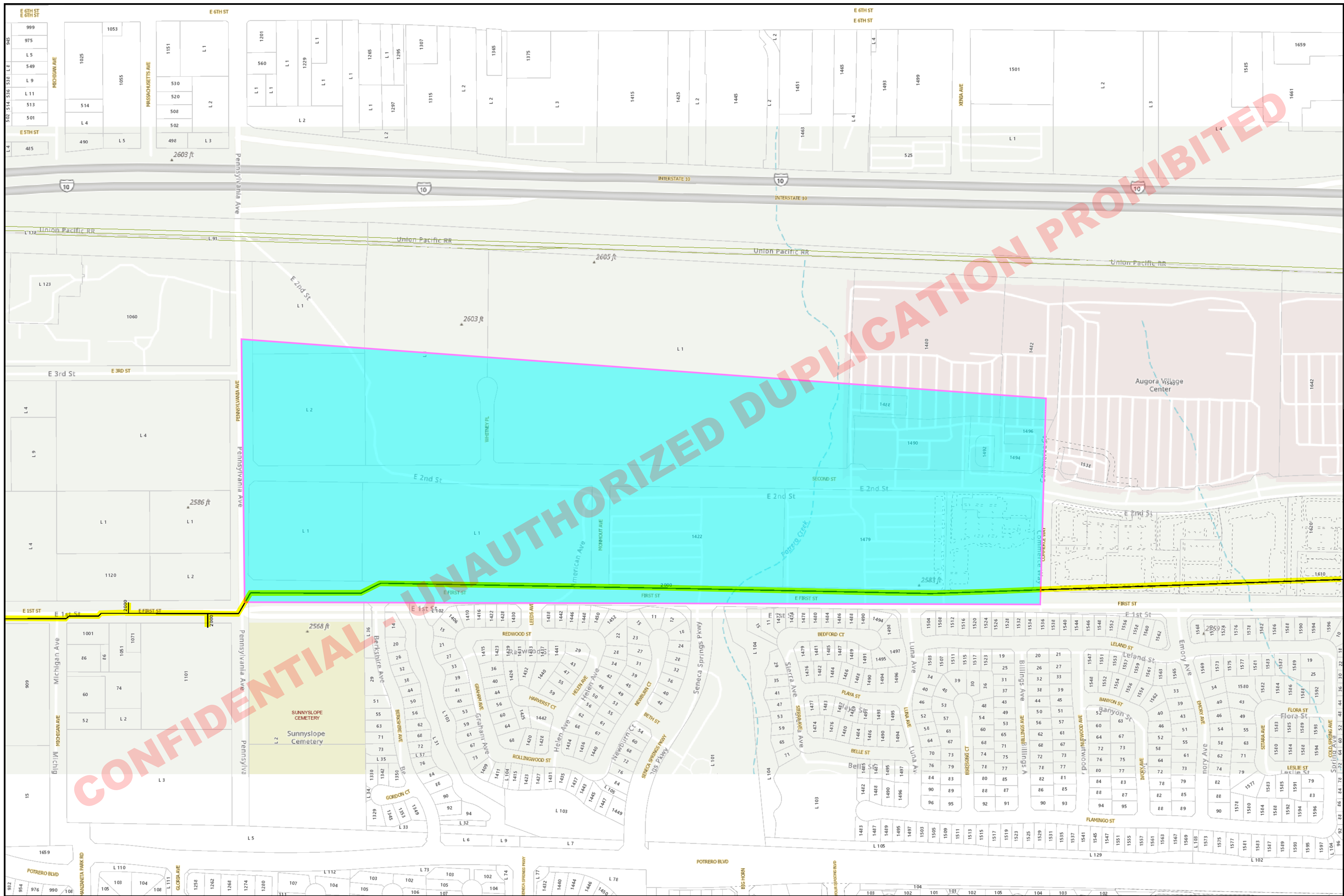
Recorded at request of G. S. Compton  
 Feb. 4<sup>th</sup> 1889.

*G. S. Compton*  
 County Recorder



# Appendix D

## Utility Plans



1 inch = 189 feet

Map Number: 0990-20-2000  
 Map Type: Gas Asset Map  
 Printed By: GTTS  
 Printed Date: 6/3/2020

**CONFIDENTIAL**

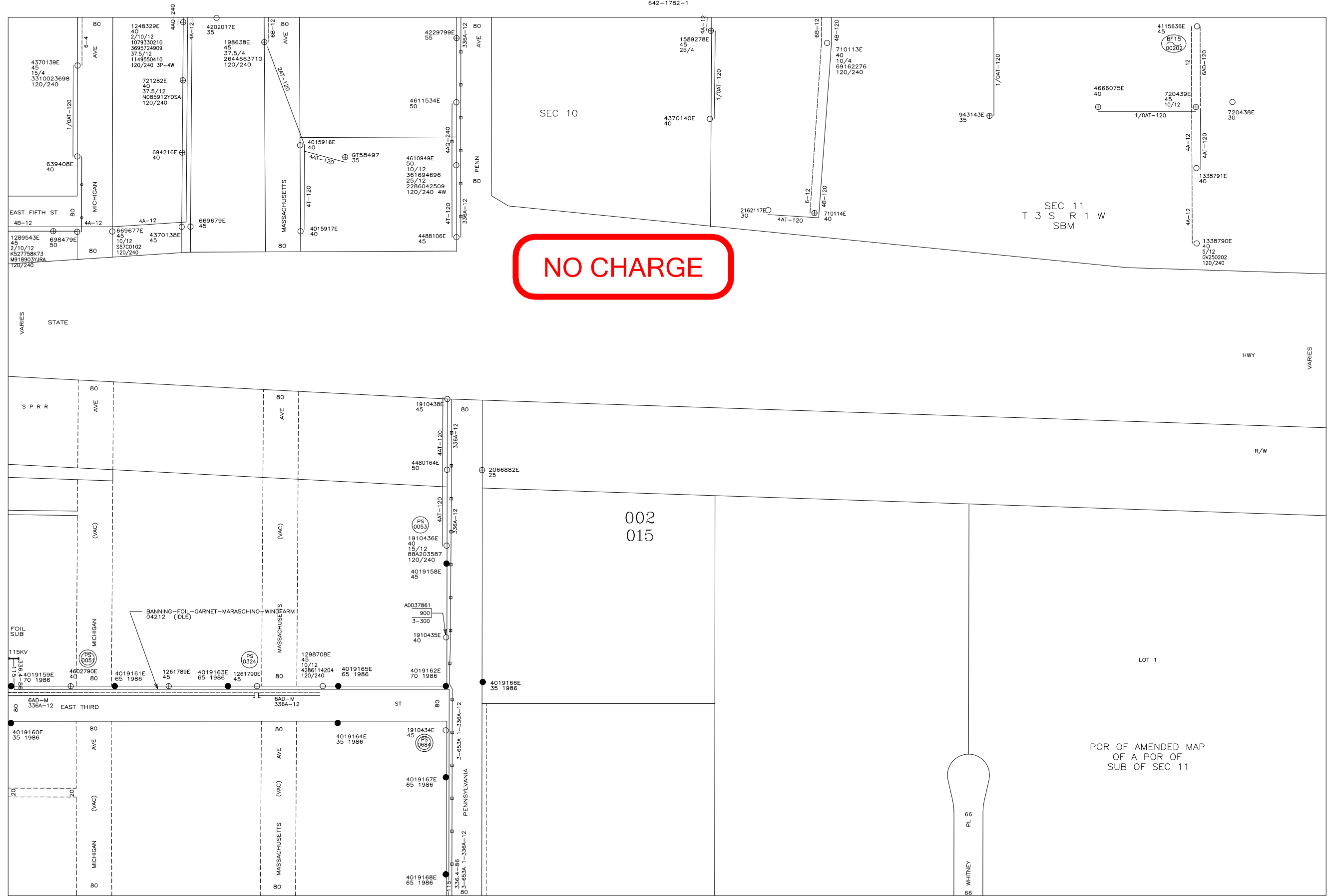
LIABILITY STATEMENT: The facilities and their depiction on these maps are believed to be reasonably accurate, but the maps are not to be used in lieu of field verification. Southern California Gas Company (SCG) is not responsible for any errors or omissions, including but not limited to, the design, size, type or location of the facilities, their presence or absence, the accuracy of the maps, the means used to transmit the data, absence of viruses (if transmitted electronically, by disk or diskette), data translation or transmission errors or omissions, compatibility with the user's system or as its ability to interpret the data correctly or at all, or any other matter. The Gas Company has no liability for damages (direct, indirect, consequential, incidental or punitive) arising from the transmission, receipt or use by others of the maps or information contained in the maps.







642-1782-1



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640-1785-1

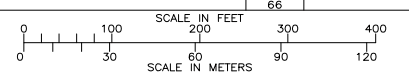
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 1-19 MVALA 9-18 AKOUC

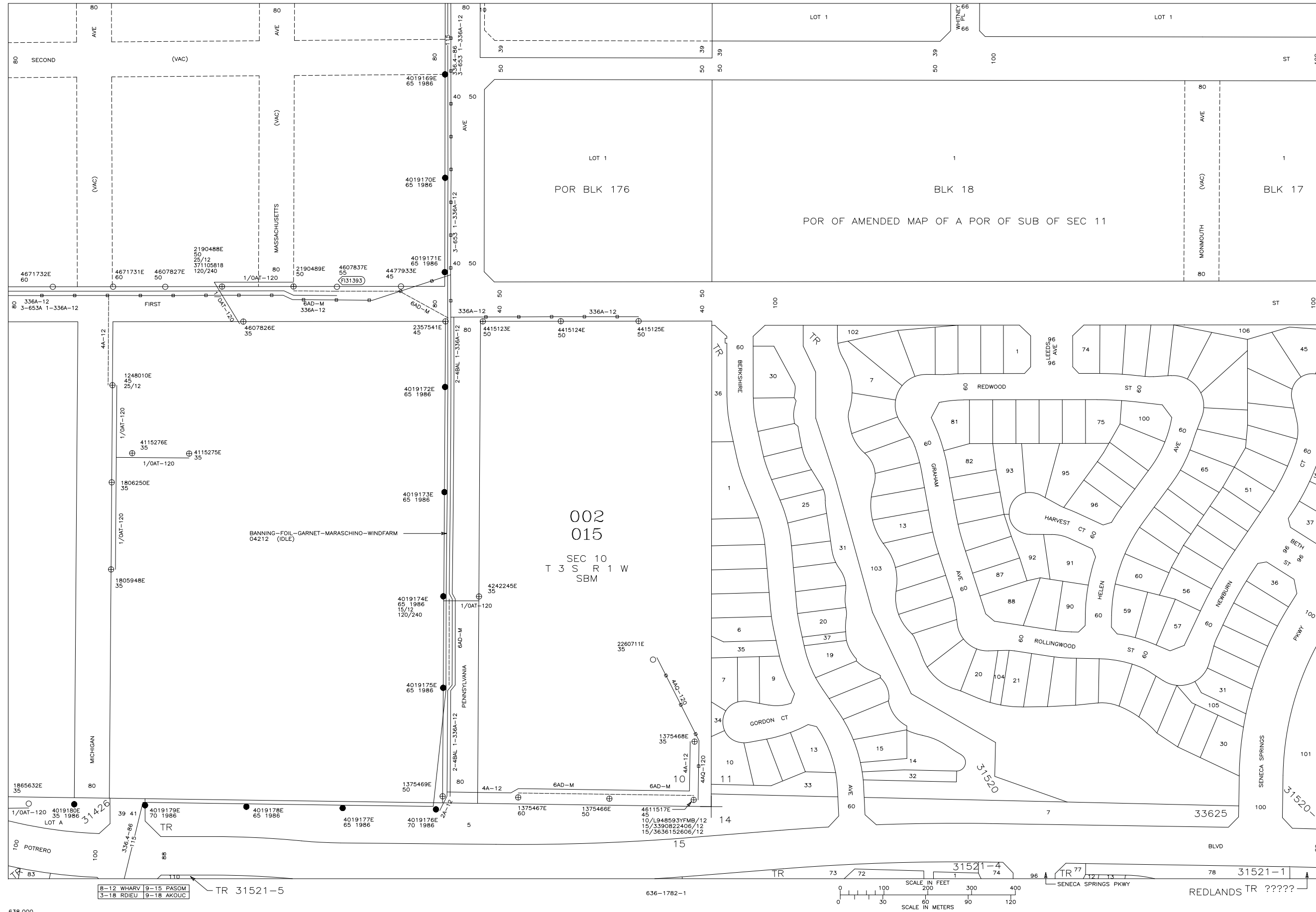
638-1782-1



REDLANDS



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8-12 WHARV 9-15 PASOM  
3-18 RDIEU 9-18 AKOUC

638,000

636-1782-1

SCALE IN FEET  
0 100 200 300 400  
SCALE IN METERS  
0 30 60 90 120

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POR OF AMENDED MAP OF A POR OF SUB OF SEC 11

LOT 1  
POR OF AMENDED MAP OF A POR OF SUB OF SEC 11

212/11-17

212/47-49

LOT 1

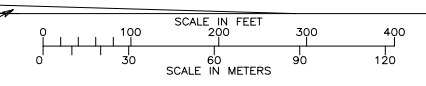
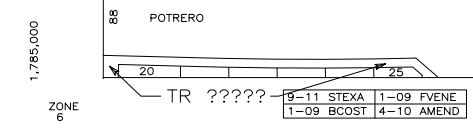
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BASE ONLY - NO FACILITIES  
002  
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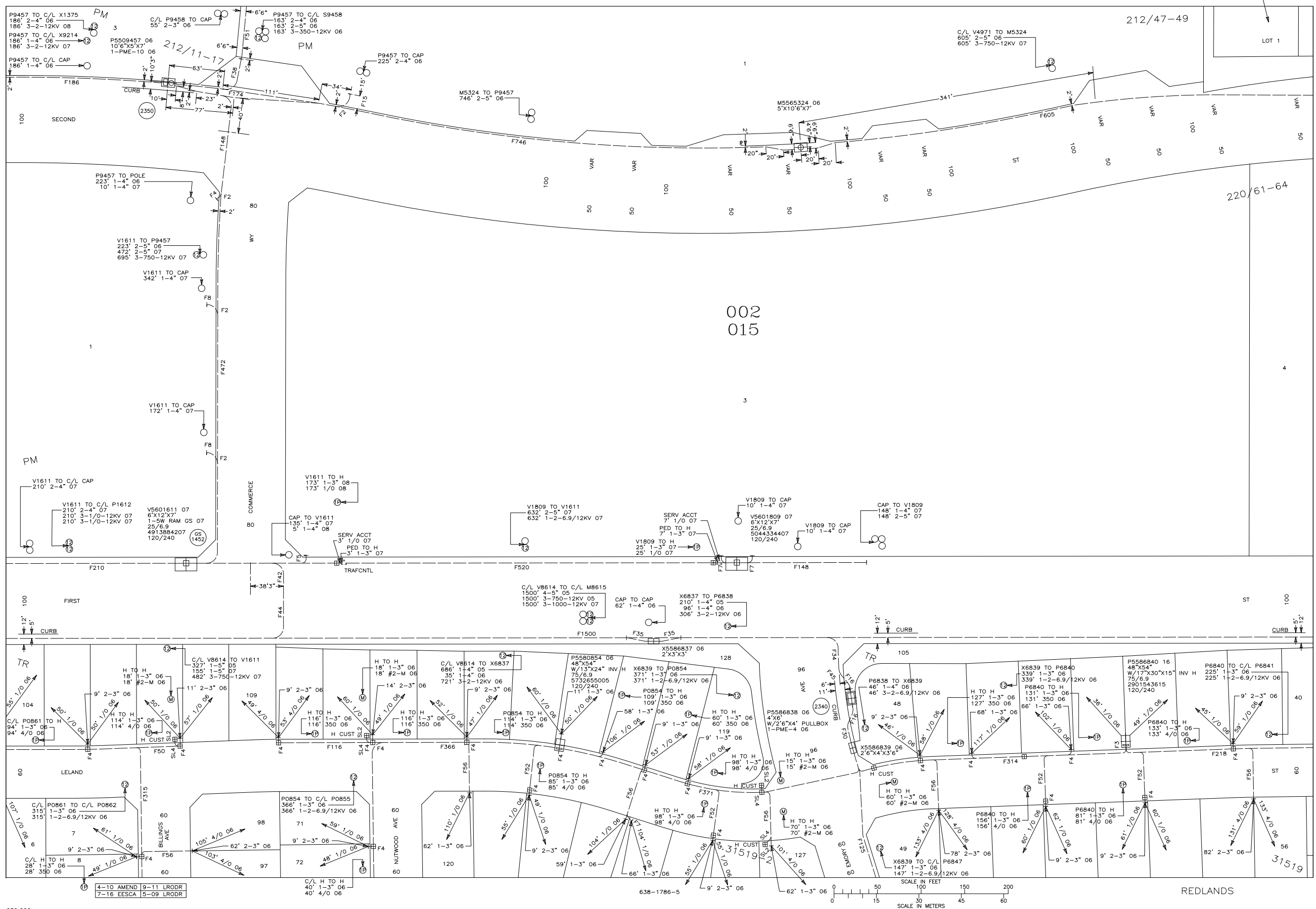
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1,785,000  
638,000  
ZONE 6

640-1786-5



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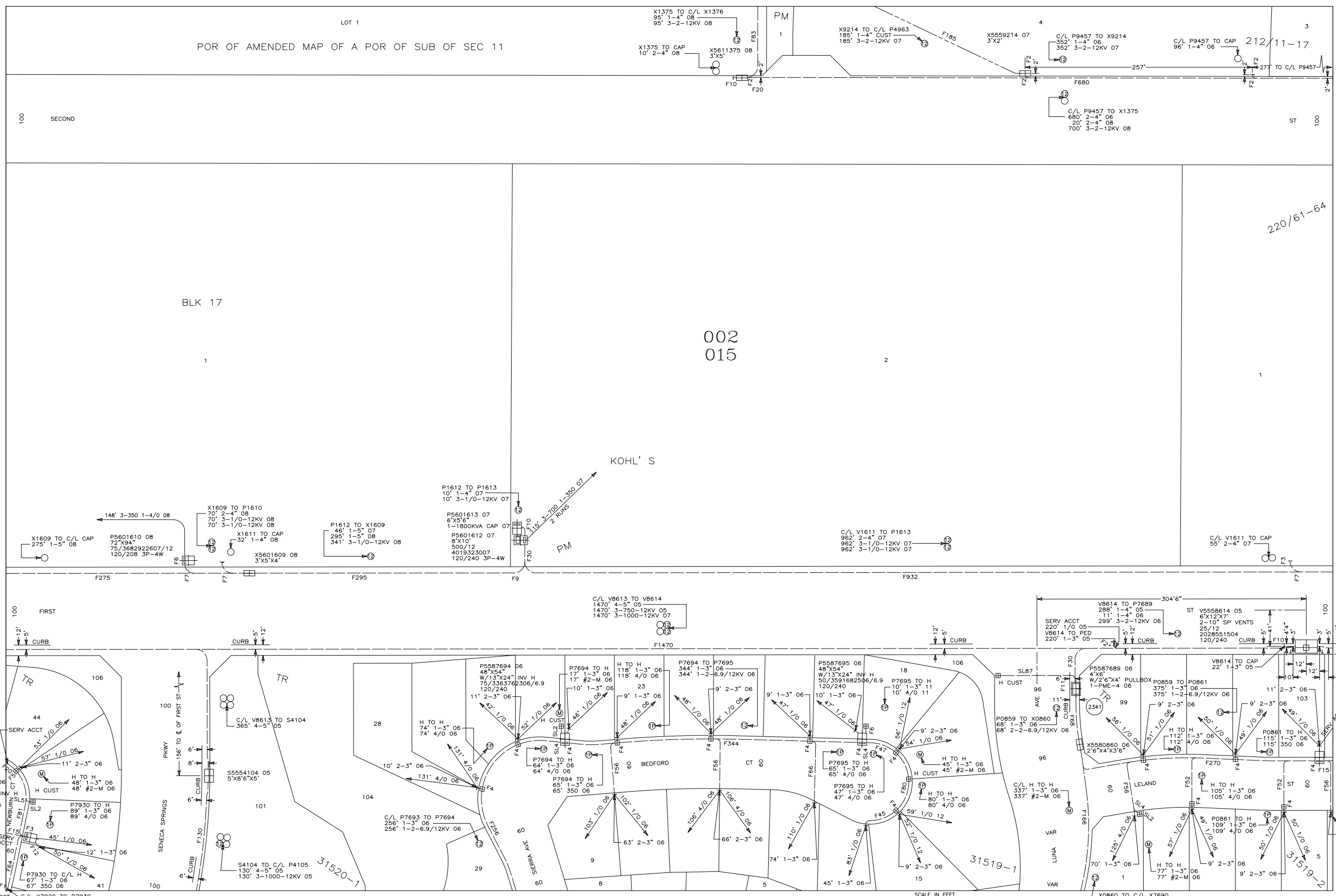
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639-1788-0

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ZONE 6  
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640-1785-0



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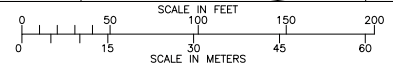
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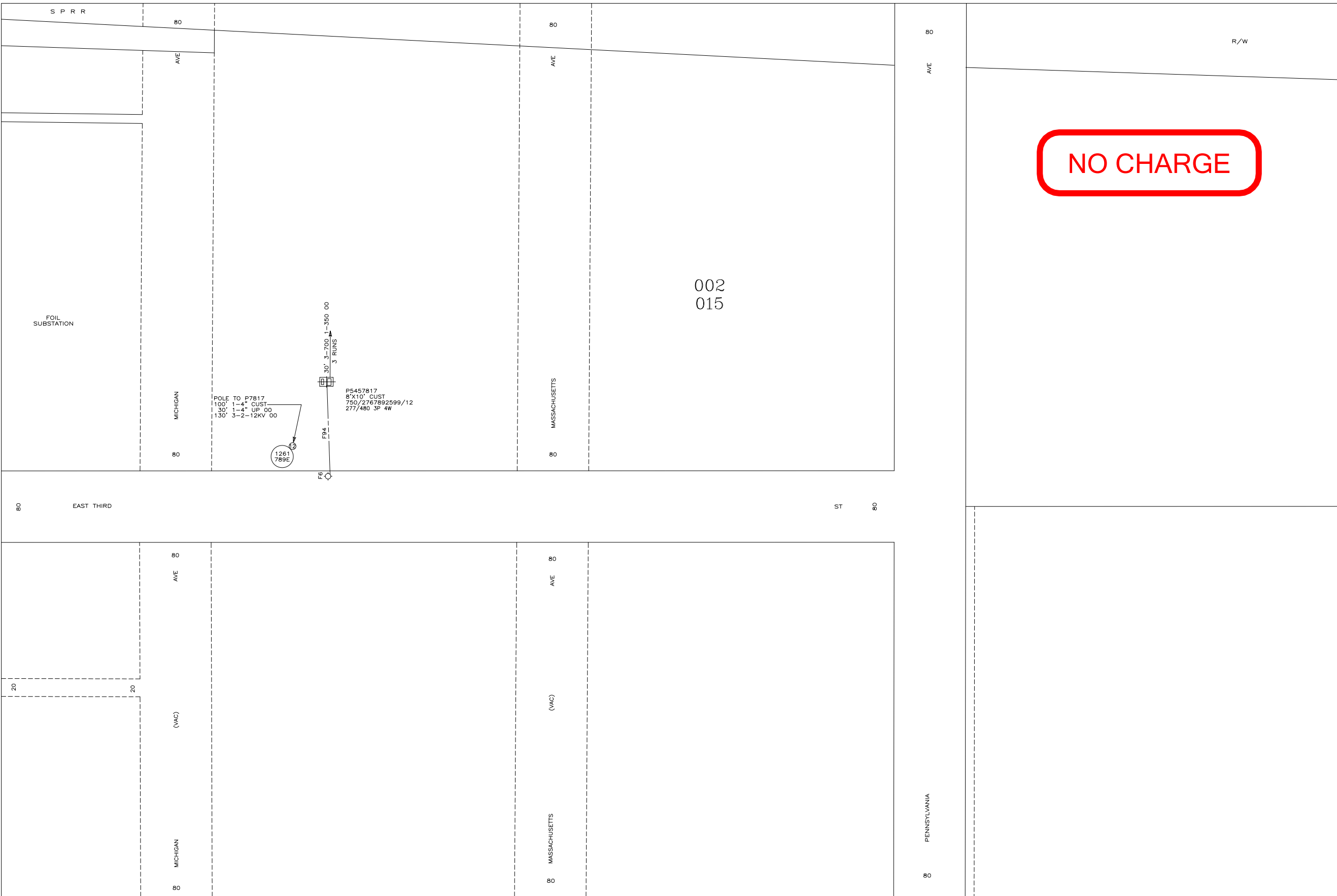
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639-1786-5

638-1785-0



SERV ACCT	C/L X7929 TO P7930	8-12 WHARV	9-18 SZAHA
ZONE	67' 1-3" 06	9-11 STEXA	10-11 FDORA
	67' 1-2-6.9/12KV 06		



**NO CHARGE**

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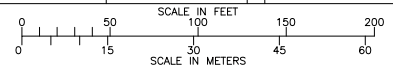
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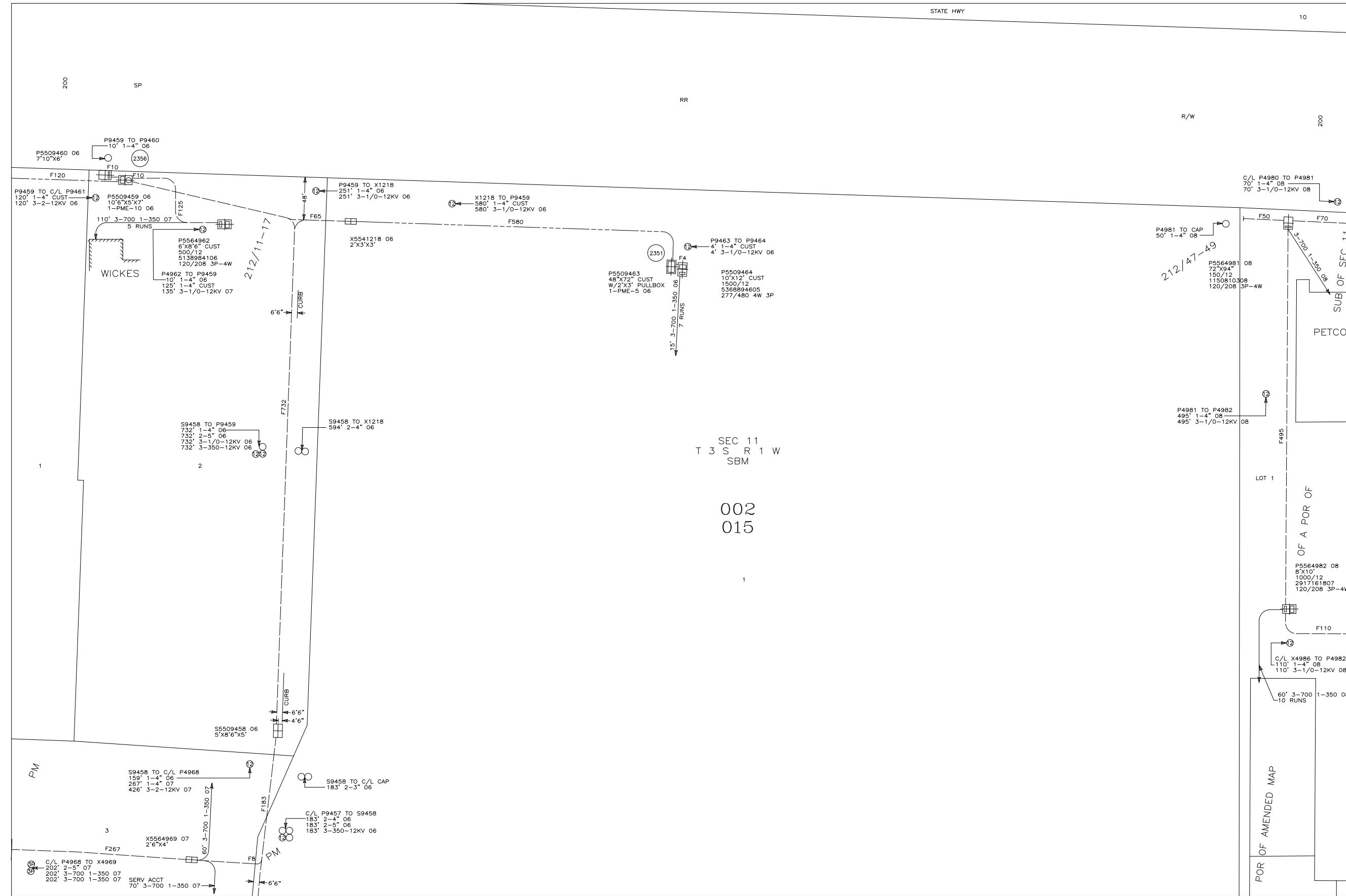
6-08 FVENE	1-09 FVENE
MVALA	



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STATE HWY

10



SEC 11  
T 3 S R 1 W  
SBM

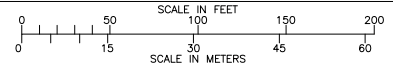
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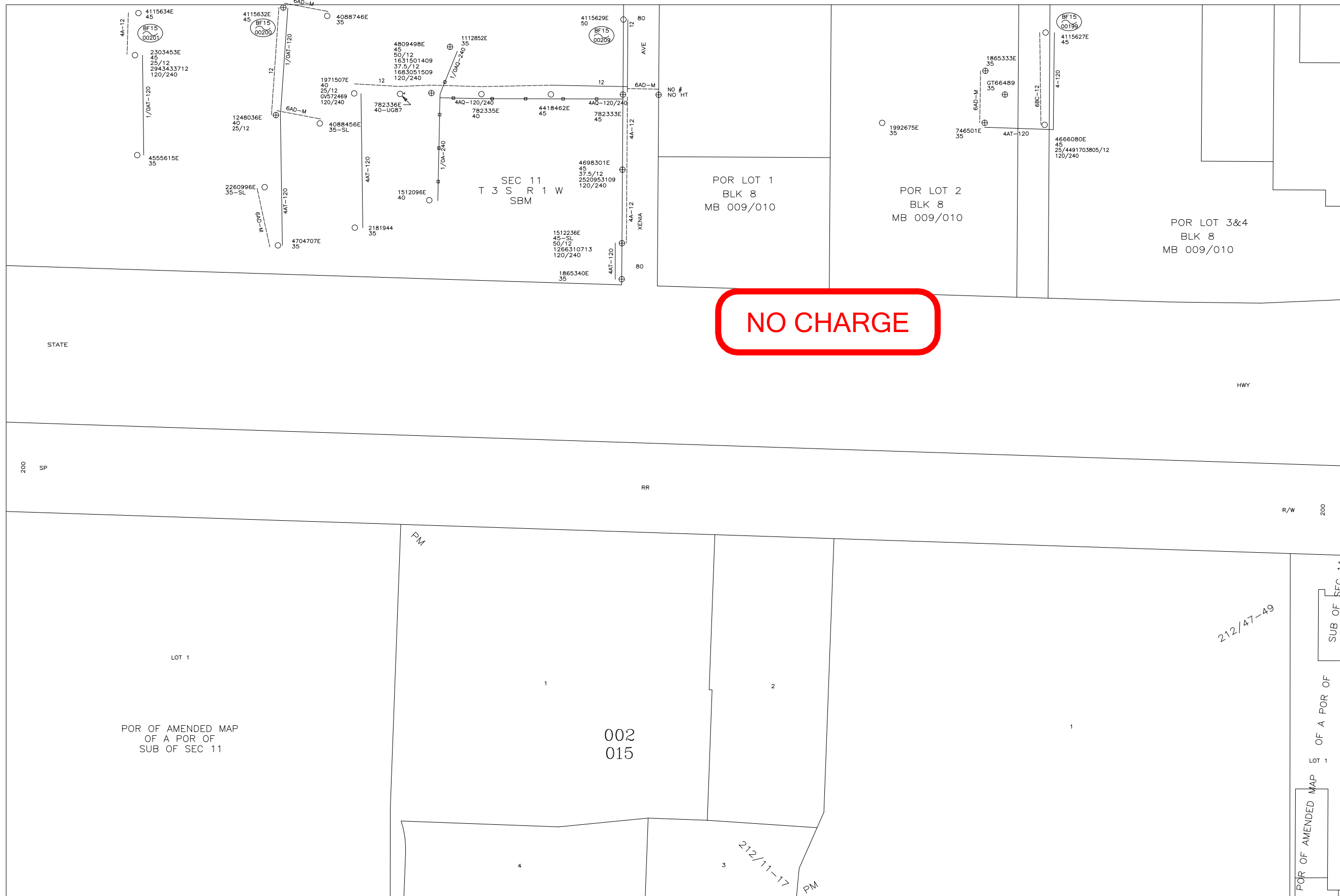
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2-09 MVALA	9-11 STEXA

639-1786-5

REDLANDS



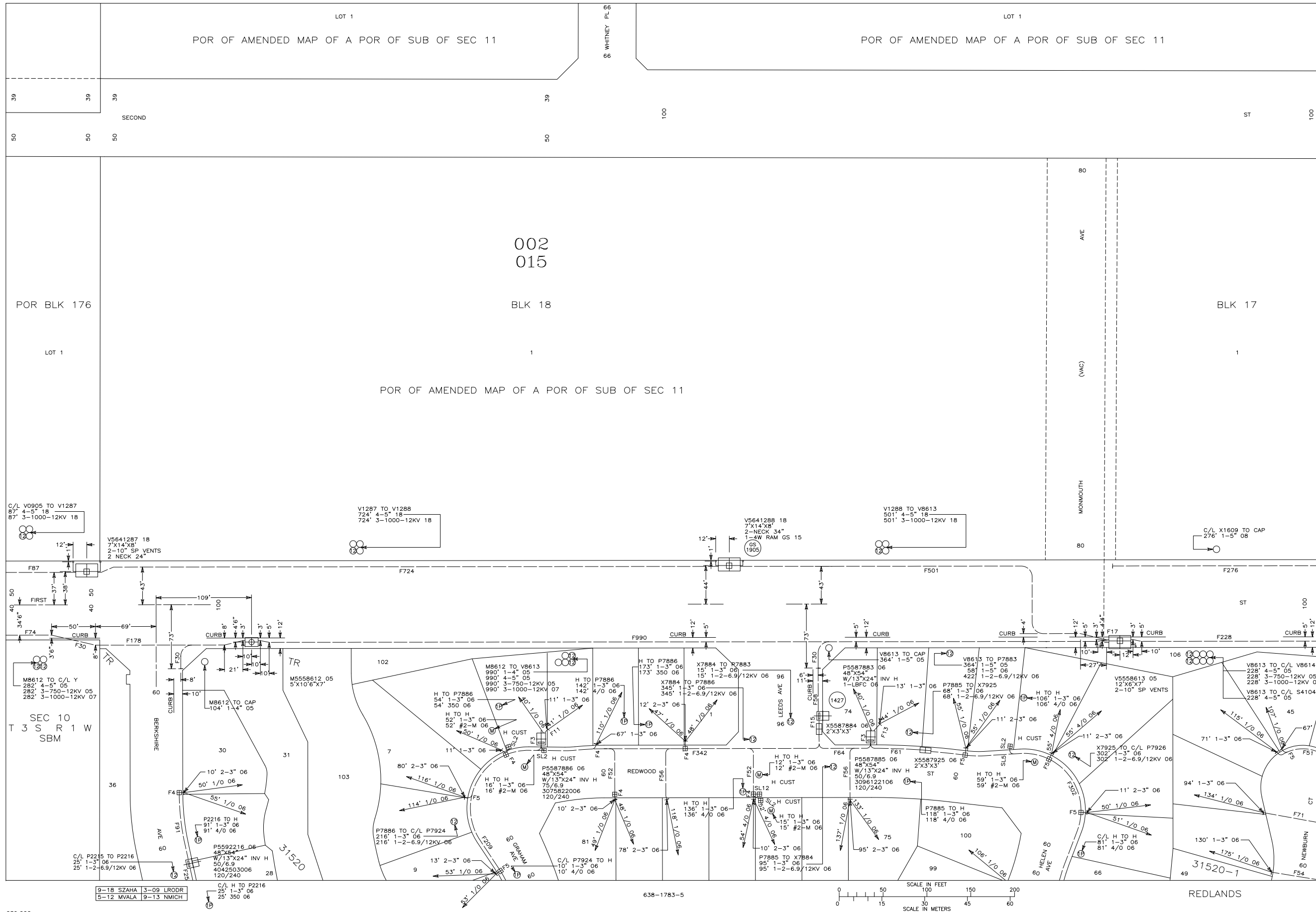
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639-1782-0

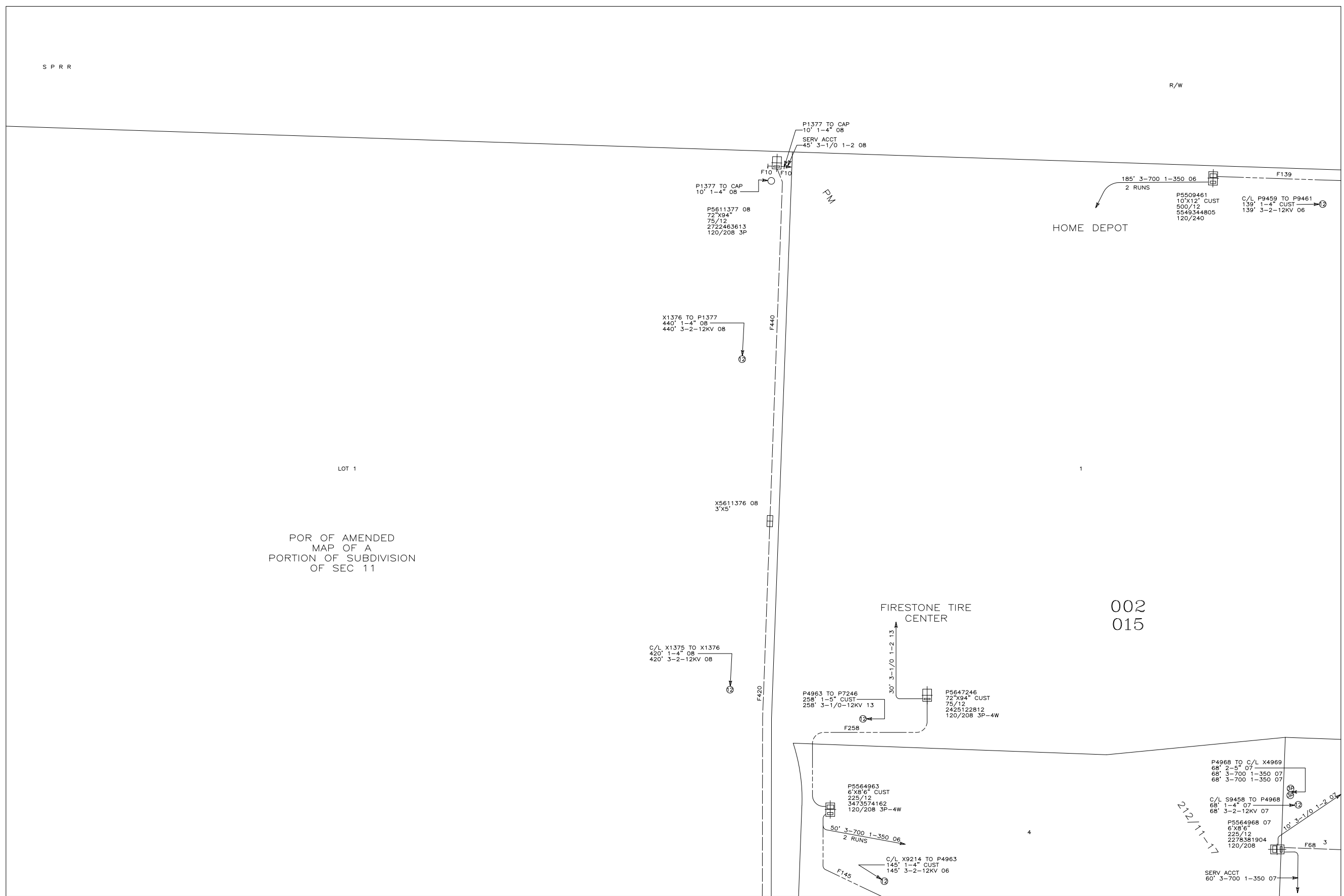
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 SCALE IN METERS  
 0 15 45 60

641-1785-0



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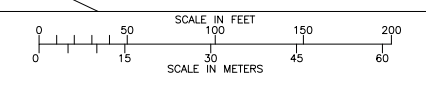
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5-09 LRODR	8-13 WHARV

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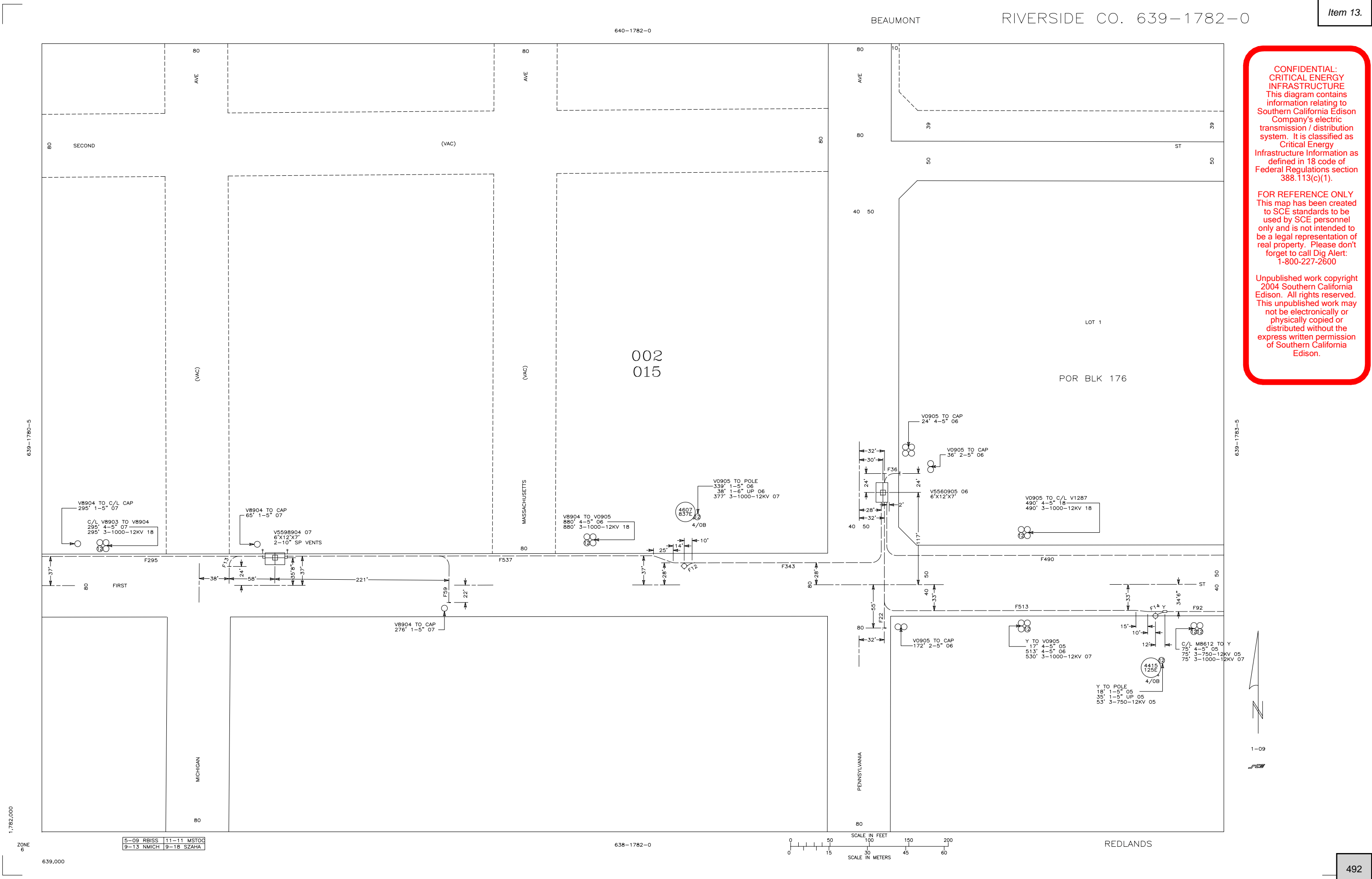


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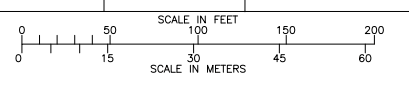
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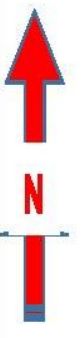
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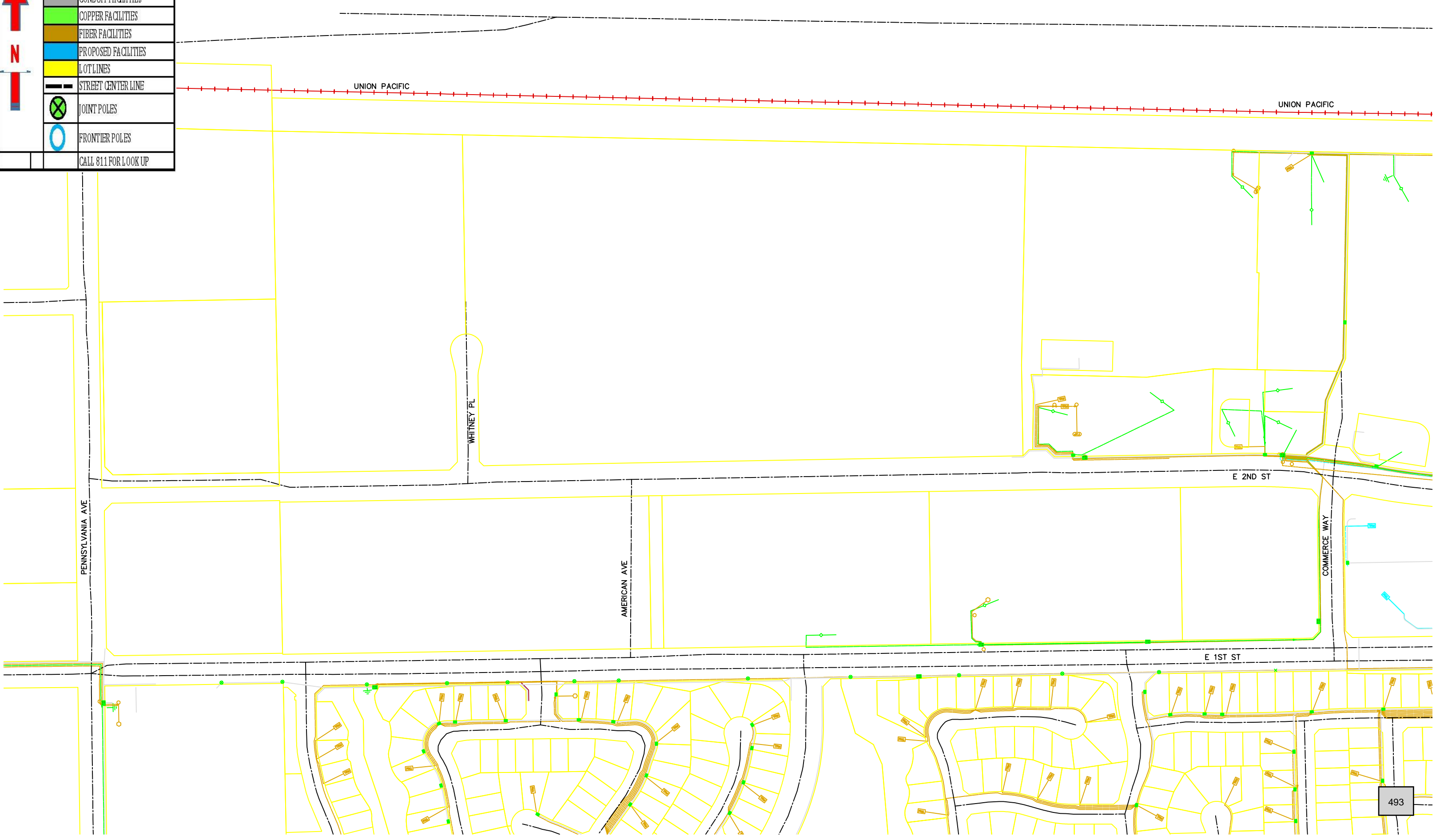
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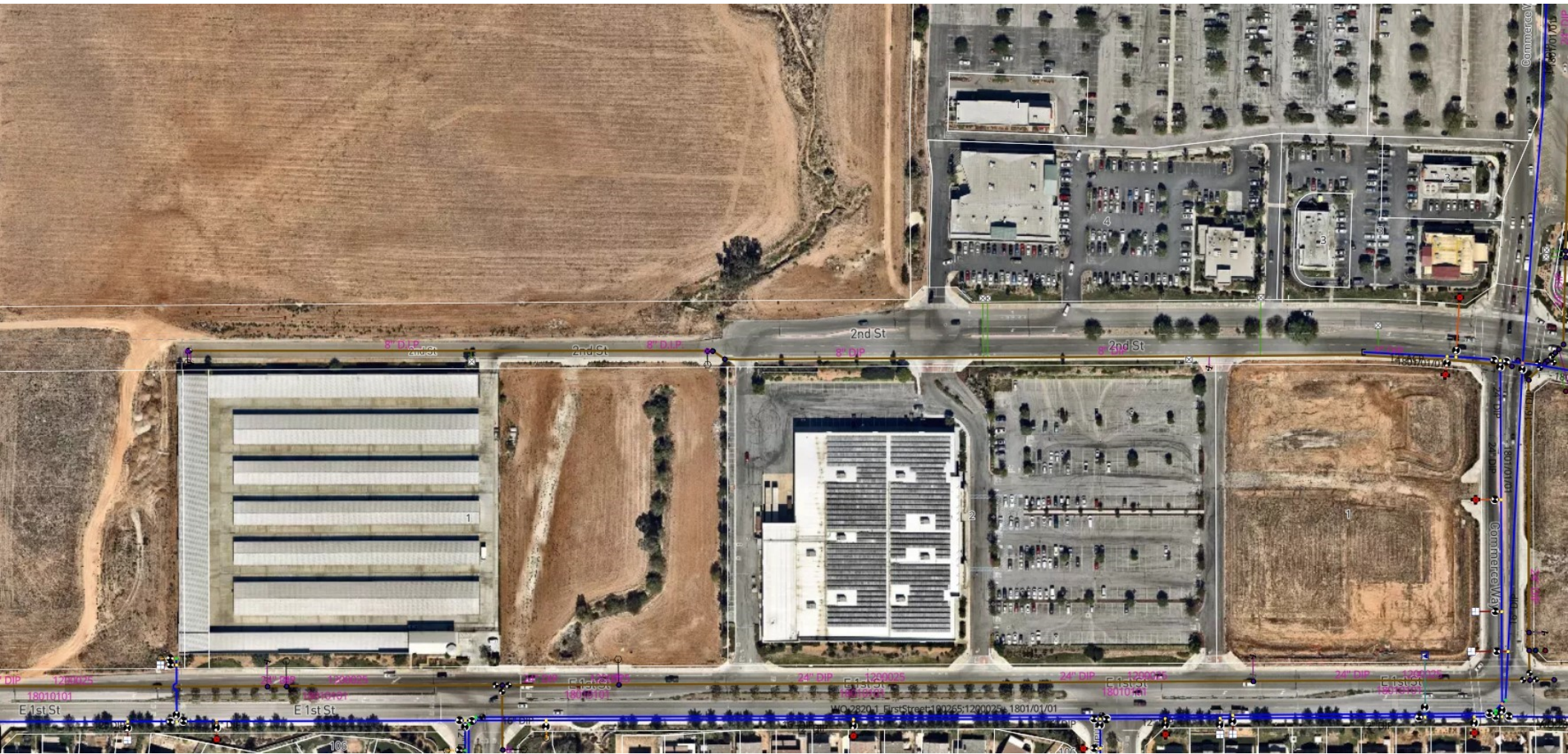


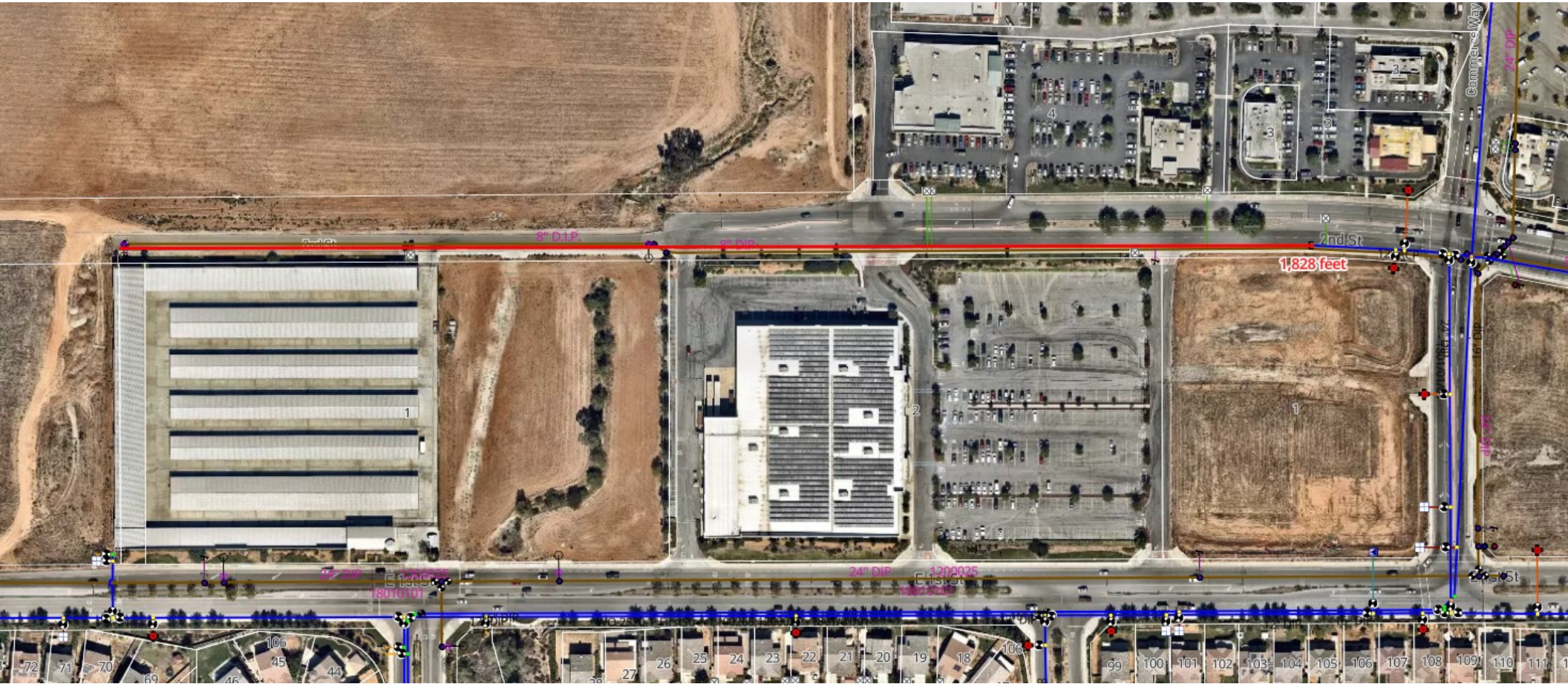
REDLANDS



LEGEND	
<b>*MAPS ARE NOT TO SCALE*</b>	
	CONDUIT FACILITIES
	COPPER FACILITIES
	FIBER FACILITIES
	PROPOSED FACILITIES
	LOT LINES
	STREET CENTER LINE
	JOINT POLES
	FRONTIER POLES
CALL 811 FOR LOOK UP	







# Appendix E

## Cost Estimate





CIVIL / STRUCTURAL ENGINEERS  
MUNICIPAL CONSULTANTS  
SURVEYORS / PLANNERS  
WATER RESOURCES  
TRANSPORTATION

## PRELIMINARY CONSTRUCTION COST ESTIMATE

### Street Improvements

PROJECT: City of Beaumont - 2nd Street Improvements

DATE: 1/19/21

IMPROVEMENTS	Subtotal	20% Contingency	Total
Mobilization	not to exceed 10%		\$224,443
Streets/Erosion Control	\$1,253,928	\$250,786	\$1,504,714
Drainage/Excavation/Labor	\$616,432	\$123,286	\$739,718
Plan Check	\$3,500	\$700	\$4,200
Adminstrative	\$2,500	\$500	\$3,000
<b>Total</b>	<b>\$1,876,360</b>	<b>\$375,272</b>	<b>\$2,476,075</b>

Name typed or printed: \_\_\_\_\_

Preliminary \_\_\_\_\_

Civil Engineer's Stamp

Signature: \_\_\_\_\_

Date: \_\_\_\_\_



CIVIL / STRUCTURAL ENGINEERING  
 MUNICIPAL CONSULTANTS  
 SURVEYORS / PLANNERS  
 WATER RESOURCES  
 TRANSPORTATION

Item 13.

**PRELIMINARY CONSTRUCTION COST ESTIMATE**

**PROJECT: City of Beaumont - 2nd Street Improvements** **DATE: 1/19/21**

<b>Street Improvements</b>				
<b>Quantity</b>	<b>Unit</b>	<b>Item</b>	<b>Unit Cost</b>	<b>Amount</b>
<b>Paving and Drainage</b>				
3250	Ton	Asphaltic Concrete	\$140.00	\$455,000.00
5600	Ton	Class 2 Aggregate Base	\$60.00	\$336,000.00
1625	L.F.	6" P.C.C. Type "A-6" Curb	\$38.00	\$61,750.00
2807	L.F.	6" A.C. Curb	\$25.00	\$70,175.00
9750	S.F.	P.C.C. Sidewalk	\$10.00	\$97,500.00
2790	S.Y.	Grind and Overlay Existing A.C. Paving	\$20.00	\$55,800.00
863	L.F.	Sawcut Existing A.C. Paving	\$17.00	\$14,671.00
2562	S.Y.	Remove Existing AC Paving	\$3.50	\$8,967.00
15678	L.F.	Paint Traffic Stripe (2 Coats)	\$1.00	\$15,678.00
1	EA.	Street Name Sign & Installation	\$500.00	\$500.00
2	EA.	Under Sidewalk Drain	\$500.00	\$1,000.00
2	EA.	A.C. Overside Drain	\$500.00	\$1,000.00
1627	L.F.	12" RCP	\$50.00	\$81,350.00
1	EA.	Adjust Water Valve	\$150.00	\$150.00
1	EA.	Adjust Manhole to grade	\$400.00	\$400.00
10	EA.	Barricades	\$100.00	\$1,000.00
68	EA.	Pavement Marker, reflective	\$2.75	\$187.00
<b>Erosion and Sediment Control</b>				
500	EA.	Gravel Bags	\$3.00	\$1,500.00
2000	L.F.	Silt Fence	\$7.00	\$14,000.00
1	L.S.	Dust Abatement	\$5,000.00	\$5,000.00
1	EA.	Concrete Washout	\$2,500.00	\$2,500.00
1	EA.	Stabilized Entrance	\$4,800.00	\$4,800.00
<b>Right of Way</b>				
1	EA.	Right of Way Acquisition	\$25,000.00	\$25,000.00
<b>SUBTOTAL</b>				\$1,253,928.00
<b>20% CONTIGENCY</b>				\$250,785.60
<b>TOTAL STREET IMPROVEMENT COST</b>				<b>\$1,504,713.60</b>



CIVIL / STRUCTURAL ENGINEERING  
 MUNICIPAL CONSULTANTS  
 SURVEYORS / PLANNERS  
 WATER RESOURCES  
 TRANSPORTATION

Item 13.

**PRELIMINARY CONSTRUCTION COST ESTIMATE**

**PROJECT: City of Beaumont - 2nd Street Improvements** **DATE: 1/19/21**

<b>Drainage</b>				
<b>Quantity</b>	<b>Unit</b>	<b>Item</b>	<b>Unit Cost</b>	<b>Amount</b>
1	E.A.	Flat Outlet Drainage Structure (down drain)	\$2,000.00	\$2,000.00
150	C.Y.	Rip Rap	\$60.00	\$9,000.00
200	L.F.	24" Reinforced Concrete Pipe (RCP)	\$48.00	\$9,600.00
2	E.A.	Catch Basin	\$10,000.00	\$20,000.00
2	EA.	Pipe Headwall	\$4,500.00	\$9,000.00
<b>Excavation/Construction Costs</b>				
30000	C.Y.	Project with No Grading Plan; Excavate and Fill	\$5.00	\$150,000.00
1	EA.	Street Lights (including conduit)	\$7,500.00	\$7,500.00
1	L.S.	Traffic Signal and Lighting	\$300,000.00	\$300,000.00
861	L.F.	Utility Trench, one side (total length of streets)	\$12.00	\$10,332.00
<b>Labor</b>				
1	L.S.	Traffic Control	\$8,000.00	\$8,000.00
1	L.S.	Dust Abatement	\$4,000.00	\$4,000.00
1	L.S.	Native American Cultural Resource Treatment	\$7,000.00	\$7,000.00
1	L.S.	Biological Clearance (Burrowing Owl)	\$5,000.00	\$5,000.00
1	L.S.	Storm Water Pollution Control	\$20,000.00	\$20,000.00
1	L.S.	Soils & Material Testing	\$40,000.00	\$40,000.00
1	L.S.	Clearing and Grubbing	\$15,000.00	\$15,000.00
<b>SUBTOTAL</b>				<b>\$616,432.00</b>
<b>20% CONTIGENCY</b>				<b>\$123,286.40</b>
<b>TOTAL CULVERT CROSSING/EXCAVATION/LABOR IMPROVEMENT COST</b>				<b>\$739,718.40</b>

# Appendix F

## Project Schedule



### City of Beaumont 2<sup>nd</sup> Street Improvements Project – Feasibility Study Schedule/Process

Schedule	6/15/20 – 7/3/20	7/6/20 – 7/24/20	7/27/20 – 8/14/20	8/17/20 – 9/4/20	9/7/20 – 9/25/20
1. Kick Off Meeting – 6/10/20					
2. Meetings				→	→
3. Research and Review Records	→			→	
4. Compile Feasibility Study	→				→
5. Potential Environmental Issues and Reporting			→		
6. Potential Jurisdictional Requirements and Permits (Searl Biological)			→		
a. Project Preparation		→	→		
b. Species Queries		→	→		
c. Field Habitat Assessment (Least Bells Vireo 7/10/020)	→				
d. GIS Analysis and Mapping			→	→	→
7. Potential Hydrological and Hydraulic Issues		→	→		
8. Potential Utility Conflicts and Issues	→	→	→	→	
9. Potential Right-of-Way Issues	→	→		→	→
10. Preliminary Design Plan			→	→	→
11. Itemized Cost Estimate for Anticipated Improvements				→	→
12. Geotechnical Report				→	→

# Appendix G

## Geotechnical Report

GEOTECHNICAL INVESTIGATION  
SECOND STREET EXTENSION PROJECT  
FROM HOME DEPOT SHOPPING CENTER  
WESTERN BOUNDARY  
TO PENNSYLVANIA AVENUE  
BEAUMONT, CALIFORNIA

-Prepared By-

Sladden Engineering

450 Egan Avenue  
Beaumont, California 92223  
(951) 845-7743



# Sladden Engineering

45090 Golf Center Parkway, Suite F, Indio, CA 92201 (760) 863-0713 Fax (760) 863-0847  
 6782 Stanton Avenue, Suite C, Buena Park, CA 90621 (714) 523-0952 Fax (714) 523-1369  
 450 Egan Avenue, Beaumont, CA 92223 (951) 845-7743 Fax (951) 845-8863  
 www.SladdenEngineering.com

August 25, 2020

Project No. 644-20020  
 20-07-064

Cozad & Fox, Inc.  
 151 South Girard Street  
 Hemet, California 92544

Subject: Geotechnical Investigation

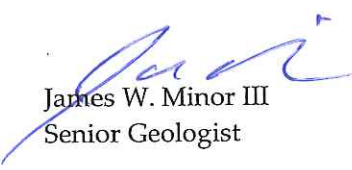
Project: Second Street Improvement Project  
 From Home Depot Shopping Center to  
 Pennsylvania Avenue  
 Beaumont, California

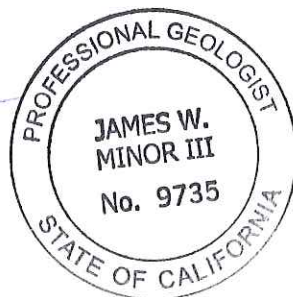
Sladden Engineering is pleased to present the results of our geotechnical investigation performed for the Second Street extension project proposed for the portion of Second Street extending west from the westerly boundary of the Home Depot shopping center to Pennsylvania Avenue in the City of Beaumont, California. Our services were completed in accordance with our revised proposal for geotechnical engineering services dated March 19, 2020 and your authorization to proceed with the work. The purpose of our investigation was to explore the subsurface conditions at the site in order to provide recommendations for foundation design and site preparation. Evaluation of environmental issues and hazardous wastes was not included within the scope of services provided.

The opinions, recommendations and design criteria presented in this report are based on our field exploration program, laboratory testing and engineering analyses. Based on the results of our investigation, it is our professional opinion that the proposed project should be feasible from a geotechnical perspective provided that the recommendations presented in this report are implemented into design and carried out during construction.

We appreciate the opportunity to provide service to you on this project. If you have any questions regarding this report, please contact the undersigned.

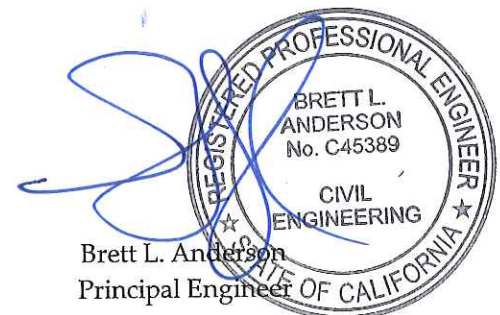
Respectfully submitted,  
 SLADDEN ENGINEERING

  
 James W. Minor III  
 Senior Geologist



SER/jm

Copies: 4/Addressee



Brett L. Anderson  
 Principal Engineer



GEOTECHNICAL INVESTIGATION  
SECOND STREET EXTENSION PROJECT  
FROM HOME DEPOT SHOPPING CENTER WESTERN BOUNDARY  
TO PENNSYLVANIA AVENUE  
BEAUMONT, CALIFORNIA

August 25, 2020

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August 25, 2020

Project No. 644-20020  
20-07-064

## INTRODUCTION

This report presents the results of the geotechnical investigation performed by Sladden Engineering (Sladden) for the street improvements proposed for the portion of Second Street extending west from the westerly boundary of the Home Depot shopping center to Pennsylvania Avenue in the City of Beaumont, California. The approximate location of the project alignment is indicated on the Site Location Map (Figure 1).

## SCOPE OF WORK

The purpose of our investigation was to determine the pavement thicknesses within the existing segment of Second Street and the subgrade soil conditions along the roadway extension alignment in order to provide recommendations for new pavement construction. Our investigation included measuring the existing asphalt pavement thicknesses, subsurface soil sampling, laboratory testing, engineering evaluation and the preparation of this report.

The scope of services performed was as outlined in our revised proposal dated March 19, 2020. This investigation was performed in accordance with contemporary geotechnical engineering principles and practice. We make no other warranty, either express or implied.

## PROJECT DESCRIPTION

The proposed Second Street Extension project includes the portion of Second Street extending west from the westerly boundary of the Home Depot shopping center to Pennsylvania Avenue in the City of Beaumont, California. The segment of Second Street extending west from the western boundary of the Home Depot shopping center to the western boundary of the First Street Storage facility that was previously paved will be widened to the full design width. The remaining segment extended west from the First Street Storage facility to Pennsylvania Avenue that remains vacant will consist of new construction. The approximate borehole locations are indicated on the Borehole Location Photograph (Figure 2) included within this report.

The eastern portions of the existing roadway segment previously constructed in conjunction with the development of the Home Depot shopping center consist of asphalt pavement with concrete curbs and gutters along portions of the streets. The preliminary project plans prepared by Cozad & Fox, Inc. indicate that the existing paved section of Second Street between the western boundary of First Street Storage facility and the western boundary of the Home Depot shopping center will be widened. It is proposed to extend Second Street from the western boundary of First Street Storage facility to Pennsylvania Avenue through currently vacant property. In addition, Pennsylvania Avenue will be widened within the vicinity of the Second Street intersection.

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Project No. 644-20020  
20-07-064**EXISTING PAVEMENT SECTION THICKNESSES**

The existing pavement thickness was determined by measuring the existing asphalt and base material sections within the 6 borehole locations within existing pavement. Concrete pavement was encountered directly underlying the existing asphalt pavement within the vicinity of Boreholes 4 & 5 (BH-4 & BH-5). The approximate asphalt and base material thickness measurements are presented along with the corresponding borehole locations within the following table. The approximate borehole locations are indicated on the borehole Location Photograph (Figures 2).

Borehole	Street	Locality	Asphalt Thickness (in)	Base Thickness (in)	Subgrade Soil Type
BH-1	2 <sup>nd</sup> Street	West Bound Lane	5.0	15.0	SC
BH-2	2 <sup>nd</sup> Street	West Lane	4.5	6.0	SC
BH-3	2 <sup>nd</sup> Street	Center Lane	4.0	20.0	SC
BH-4	2 <sup>nd</sup> Street	Center Lane	3.5 inches asphalt over > 3.0 inches concrete	N/A	SC
BH-5	2 <sup>nd</sup> Street	Center Lane	3.5 inches asphalt over > 6.0 inches concrete	N/A	SC
BH-6	2 <sup>nd</sup> Street	West Bound Lane	4.0	13.0	SC
BH-7	2 <sup>nd</sup> Street (Proposed)	N/A	N/A	N/A	SC
BH-8	2 <sup>nd</sup> Street (Proposed)	N/A	N/A	N/A	SC
BH-9	2 <sup>nd</sup> Street (Proposed)	N/A	N/A	N/A	SC
BH-10	2 <sup>nd</sup> Street (Proposed)	N/A	N/A	N/A	SC

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### SUBSURFACE SOIL CONDITIONS

Our field exploration included collecting soil samples to evaluate the near surface soil conditions. Based upon our field exploration and laboratory testing, it is apparent that the subgrade soil conditions vary somewhat throughout the subject roadway alignment. The near surface soil encountered within our bores consisted primarily of silty sand (SM) and clayey sand (SC) with minor portions of sandy clay (CL). The near surface soil appeared relatively firm within the majority of our borehole locations.

Laboratory testing indicated R-Values of 74 by expansion pressure and 76 by exudation pressure for the silty sand (SM) materials. Laboratory testing indicated R-Values of 15 by expansion pressure and 10 by exudation pressure for the clayey sand materials (SC). Expansion testing indicated that the silty sand materials (SM) are generally non-expansive (E.I. = 1) and the clayey sand materials (SC) are potentially moderately expansive (E.I. = 50). Graphic representations of the laboratory test results are included within Appendix B of this report.

The final logs represent our interpretation of the contents of the field logs, and the results of the laboratory observations and tests of the field samples. The final logs are included in Appendix A of this report. The stratification lines represent the approximate boundaries between soil types, although the transitions may be gradual and variable across the site.

### CORROSION SERIES

The soluble sulfate concentrations of the surface soil were determined to be 20 parts per million (ppm). The soil is considered to have a "negligible" corrosion potential with respect to concrete. The use of Type V cement and special sulfate resistant concrete mixes should not be necessary.

The pH levels of the surface soil was determined to be 8.8 & 8.0. Based on soluble chloride concentration testing (50 & 60 ppm), the soil is considered to have a "negligible" corrosion potential with respect to normal grade steel. The minimum resistivity of the surface soil was found to be 9,100 & 2,900 ohm-cm, that indicates the site soil is considered to have a "low & moderate" corrosion potential with respect to ferrous metal installations. A corrosion expert should be consulted regarding mitigation for corrosion sensitive installations.

### DISCUSSIONS AND CONCLUSIONS

The majority of the pavement within the existing segment of Second Street roadway remains in good condition. The existing asphalt thickness varies from 4.0 to 5.0 inches except where concrete was encountered. The existing base material thickness varies from 6.0 inches to 20.0 inches. In our opinion, significant modifications or repairs to the existing asphalt pavement do not appear warranted. The existing pavement sections are near the new pavement design sections recommended in this report and should remain adequate. It should be noted that concrete pavement was encountered directly beneath the asphalt within BH-4 and BH-5 that are located along the north side of First Street Storage facility. The drillers were unable to penetrate the concrete that should be expected to be at least 6 inches thick.

### PAVEMENT DESIGN RECOMMENDATIONS

The following recommendations are based upon the pavement coring, our subgrade soil investigation and our understanding of the proposed roadway construction project. Because the subgrade soil conditions vary somewhat with location and the R-Values test results varied significantly, it is our opinion that an intermediate R-Value would be appropriate for use in pavement design. Because significant grading will be necessary to accomplish the proposed new roadway construction, we expect that substantial mixing and blending of the surface soil will occur during roadway construction. In our opinion an intermediate design R-Value of 30 is conservatively appropriate for use in preliminary pavement design. The actual R-Value of the subgrade soil should be determined after subgrade has been established to verify the adequacy of the preliminary design sections. The following new pavement design sections are based upon a preliminary design R-Value of 30.

PAVEMENT DESIGN SECTION - FOR DESIGN R-VALUE = 30				
Pavement Material	Recommended Thickness (inches)			
	TI = 7.0	TI = 7.5	TI = 8.0	TI = 8.5
Asphalt Concrete Surface Course	4.0	5.0	5.5	6.0
Class II Aggregate Base Course	9.5	9.0	10.0	10.5
Compacted Subgrade Soil	12.0	12.0	12.0	12.0

Asphalt concrete should conform to the latest edition of the Standard Specifications for Public Works Construction (Greenbook) or Caltrans Standard Specifications. Aggregate base should conform to Section 26 of the Caltrans Standard Specifications or Greenbook, latest edition. The subgrade soil should be compacted to at least 90 percent of maximum density and the aggregate base material should be compacted to at least 95 percent of the maximum dry density as determined by ASTM Method D 1557. Precise control of grades and thicknesses should be maintained throughout the paving operations.

It is possible that wet and potentially unstable subgrade soil may be encountered in during pavement construction operations. Wet or unstable soil should be allowed to dry prior to compaction or excessively wet soil should be removed and replaced with drier soil or base material.

### GENERAL

The findings and recommendations presented in this report are based upon an interpolation of the pavement thickness and soil conditions between core locations and extrapolation of these conditions throughout the subject roadway area. Should conditions encountered during reconstruction appear different than those indicated in this report, this office should be notified.

This report is considered applicable for use by the Cozad & Fox and the City of Beaumont for the specific project described herein. The use of this report by other parties or for other projects is not authorized. The recommendations of this report are contingent upon monitoring of the reconstruction operations by a representative of Sladden Engineering. All recommendations are considered tentative pending our review of the roadway reconstruction operations and additional testing, if necessary.

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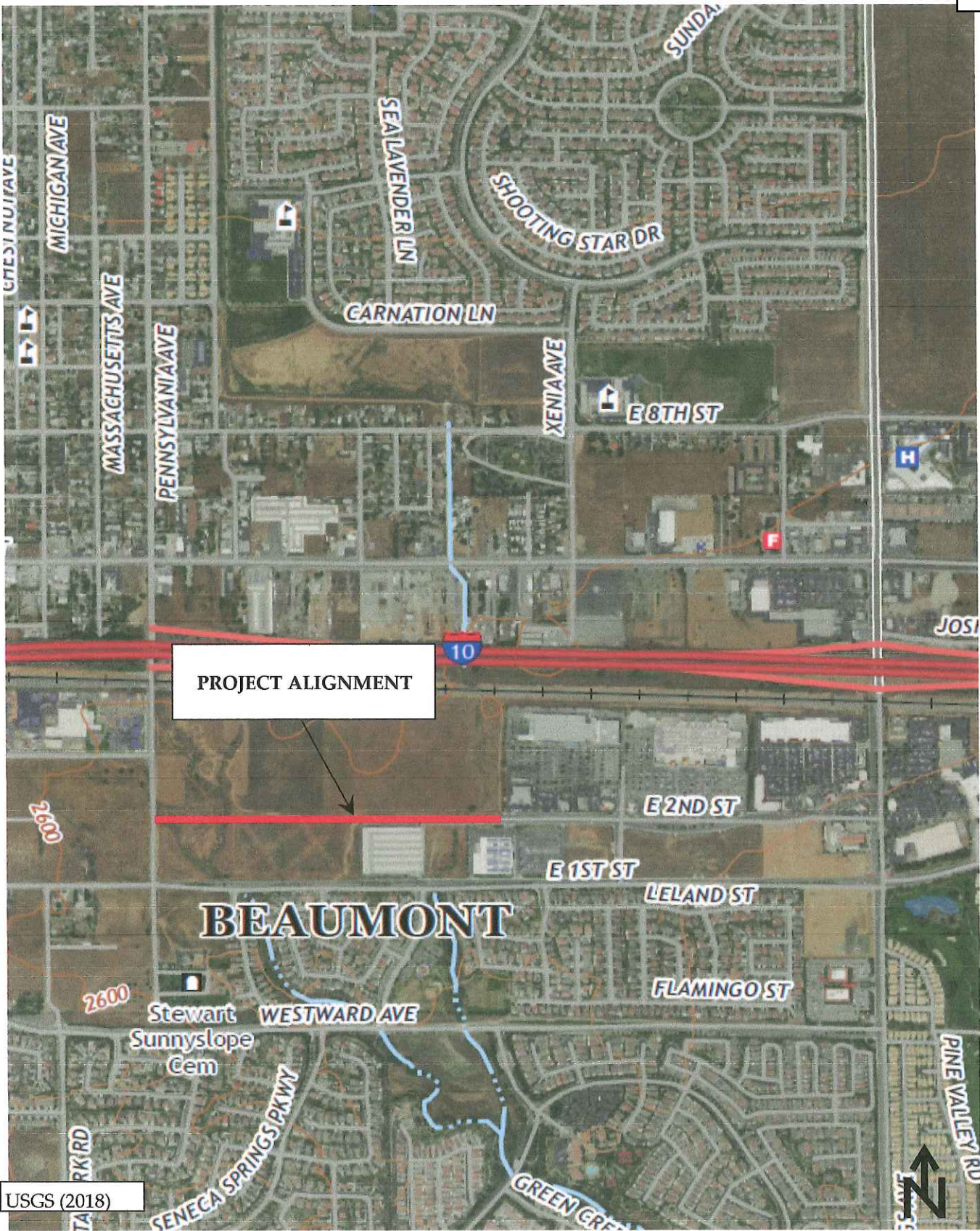
### REFERENCES

California Building Code (CBC), 2019, California Building Standards Commission.


GoogleEarth.com, 2020, Vertical Aerial Photograph for the Beaumont area, California, Undated, Variable Scale.

**FIGURES**

SITE LOCATION MAP  
BOREHOLE LOCATION PHOTOGRAPH



USGS (2018)

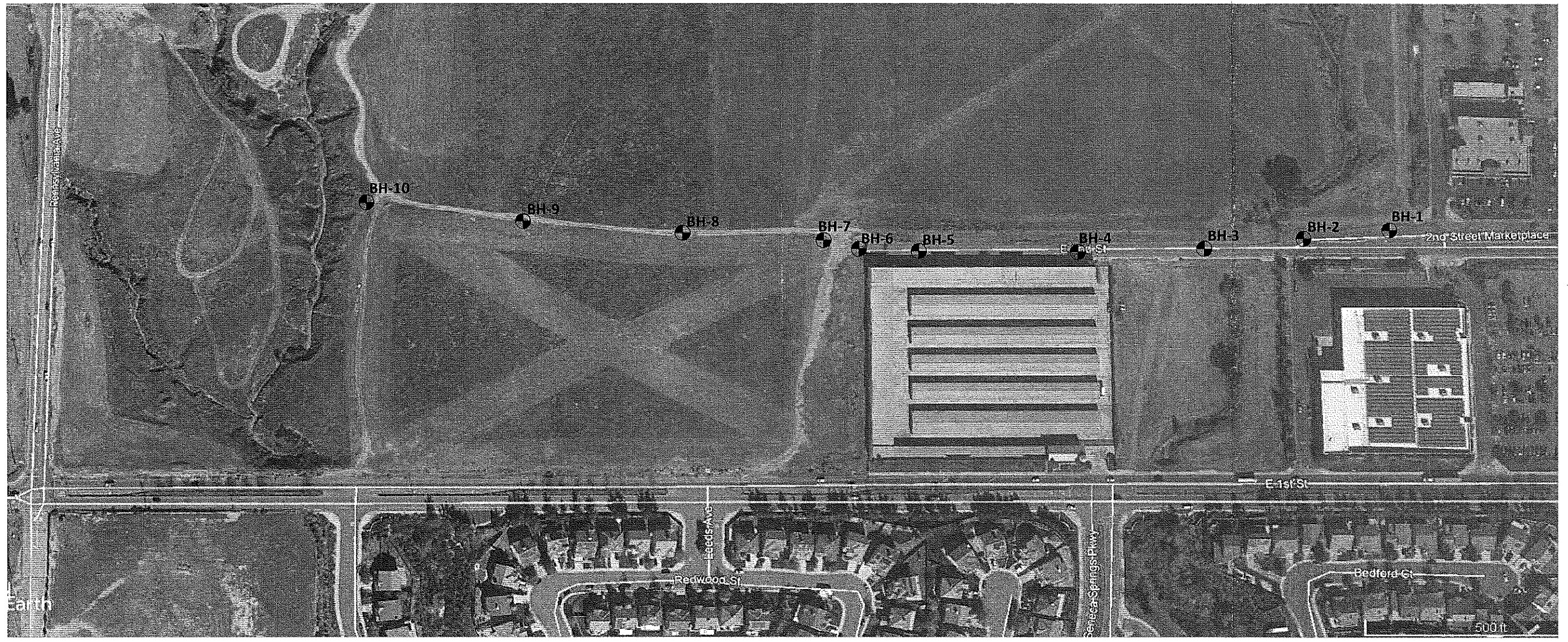


**Sladden Engineering**


SITE LOCATION MAP	
Project Number:	644-20020
Report Number:	20-07-064
Date:	August 5, 2020

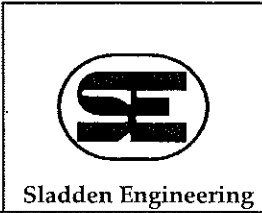
FIGURE  
**1**





  
 Google Earth (2020)

LEGEND	
 BH-10	Approximate Exploratory Borehole Location



BOREHOLE LOCATION PHOTOGRAPH	
Project Number:	644-20020
Report Number:	20-07-064
Date:	August 5, 2020

FIGURE  
2

**APPENDIX A**  
**FIELD EXPLORATION**

## APPENDIX A

### FIELD EXPLORATION

For our field investigation ten (10) exploratory bores were excavated on July 1, 2020 utilizing a truck mounted hollow stem auger rig (Mobile B-61). Continuous logs of the materials encountered were made by a representative of Sladden Engineering. Materials encountered in the boreholes were classified in accordance with the Unified Soil Classification System which is presented in this appendix.

Representative undisturbed samples were obtained within our borings by driving a thin-walled steel penetration sampler (California split spoon sampler) or a Standard Penetration Test (SPT) sampler with a 140-pound automatic-trip hammer dropping approximately 30 inches (ASTM D1586). The number of blows required to drive the samplers 18 inches was recorded in 6-inch increments and blowcounts are indicated on the boring logs.

The California samplers are 3.0 inches in diameter, carrying brass sample rings having inner diameters of 2.5 inches. The standard penetration samplers are 2.0 inches in diameter with an inner diameter of 1.5 inches. Undisturbed samples were removed from the sampler and placed in moisture sealed containers in order to preserve the natural soil moisture content. Bulk samples were obtained from the excavation spoils and samples were then transported to our laboratory for further observations and testing.



BORE LOG

Drill Rig:	Mobile B-61	Date Drilled:	7/1/2020
Elevation:	2580 Ft (MSL)	Boring No:	BH-1

Item 13.

Sample	Blow Counts	Bulk Sample	Expansion Index	% Minus #200	% Moisture	Dry Density	Depth (Feet)	Graphic Lithology	Description
							0		5.0 inches asphalt over 15.0 inches base.
	7/8/10	1	1	31.4	11.0	123.4	2		Silty Sand (SM); brown, moist, medium dense, fine-to-coarse grained with trace gravel.
	6/9/9			29.9	11.4	121.2	4		Silty Sand (SM); brown, moist, medium dense, fine-to-coarse grained with trace gravel.
							6		
	3/4/5			25.3	11.4		10		Silty Sand (SM); brown, moist, loose, fine-to-coarse grained with trace gravel.
	11/17/24			17.6	6.6	116.3	16		Silty Sand (SM); brown, moist, medium dense, fine-to-coarse grained with trace gravel.
							18		<p>Terminated at ~ 16.5 Feet bgs            No Groundwater or Seepage Encountered            No Bedrock Encountered</p>
							20		
							22		
							24		
							26		
							28		
							30		
							32		
							34		
							36		
							38		
							40		
							42		
							44		
							46		
							48		
							50		



**SLADDEN ENGINEERING**

**BORE LOG**

Item 13.

Drill Rig:	Mobile B-61	Date Drilled:	7/1/2020
Elevation:	2580 Ft (MSL)	Boring No:	BH-2

Sample	Blow Counts	Bulk Sample	Expansion Index	% Minus #200	% Moisture	Dry Density	Depth (Feet)	Graphic Lithology	Description
							0		4.5 inches asphalt over 6.0 inches base.
	7/8/10			33.7	8.7	131.1	2		Clayey Sand (SC); yellowish brown, moist, medium dense, fine-to-coarse grained with trace gravel.
	6/9/9			23.4	7.6		4		
							6		Clayey Sand (SC); yellowish brown, moist, loose, fine-to-coarse grained with trace gravel.
							8		
							10		
							12		
							14		
							16		
							18		
							20		
							22		
							24		
							26		
							28		
							30		
							32		
							34		
							36		
							38		
							40		
							42		
							44		
							46		
							48		
							50		

Terminated at ~ 6.5 Feet bgs  
 No Groundwater or Seepage Encountered  
 No Bedrock Encountered

Completion Notes:

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BORE LOG

Item 13.

Drill Rig: Mobile B-61 Date Drilled: 7/1/2020  
Elevation: 2580 Ft (MSL) Boring No: BH-3

Sample	Blow Counts	Bulk Sample	Expansion Index	% Minus #200	% Moisture	Dry Density	Depth (Feet)	Graphic Lithology	Description
							0		4.0 inches asphalt over 20.0 inches base.
	16/28/29			32.5	9.2	123.9	2		Clayey Sand (SC); yellowish brown, moist, dense, fine-to-coarse grained with trace gravel.
	12/17/15			31.7	9.1	128.9	4		Clayey Sand (SC); yellowish brown, moist, medium dense, fine-to-coarse grained with trace gravel.
							6		
							8		
	1/2/2			66.1	21.6		10		Sandy Clay (CL); yellowish brown, moist to very moist, soft, high plasticity with trace gravel.
	5/7/8			44.9	15.3	113.9	14		Clayey Sand (SC); yellowish brown, moist, loose, fine-to-coarse grained with trace gravel.
							16		
							18		<p>Terminated at ~ 16.5 Feet bgs            No Groundwater or Seepage Encountered            No Bedrock Encountered</p>
							20		
							22		
							24		
							26		
							28		
							30		
							32		
							34		
							36		
							38		
							40		
							42		
							44		
							46		
							48		
							50		

Completion Notes:

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**BORE LOG**

Item 13.

Drill Rig: Mobile B-61

Date Drilled: 7/1/2020

Elevation: 2580 Ft (MSL)

Boring No: BH-4

Sample	Blow Counts	Bulk Sample	Expansion Index	% Minus #200	% Moisture	Dry Density	Depth (Feet)	Graphic Lithology	Description
							0	3.5 inches asphalt over concrete.	
							2	Practical Auger Refusal due to Concrete. No Groundwater or Seepage Encountered No Bedrock Encountered	
							4		
							6		
							8		
							10		
							12		
							14		
							16		
							18		
							20		
							22		
							24		
							26		
							28		
							30		
							32		
							34		
							36		
							38		
							40		
							42		
							44		
							46		
							48		
							50		

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**BORE LOG**

Item 13.

Drill Rig:	Mobile B-61	Date Drilled:	7/1/2020
Elevation:	2580 Ft (MSL)	Boring No:	BH-5

Sample	Blow Counts	Bulk Sample	Expansion Index	% Minus #200	% Moisture	Dry Density	Depth (Feet)	Graphic Lithology	Description
							0		3.5 inches asphalt over concrete.
							2		Practical Auger Refusal due to Concrete. No Groundwater or Seepage Encountered No Bedrock Encountered
							4		
							6		
							8		
							10		
							12		
							14		
							16		
							18		
							20		
							22		
							24		
							26		
							28		
							30		
							32		
							34		
							36		
							38		
							40		
							42		
							44		
							46		
							48		
							50		

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**BORE LOG**

Item 13.

Drill Rig: Mobile B-61

Date Drilled: 7/1/2020

Elevation: 2580 Ft (MSL)

Boring No: BH-6

Sample	Blow Counts	Bulk Sample	Expansion Index	% Minus #200	% Moisture	Dry Density	Depth (Feet)	Graphic Lithology	Description
							0		4.0 inches asphalt over 13.0 inches base.
	5/9/13			40.3	10.7	125.3	2		Clayey Sand (SC); yellowish brown, moist, medium dense, fine-to-coarse grained with trace gravel.
	3/4/6			48.2	12.5		4		Clayey Sand (SC); yellowish brown, moist, loose, fine-to-coarse grained with trace gravel.
							6		
							8		<p>Terminated at ~ 6.5 Feet bgs            No Groundwater or Seepage Encountered            No Bedrock Encountered</p>
							10		
							12		
							14		
							16		
							18		
							20		
							22		
							24		
							26		
							28		
							30		
							32		
							34		
							36		
							38		
							40		
							42		
							44		
							46		
							48		
							50		

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BORE LOG

Item 13.

Drill Rig:	Mobile B-61	Date Drilled:	7/1/2020
Elevation:	2580 Ft (MSL)	Boring No:	BH-7

Sample	Blow Counts	Bulk Sample	Expansion Index	% Minus #200	% Moisture	Dry Density	Depth (Feet)	Graphic Lithology	Description
	17/31/42			55.5	11.4	125.2	2		Clayey Sand (SC); yellowish brown, slightly moist, fine-to-coarse grained with trace gravel (Fill/Disturbed).
							4		Sandy Clay (CL); yellowish brown, slightly moist to moist, hard, medium to high plasticity with trace gravel.
	32/41/50-5"			58.5	10.4	118.7	6		Sandy Clay (CL); yellowish brown, slightly moist to moist, hard, medium to high plasticity with trace gravel.
Terminated at ~ 6.5 Feet bgs No Groundwater or Seepage Encountered No Bedrock Encountered									
							8		
							10		
							12		
							14		
							16		
							18		
							20		
							22		
							24		
							26		
							28		
							30		
							32		
							34		
							36		
							38		
							40		
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							44		
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							48		
							50		

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**BORE LOG**

Item 13.

Drill Rig: Mobile B-61  
Elevation: 2580 Ft (MSL)

Date Drilled: 7/1/2020  
Boring No: BH-8

Sample	Blow Counts	Bulk Sample	Expansion Index	% Minus #200	% Moisture	Dry Density	Depth (Feet)	Graphic Lithology	Description
	10/18/24			40.7	11.6	123.1	2		Clayey Sand (SC); yellowish brown, slightly moist, fine-to-coarse grained with trace gravel (Fill/Disturbed).
	13/13/13			30.9	11.0		4		Clayey Sand (SC); yellowish brown, moist, medium dense, fine-to-coarse grained with trace gravel.
	20/36/25			21.4	6.0	123.1	10		Clayey Sand (SC); yellowish brown, moist, medium dense, fine-to-coarse grained with trace gravel.
							12		
							14		
							16		
							18		
							20		
							22		
							24		
							26		
							28		
							30		
							32		
							34		
							36		
							38		
							40		
							42		
							44		
							46		
							48		
							50		
								Terminated at ~ 11.5 Feet bgs No Groundwater or Seepage Encountered No Bedrock Encountered	

Completion Notes:

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**BORE LOG**

Item 13.

Drill Rig:	Mobile B-61	Date Drilled:	7/1/2020
Elevation:	2580 Ft (MSL)	Boring No:	BH-9

Sample	Blow Counts	Bulk Sample	Expansion Index	% Minus #200	% Moisture	Dry Density	Depth (Feet)	Graphic Lithology	Description
	7/14/25			39.5	5.9	121.6	2		Clayey Sand (SC); yellowish brown, slightly moist, fine-to-coarse grained with trace gravel (Fill/Disturbed).
							4		Clayey Sand (SC); yellowish brown, moist, medium dense, fine-to-coarse grained with trace gravel.
	13/16/16			43.6	7.4	130.1	6		Clayey Sand (SC); yellowish brown, moist, medium dense, fine-to-coarse grained with trace gravel.
							8		<p>Terminated at ~ 6.5 Feet bgs            No Groundwater or Seepage Encountered            No Bedrock Encountered</p>
							10		
							12		
							14		
							16		
							18		
							20		
							22		
							24		
							26		
							28		
							30		
							32		
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**SLADDEN ENGINEERING**

**BORE LOG**

Item 13.

Drill Rig: Mobile B-61  
Elevation: 2580 Ft (MSL)

Date Drilled: 7/1/2020  
Boring No: BH-10

Sample	Blow Counts	Bulk Sample	Expansion Index	% Minus #200	% Moisture	Dry Density	Depth (Feet)	Graphic Lithology	Description
	19/31/36	1	50	51.4	10.0		2		Clayey Sand (SC); yellowish brown, slightly moist, fine-to-coarse grained with trace gravel (Fill/Disturbed).
	10/12/10			46.1	9.6		4		Sandy Clay (CL); yellowish brown, slightly moist to moist, hard, medium to high plasticity with trace gravel.
	20/36/44			36.5	7.4	124.7	6		Clayey Sand (SC); yellowish brown, moist, medium dense, fine-to-coarse grained with trace gravel.
							10		Clayey Sand (SC); yellowish brown, moist, very dense, fine-to-coarse grained with trace gravel.
Terminated at ~ 11.5 Feet bgs No Groundwater or Seepage Encountered No Bedrock Encountered									
14 16 18 20 22 24 26 28 30 32 34 36 38 40 42 44 46 48 50									

Completion Notes:

PROPOSED 2ND STREET IMPROVEMENTS  
BEAUMONT, CALIFORNIA

Project No: 644-20020

Report No: 20-07-064

Page 10

525

**APPENDIX B**  
**LABORATORY TESTING**

## APPENDIX B

### LABORATORY TESTING

Representative bulk and relatively undisturbed soil samples were obtained in the field and returned to our laboratory for additional observations and testing. Laboratory testing was generally performed in two phases. The first phase consisted of testing in order to determine the compaction of the existing natural soil and the general engineering classifications of the soil underlying the site. This testing was performed in order to estimate the engineering characteristics of the soil and to serve as a basis for selecting samples for the second phase of testing. The second phase consisted of soil mechanics testing. This testing including consolidation, shear strength and expansion testing was performed in order to provide a means of developing specific design recommendations based on the mechanical properties of the soil.

### CLASSIFICATION AND COMPACTION TESTING

**Unit Weight and Moisture Content Determinations:** Each undisturbed sample was weighed and measured in order to determine its unit weight. A small portion of each sample was then subjected to testing in order to determine its moisture content. This was used in order to determine the dry density of the soil in its natural condition. The results of this testing are shown on the Boring Logs.

**Maximum Density-Optimum Moisture Determinations:** Representative soil types were selected for maximum density determinations. This testing was performed in accordance with the ASTM Standard D1557-91, Test Method A. The results of this testing are presented graphically in this appendix. The maximum densities are compared to the field densities of the soil in order to determine the existing relative compaction to the soil. This is shown on the Boring Logs, and is useful in estimating the strength and compressibility of the soil.

**Classification Testing:** Soil samples were selected for classification testing. This testing consists of mechanical grain size analyses. This provides information for developing classifications for the soil in accordance with the Unified Soil Classification System which is presented in the preceding appendix. This classification system categorizes the soil into groups having similar engineering characteristics. The results of this testing is very useful in detecting variations in the soil and in selecting samples for further testing.

### SOIL MECHANIC'S TESTING

**Expansion Testing:** Two (2) bulk samples were selected for Expansion testing. Expansion testing was performed in accordance with the UBC Standard 18-2. This testing consists of remolding 4-inch diameter by 1-inch thick test specimens to a moisture content and dry density corresponding to approximately 50 percent saturation. The samples are subjected to a surcharge of 144 pounds per square foot and allowed to reach equilibrium. At that point the specimens are inundated with distilled water. The linear expansion is then measured until complete.

**Direct Shear Tests:** One (1) bulk sample was selected for Direct Shear testing. This test measures the shear strength of the soil under various normal pressures and is used to develop parameters for foundation design and lateral design. Tests were performed using a recompacted test specimen that was saturated prior to tests. Tests were performed using a strain controlled test apparatus with normal pressures ranging from 800 to 2300 pounds per square foot.

**Consolidation:** One (1) relatively undisturbed sample was selected for consolidation testing. For this test, a one-inch thick test specimen was subjected to vertical loads varying from 575 psf to 11520 psf applied progressively. The consolidation at each load increment was recorded prior to placement of each subsequent load. Testing was performed in accordance with ASTM Test Method D-2435.

**Corrosion Series Testing:** The soluble sulfate concentrations of the surface soil were determined in accordance with California Test Method Number (CA) 417. The pH and Minimum Resistivity were determined in accordance with CA 643. The soluble chloride concentrations were determined in accordance with CA 422.

**R-Value Testing:** Two (2) representative bulk samples were selected for R-Value testing. The R-Value test measures the response of compacted subgrade soil to a vertically applied load. The R-Value tests and traffic indices are used for determining pavement design.





# Sladden Engineering

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## Maximum Density/Optimum Moisture

ASTM D698/D1557

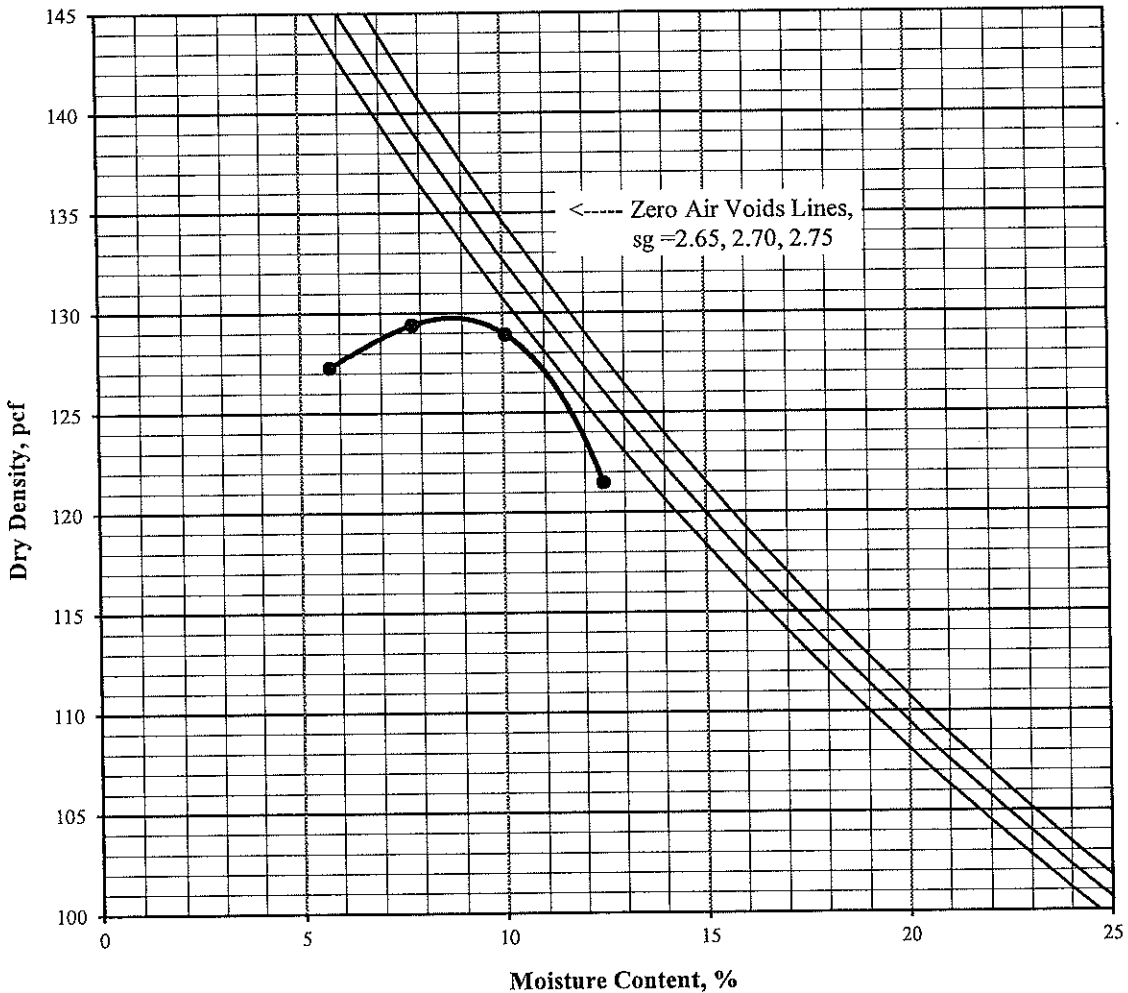
Project Number: 644-20020  
 Project Name: 2nd Street Improvements  
 Lab ID Number: LN6-20316  
 Sample Location: BH-1 Bulk 1 @ 0-5'  
 Description: Brown Silty Sand (SM)

July 27, 2020

ASTM D-1557 A  
 Rammer Type: Machine

Maximum Density: 130 pcf  
 Optimum Moisture: 9%

Sieve Size	% Retained
3/4"	
3/8"	
#4	8.5





# Sladden Engineering

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Item 13.

## Maximum Density/Optimum Moisture ASTM D698/D1557

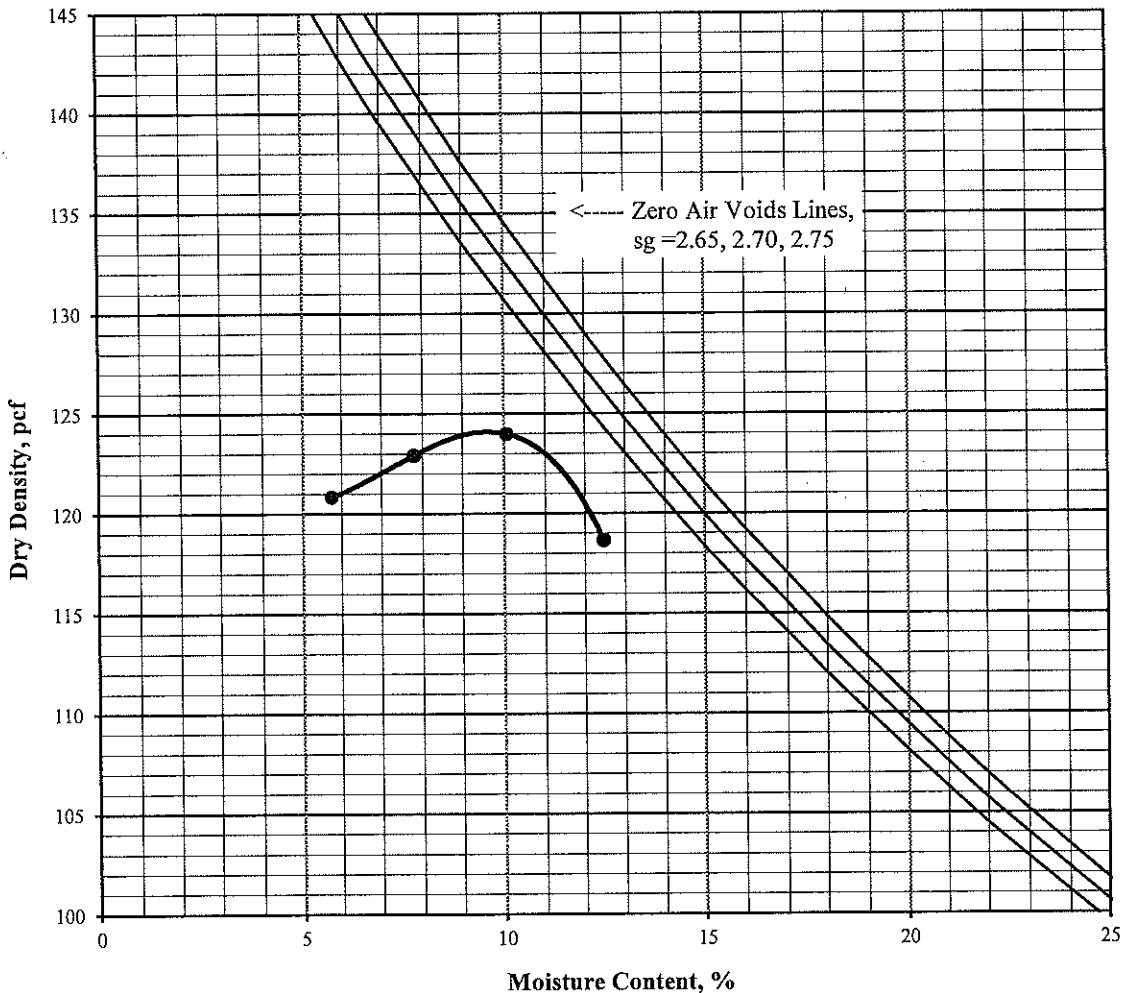
Project Number: 644-20020  
Project Name: 2nd Street Improvements  
Lab ID Number: LN6-20316  
Sample Location: BH-10 Bulk 2 @ 0-5'  
Description: Red Brown Clayey Sand (SC)

July 27, 2020

ASTM D-1557 A  
Rammer Type: Machine

Maximum Density: 124 pcf  
Optimum Moisture: 9.5%

Sieve Size	% Retained
3/4"	
3/8"	
#4	1.5





# Sladden Engineering

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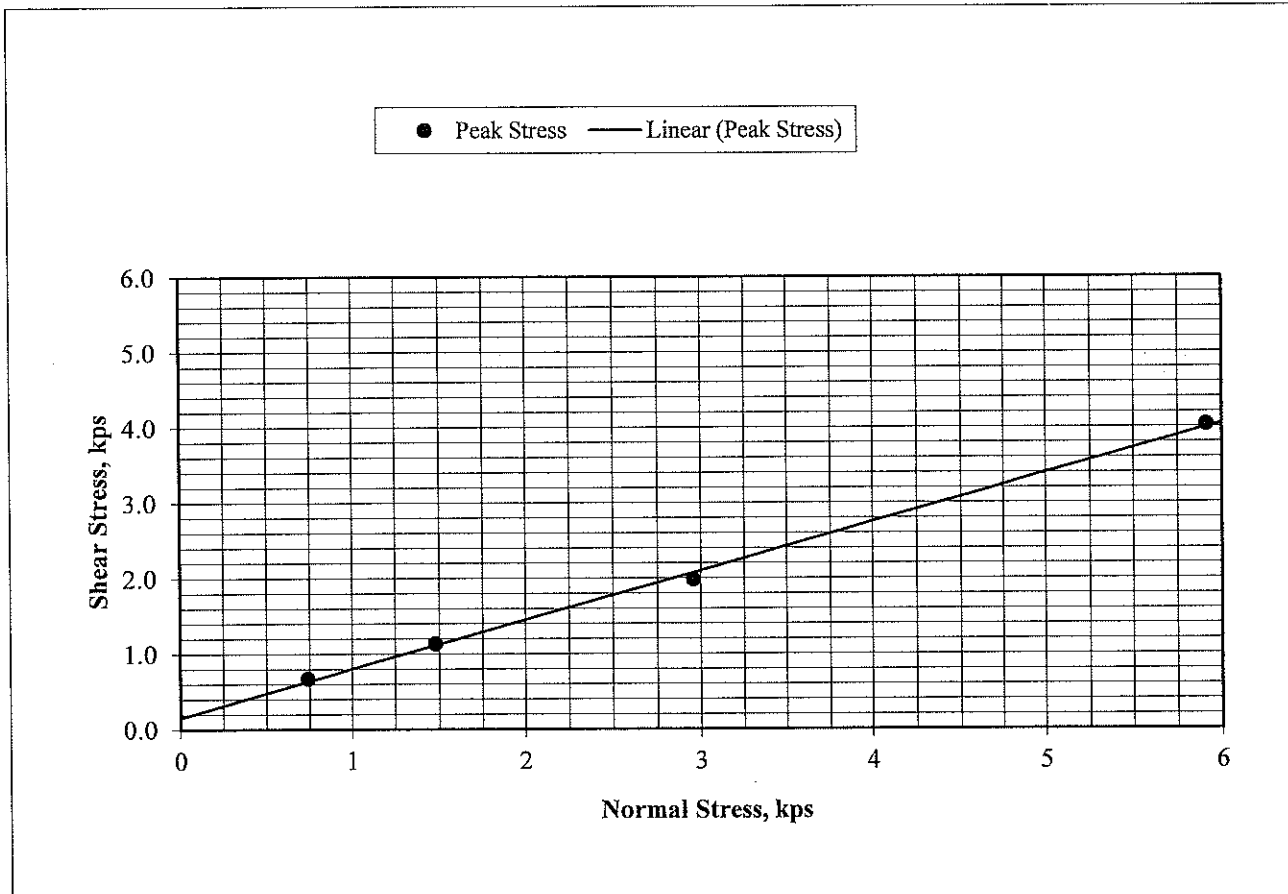
Item 13.

## Direct Shear ASTM D 3080-04 (modified for unconsolidated condition)

Job Number: 644-20020  
 Job Name 2nd Street Improvements  
 Lab ID No. LN6-20316  
 Sample ID BH-1 Bulk 1 @ 0-5'  
 Classification Brown Silty Sand (SM)  
 Sample Type Remolded @ 90% of Maximum Density

July 27, 2020  
 Initial Dry Density: 116.5 pcf  
 Initial Moisture Content: 9.3 %  
 Peak Friction Angle ( $\phi$ ): 33°  
 Cohesion (c): 160 psf

Test Results	1	2	3	4	Average
Moisture Content, %	14.9	14.9	14.9	14.9	14.9
Saturation, %	90.0	90.0	90.0	90.0	90.0
Normal Stress, kps	0.739	1.479	2.958	5.916	
Peak Stress, kps	0.676	1.134	1.984	4.033	





# Sladden Engineering

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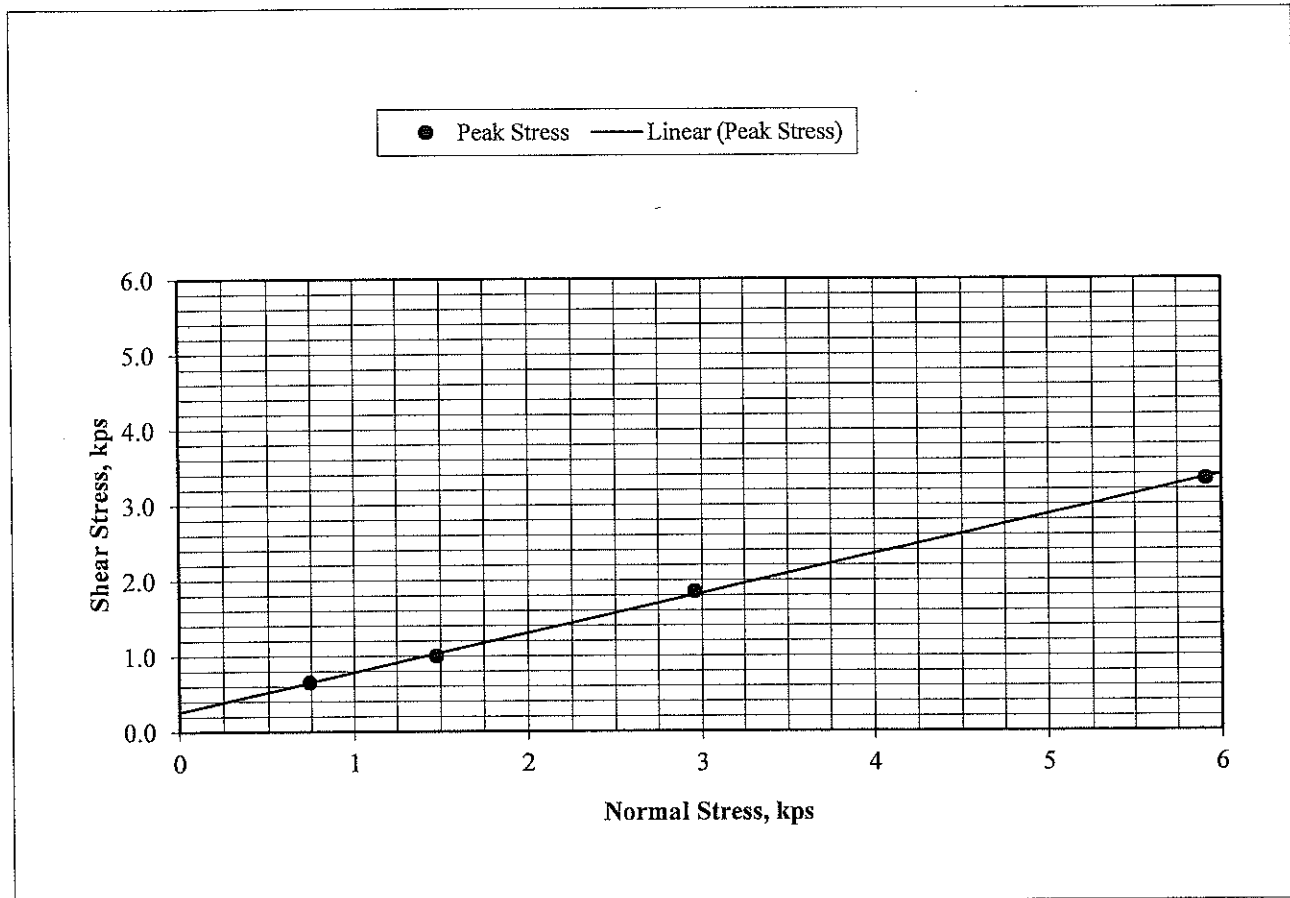
Item 13.

## Direct Shear ASTM D 3080-04 (modified for unconsolidated condition)

Job Number: 644-20020  
 Job Name 2nd Street Improvements  
 Lab ID No. LN6-20316  
 Sample ID BH-10 Bulk 2 @ 0-5'  
 Classification Red Brown Clayey Sand (SC)  
 Sample Type Remolded @ 90% of Maximum Density

July 27, 2020  
 Initial Dry Density: 111.9 pcf  
 Initial Moisture Content: 9.3 %  
 Peak Friction Angle ( $\phi$ ): 28°  
 Cohesion (c): 270 psf

Test Results	1	2	3	4	Average
Moisture Content, %	19.1	19.1	19.1	19.1	19.1
Saturation, %	101.9	101.9	101.9	101.9	101.9
Normal Stress, kps	0.739	1.479	2.958	5.916	
Peak Stress, kps	0.654	1.003	1.853	3.335	



Job Number: 644-20020  
Job Name: 2nd Street Improvements  
Date: 7/27/2020

Moisture Adjustment  
Wt of Soil: 1,000  
Moist As Is: 9.9  
Moist Wanted: 9.0

Remolded Shear Weight  
Max Dry Density: 130.0  
Optimum Moisture: 9.0

ml of Water to Add: -8.2

Wt Soil per Ring, g: 153.4

UBC



# Sladden Engineering

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Item 13.

## Gradation

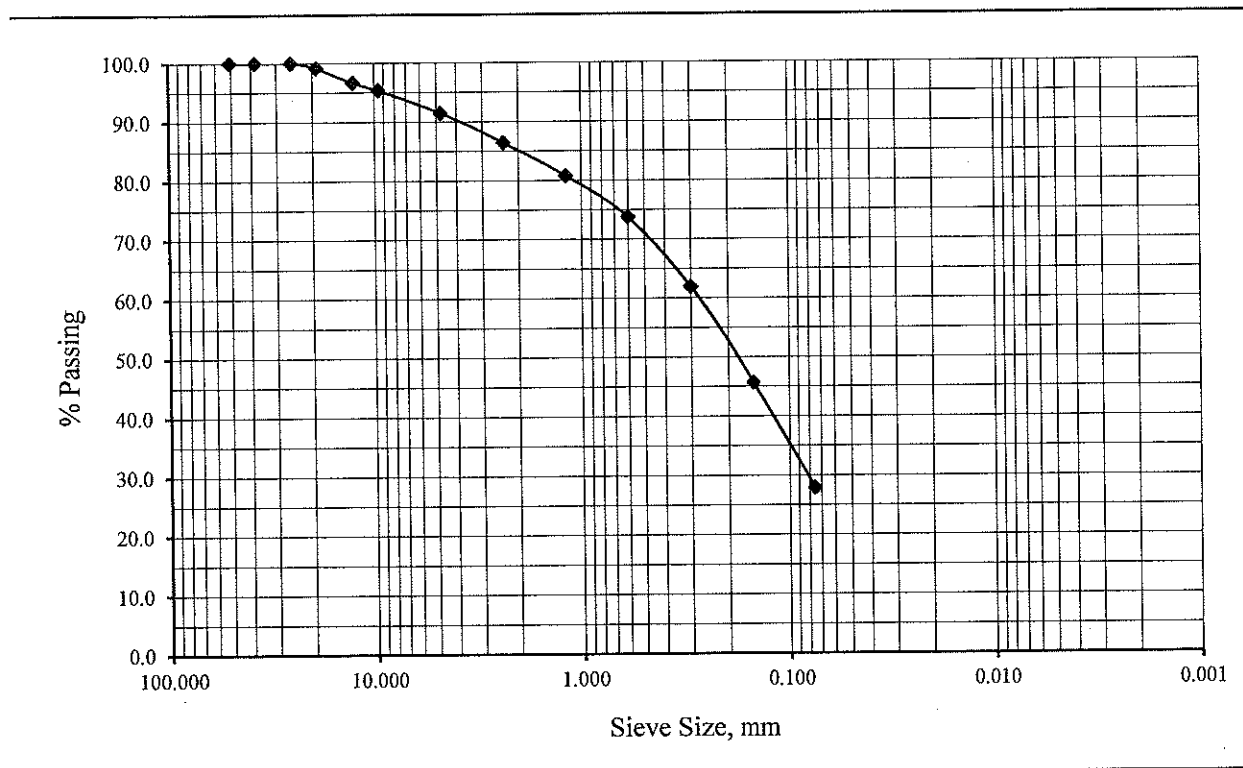
ASTM C117 & C136

Project Number: 644-20020  
Project Name: 2nd Street Improvements  
Lab ID Number: LN6-20316  
Sample ID: BH-1 Bulk 1 @ 0-5'

July 27, 2020

Soil Classification: SM

Sieve Size, in	Sieve Size, mm	Percent Passing
2"	50.8	100.0
1 1/2"	38.1	100.0
1"	25.4	100.0
3/4"	19.1	99.2
1/2"	12.7	96.7
3/8"	9.53	95.4
#4	4.75	91.5
#8	2.36	86.5
#16	1.18	80.8
#30	0.60	73.8
#50	0.30	62.0
#100	0.15	45.7
#200	0.075	27.9





# Sladden Engineering

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Item 13.

## Gradation

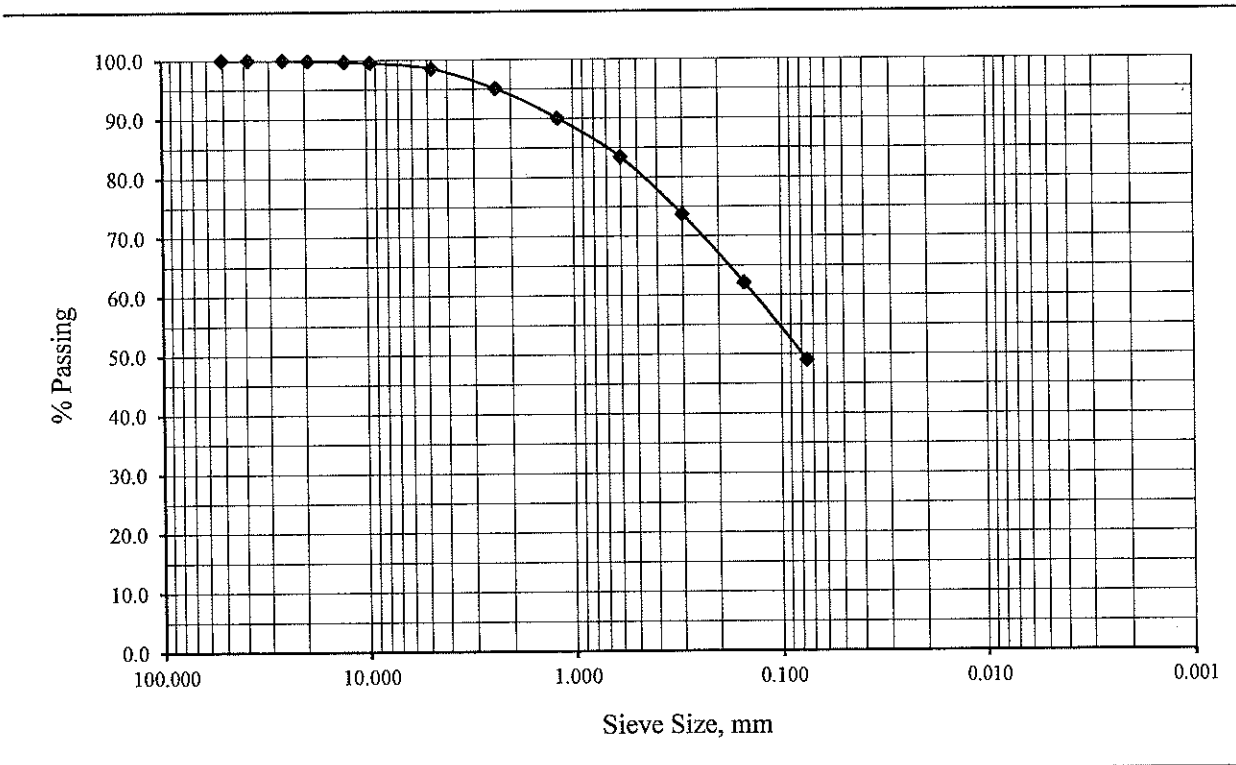
ASTM C117 & C136

Project Number: 644-20020  
Project Name: 2nd Street Improvements  
Lab ID Number: LN6-20316  
Sample ID: BH-10 Bulk 2 @ 0-5'

July 27, 2020

Soil Classification: SC

Sieve Size, in	Sieve Size, mm	Percent Passing
2"	50.8	100.0
1 1/2"	38.1	100.0
1"	25.4	100.0
3/4"	19.1	99.9
1/2"	12.7	99.7
3/8"	9.53	99.5
#4	4.75	98.5
#8	2.36	95.1
#16	1.18	90.1
#30	0.60	83.4
#50	0.30	73.7
#100	0.15	62.1
#200	0.075	49.0





# Sladden Engineering

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Item 13.

## Gradation

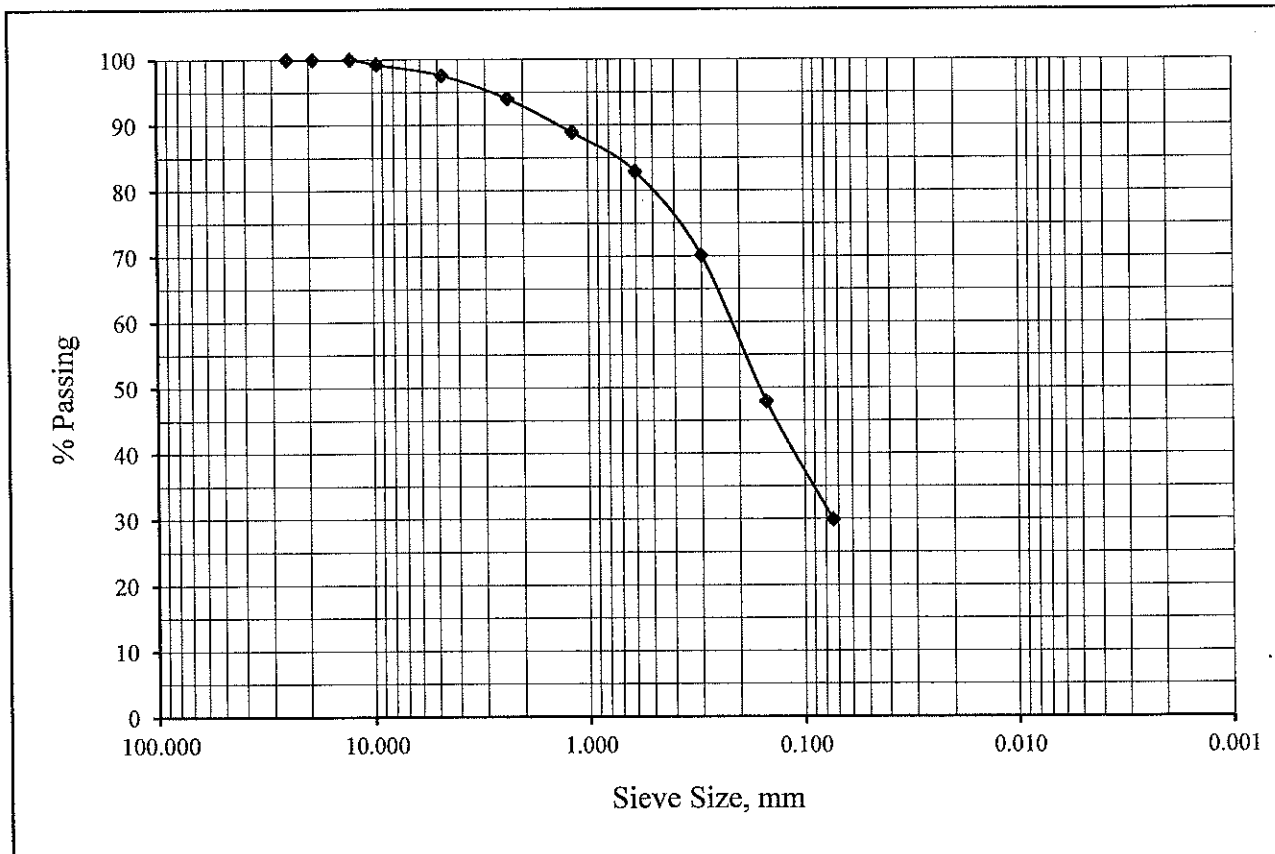
ASTM C117 & C136

Project Number: 644-20020  
Project Name: 2nd Street Improvements  
Lab ID Number: LN6-20316  
Sample ID: BH-1 R-2 @ 5'

July 27, 2020

Soil Classification: SM

Sieve Size, in	Sieve Size, mm	Percent Passing
1"	25.4	100.0
3/4"	19.1	100.0
1/2"	12.7	100.0
3/8"	9.53	99.3
#4	4.75	97.6
#8	2.36	94.0
#16	1.18	88.9
#30	0.60	82.9
#50	0.30	70.1
#100	0.15	47.9
#200	0.074	29.9







# Sladden Engineering

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Item 13.

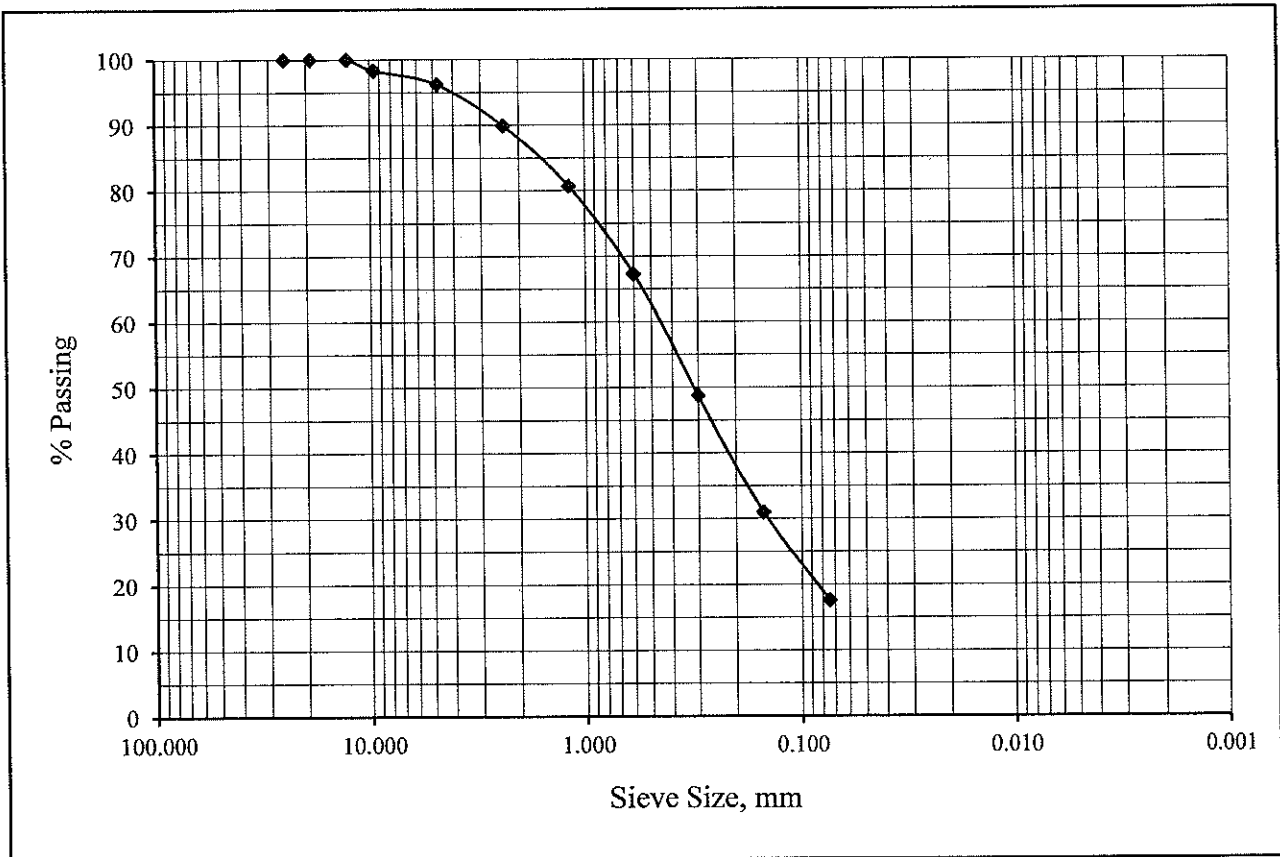
## Gradation ASTM C117 & C136

Project Number: 644-20020  
Project Name: 2nd Street Improvements  
Lab ID Number: LN6-20316  
Sample ID: BH-1 R-4 @ 15'

July 27, 2020

Soil Classification: SM

Sieve Size, in	Sieve Size, mm	Percent Passing
1"	25.4	100.0
3/4"	19.1	100.0
1/2"	12.7	100.0
3/8"	9.53	98.3
#4	4.75	96.2
#8	2.36	89.9
#16	1.18	80.7
#30	0.60	67.3
#50	0.30	48.8
#100	0.15	31.0
#200	0.074	17.6





# Sladden Engineering

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Item 13.

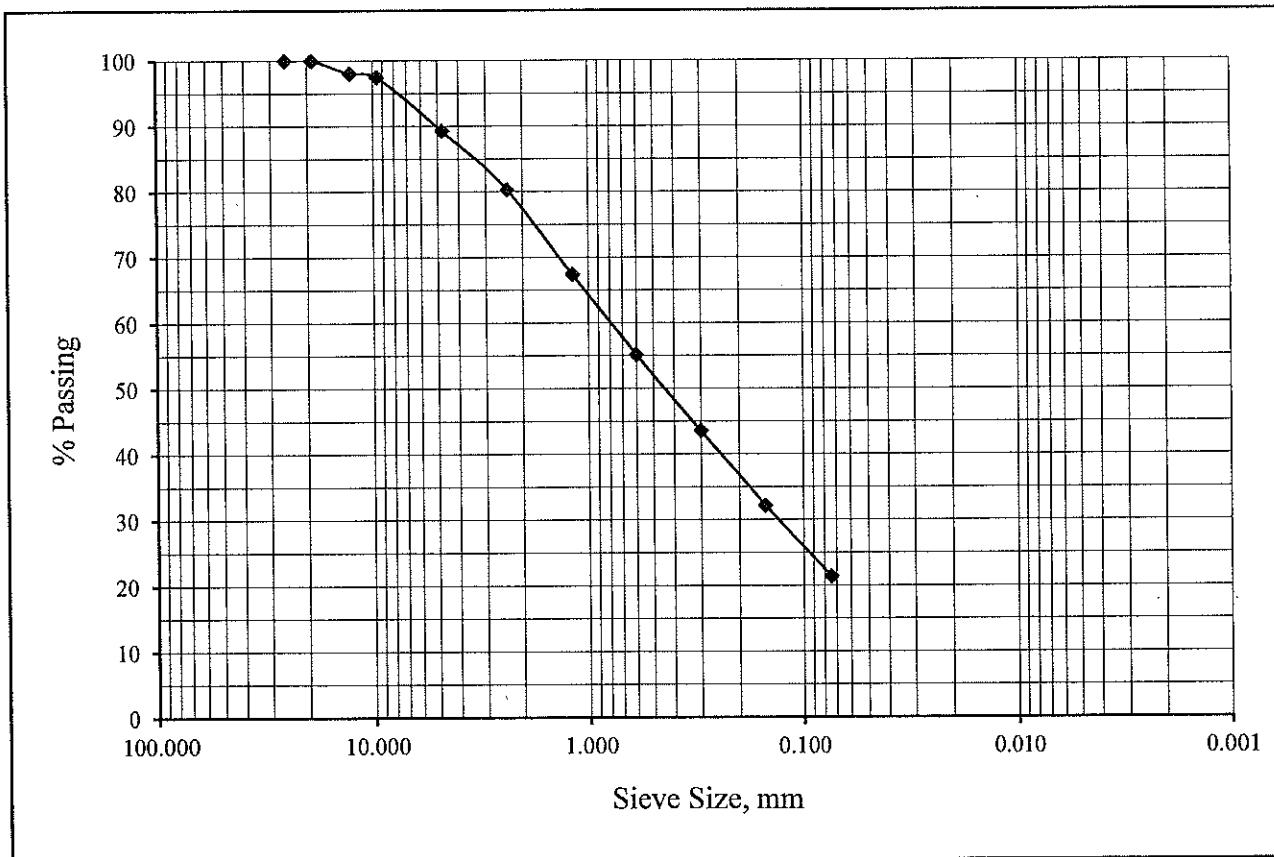
## Gradation ASTM C117 & C136

Project Number: 644-20020  
Project Name: 2nd Street Improvements  
Lab ID Number: LN6-20316  
Sample ID: BH-8 R-3 @ 10'

July 27, 2020

Soil Classification: SC

Sieve Size, in	Sieve Size, mm	Percent Passing
1"	25.4	100.0
3/4"	19.1	100.0
1/2"	12.7	98.0
3/8"	9.53	97.5
#4	4.75	89.3
#8	2.36	80.3
#16	1.18	67.4
#30	0.60	55.2
#50	0.30	43.5
#100	0.15	32.2
#200	0.074	21.4





# Sladden Engineering

450 Egan Avenue, Beaumont, CA 92223 (951) 845-7743 Fax (951) 845-8863

Item 13.

## Gradation

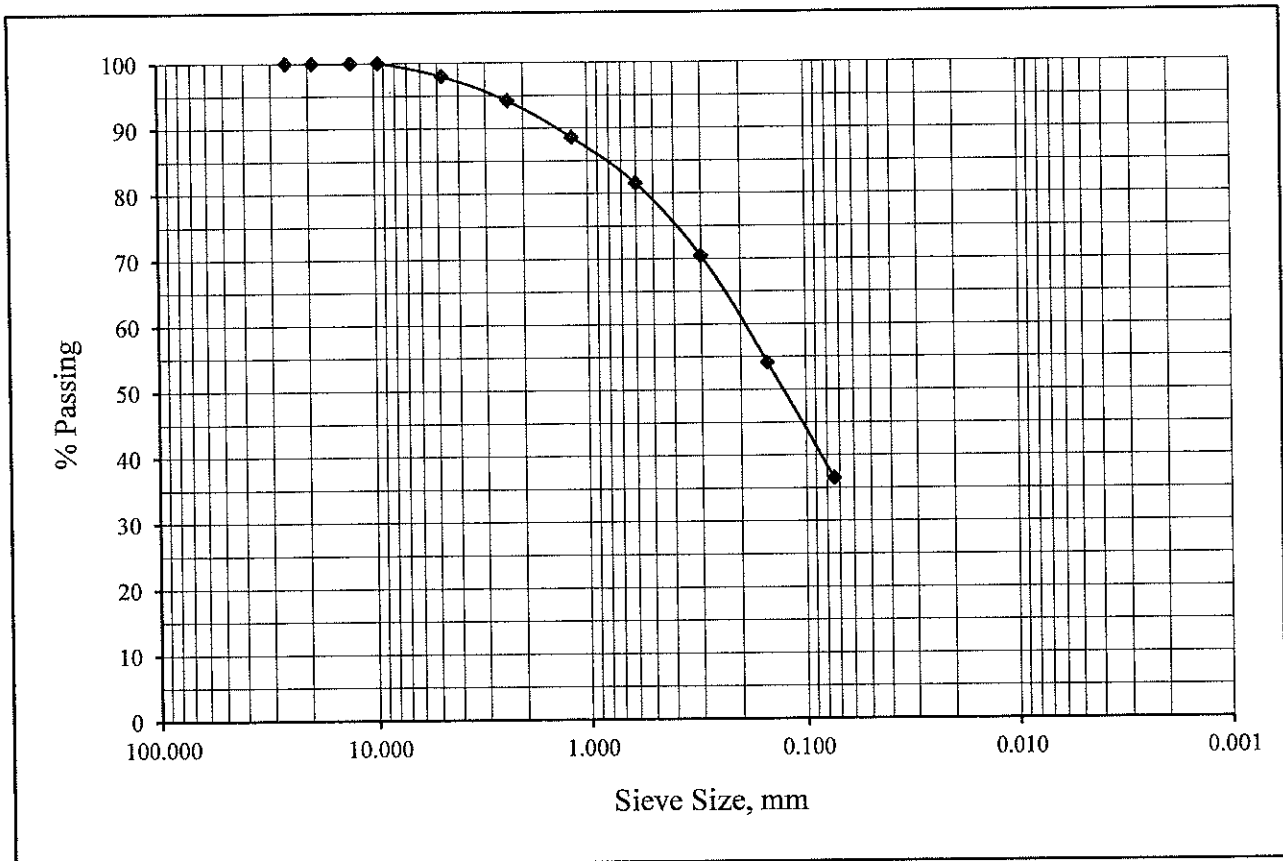
ASTM C117 & C136

Project Number: 644-20020  
Project Name: 2nd Street Improvements  
Lab ID Number: LN6-20316  
Sample ID: BH-10 R-3 @ 10'

July 27, 2020

Soil Classification: SC

Sieve Size, in	Sieve Size, mm	Percent Passing
1"	25.4	100.0
3/4"	19.1	100.0
1/2"	12.7	100.0
3/8"	9.53	100.0
#4	4.75	98.0
#8	2.36	94.2
#16	1.18	88.6
#30	0.60	81.6
#50	0.30	70.5
#100	0.15	54.1
#200	0.074	36.5





# Sladden Engineering

450 Egan Avenue, Beaumont, CA 92223 (951) 845-7743 Fax (951) 845-8863

Item 13.

## Expansion Index

ASTM D 4829

Job Number: 644-20020  
 Job Name: 2nd Street Improvements  
 Lab ID Number: LN6-20316  
 Sample ID: BH-1 Bulk 1 @ 0-5'  
 Soil Description: Brown Silty Sand (SM)

July 27, 2020

Wt of Soil + Ring:	595.6
Weight of Ring:	192.0
Wt of Wet Soil:	403.6
Percent Moisture:	7.1%
Sample Height, in	0.95
Wet Density, pcf:	129.2
Dry Density, pcf:	120.6

<b>% Saturation:</b>	48.3
----------------------	------

### Expansion Rack # 2

Date/Time	7/23/2020	2:45 PM
Initial Reading	0.0000	
Final Reading	0.0013	

### Expansion Index

1

(Final - Initial) x 1000



# Sladden Engineering

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Item 13.

## Expansion Index

ASTM D 4829

Job Number: 644-20020  
 Job Name: 2nd Street Improvements  
 Lab ID Number: LN6-20316  
 Sample ID: BH-10 Bulk 2 @ 0-5'  
 Soil Description: Red Brown Clayey Sand (SC)

July 27, 2020

Wt of Soil + Ring:	576.7
Weight of Ring:	194.9
Wt of Wet Soil:	381.8
Percent Moisture:	9.1%
Sample Height, in	0.95
Wet Density, pcf:	122.2
Dry Denstiy, pcf:	112.0

<b>% Saturation:</b>	48.7
----------------------	------

### Expansion Rack # 3

Date/Time	7/23/2020	2:35 PM
Initial Reading	0.0000	
Final Reading	0.0498	

### Expansion Index

50

(Final - Initial) x 1000



# Sladden Engineering

450 Egan Avenue, Beaumont, CA 92223 (951) 845-7743 Fax (951) 845-8863

Item 13.

## One Dimensional Consolidation

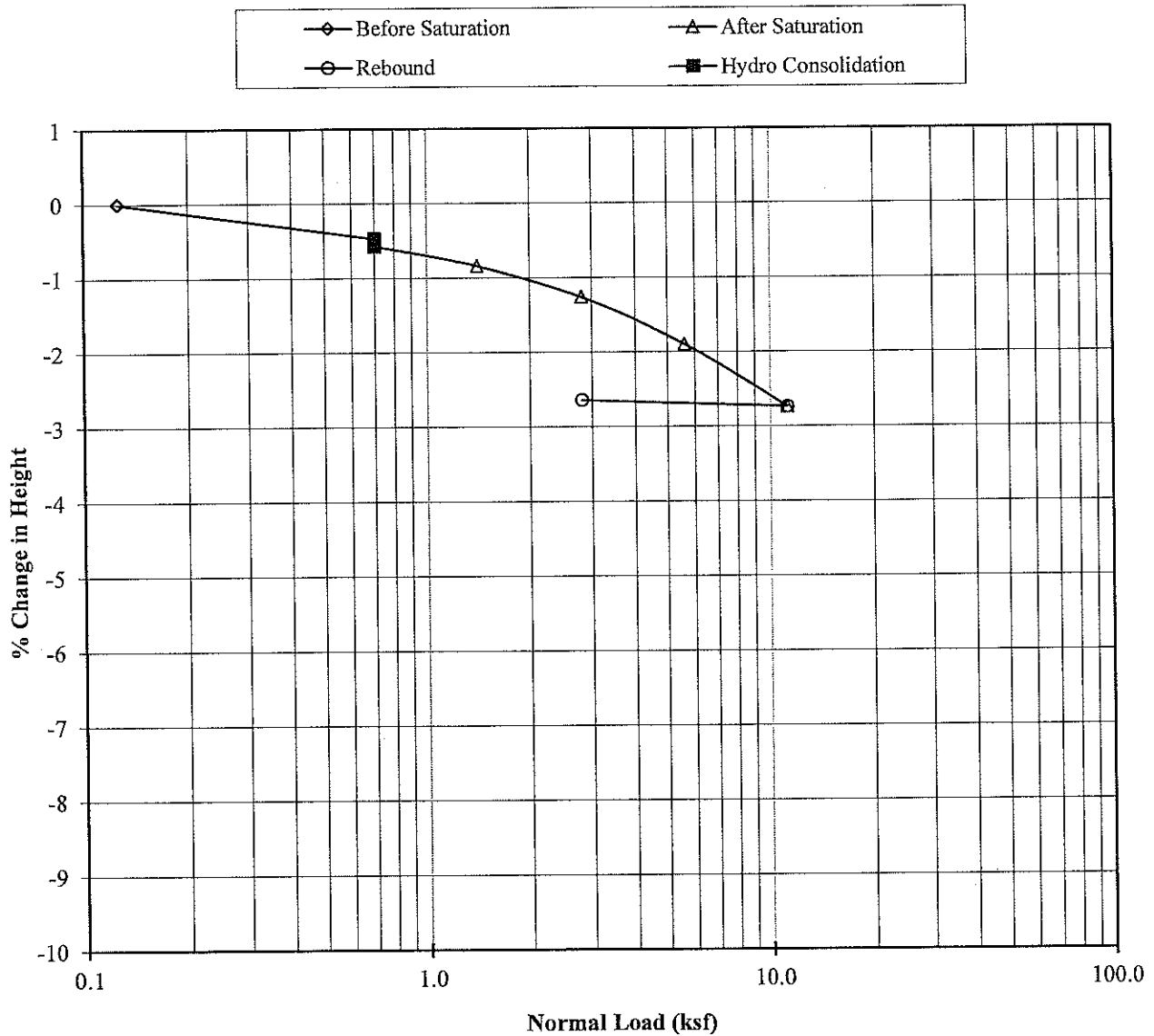
ASTM D2435 & D5333

Job Number: 644-20020  
Job Name: 2nd Street Improvements  
Lab ID Number: LN6-20316  
Sample ID: BH-1 R-2 @ 5'  
Soil Description: Brown Silty Sand (SM)

July 27, 2020

Initial Dry Density, pcf: 117.7  
Initial Moisture, %: 11.4  
Initial Void Ratio: 0.416  
Specific Gravity: 2.67

% Change in Height vs Normal Pressure Diagram





# Sladden Engineering

450 Egan Avenue, Beaumont, CA 92223 (951) 845-7743 Fax (951) 845-8863

Item 13.

## One Dimensional Consolidation

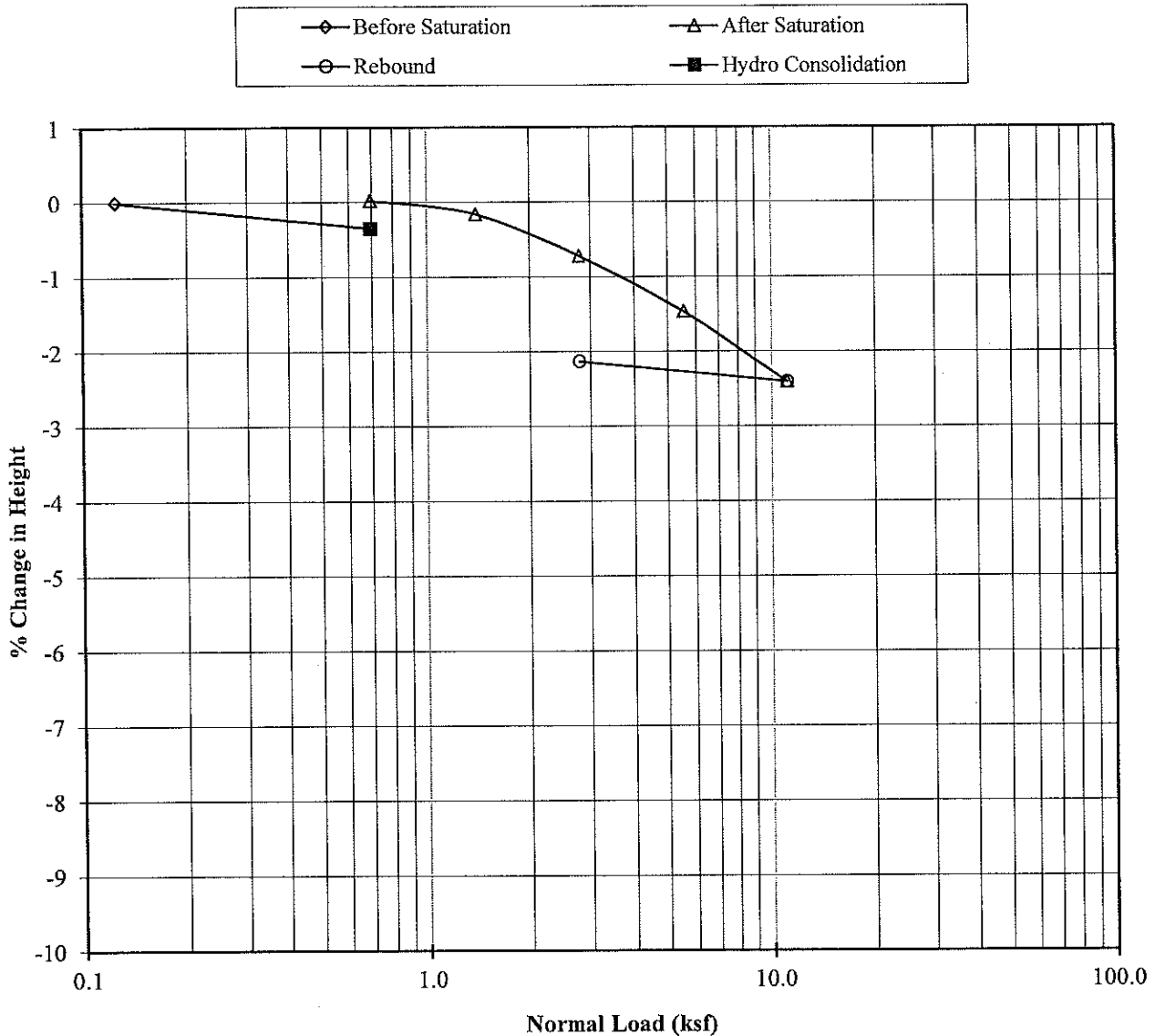
ASTM D2435 & D5333

Job Number: 644-20020  
Job Name: 2nd Street Improvements  
Lab ID Number: LN6-20316  
Sample ID: BH-10 R-3 @ 10'  
Soil Description: Red Brown Clayey Sand (SC)

July 27, 2020

Initial Dry Density, pcf: 122.4  
Initial Moisture, %: 7.4  
Initial Void Ratio: 0.362  
Specific Gravity: 2.67

% Change in Height vs Normal Pressure Diagram





# Sladden Engineering

6782 Stanton Ave., Suite A, Buena Park, CA 90621 (714) 523-0952 Fax (714) 523-1369  
45090 Golf Center Pkwy, Suite F, Indio CA 92201 (760) 863-0713 Fax (760) 863-0847  
450 Egan Avenue, Beaumont, CA 92223 (951) 845-7743 Fax (951) 845-8863

Item 13.

Date: July 27, 2020

Account No.: 644-20020

Customer: Cozad and Fox, Inc

Location: 2<sup>nd</sup> Street, Beaumont

## Analytical Report

---

### Corrosion Series

	pH per CA 643	Soluble Sulfates per CA 417 ppm	Soluble Chloride per CA 422 ppm	Min. Resistivity per CA 643 ohm-cm
BH-1 @ 0-5'	8.8	20	50	9100
BH-10 @ 0-5'	8.0	20	60	2900





# Sladden Engineering

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## RESISTANCE 'R' VALUE AND EXPANSION PRESSURE

CTM 301

July 27, 2020

Project Number: 644-20020

Project Name: 2nd Street Improvements

Lab ID Number: LN6-20316

Sample ID: BH-1 Bulk 1 @ 0-5'

Sample Description: Brown Silty Sand (SM)

Specified Traffic Index: 5.0

Dry Density @ 300 psi Exudation Pressure: 124.8-pcf

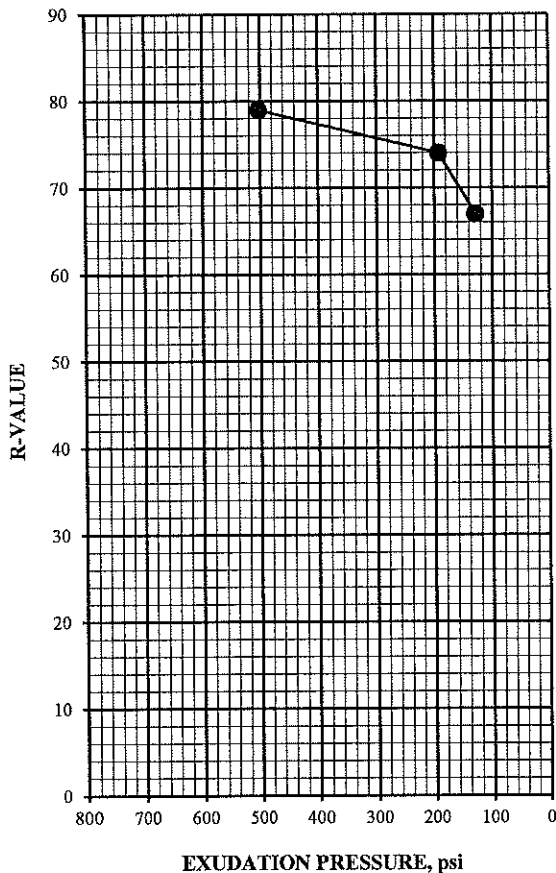
%Moisture @ 300 psi Exudation Pressure: 10.0%

R-Value - Exudation Pressure: 76

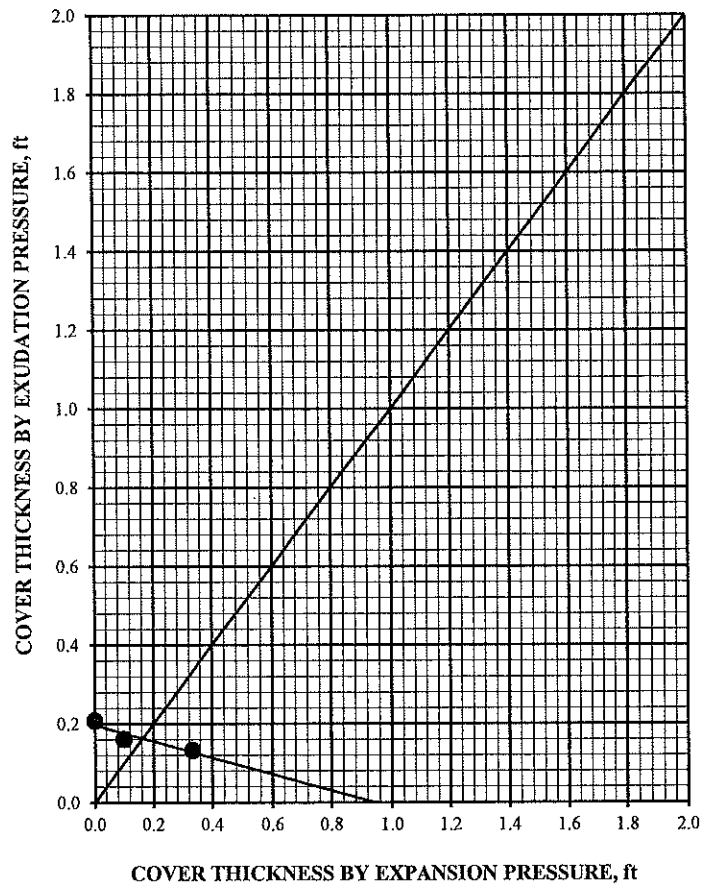
R-Value - Expansion Pressure: 74

R-Value @ Equilibrium: 74

### EXUDATION PRESSURE CHART



### EXPANSION PRESSURE CHART





# Sladden Engineering

450 Egan Avenue, Beaumont, CA 92223 (951) 845-7743 Fax (951) 845-8863

## RESISTANCE 'R' VALUE AND EXPANSION PRESSURE

CTM 301

July 27, 2020

Project Number: 644-20020

Project Name: 2nd Street Improvements

Lab ID Number: LN6-20316

Sample ID: BH-10 Bulk 2 @ 0-5'

Sample Description: Red Brown Clayey Sand (SC)

Specified Traffic Index: 5.0

Dry Density @ 300 psi Exudation Pressure: 114.0-pcf

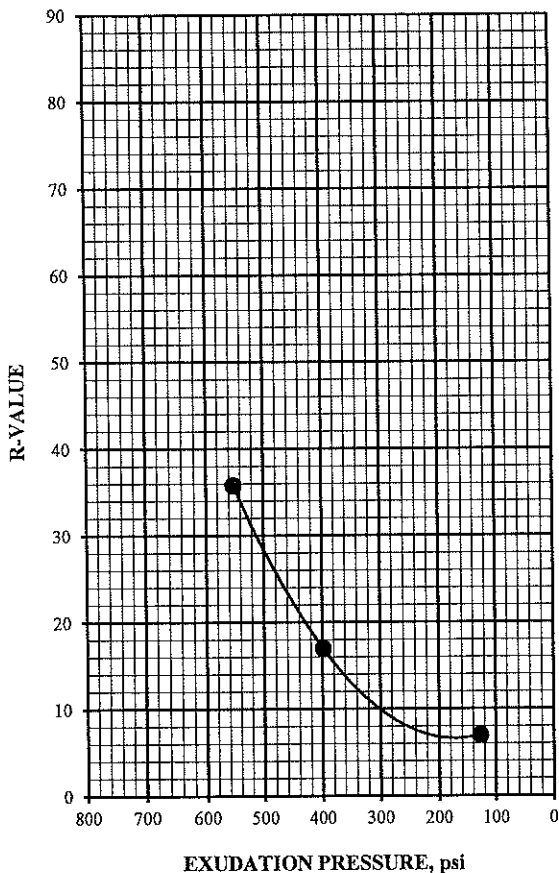
%Moisture @ 300 psi Exudation Pressure: 15.8%

R-Value - Exudation Pressure: 10

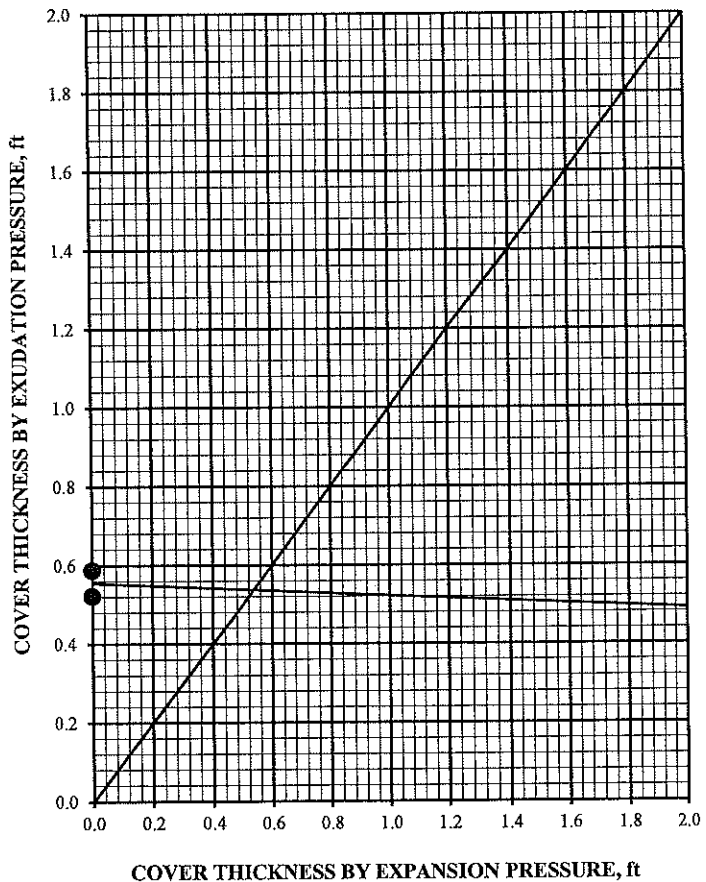
R-Value - Expansion Pressure: 15

R-Value @ Equilibrium: 10

### EXUDATION PRESSURE CHART

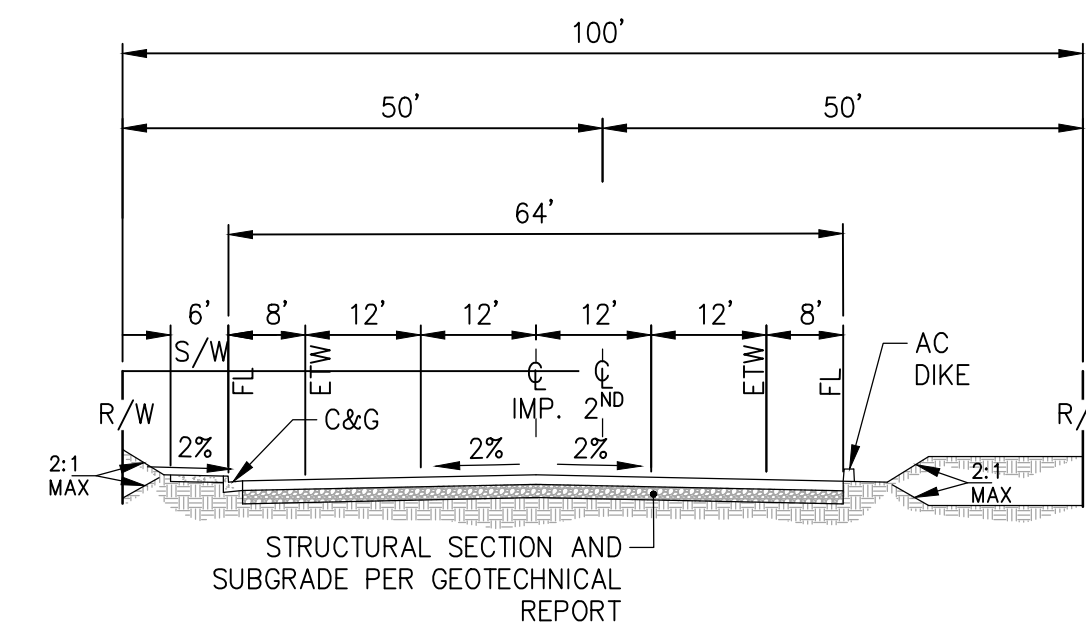
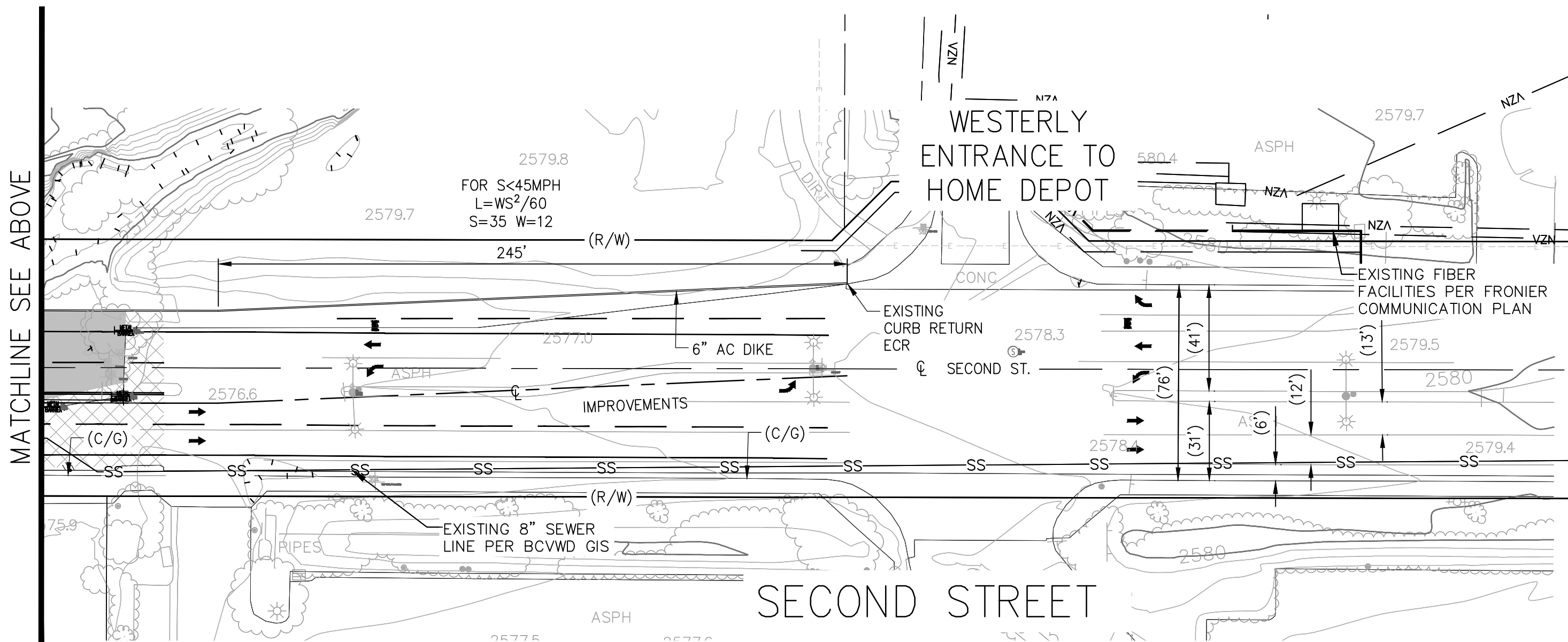
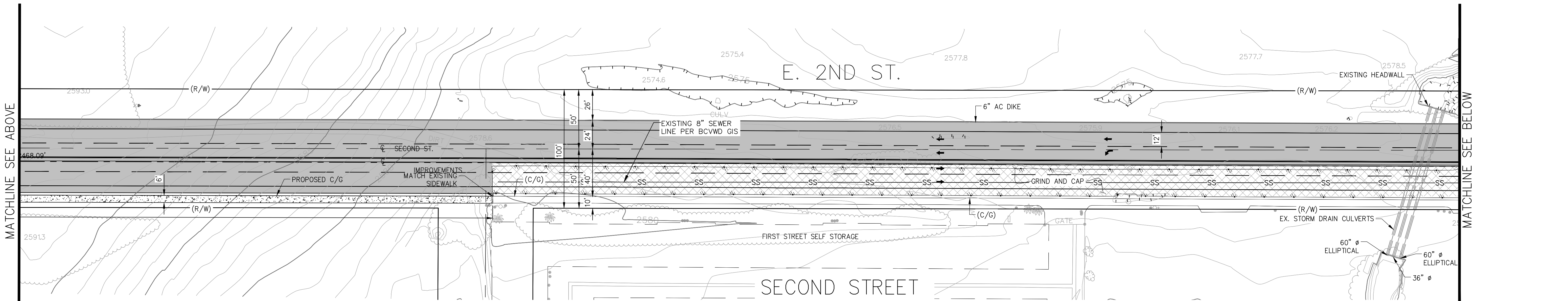
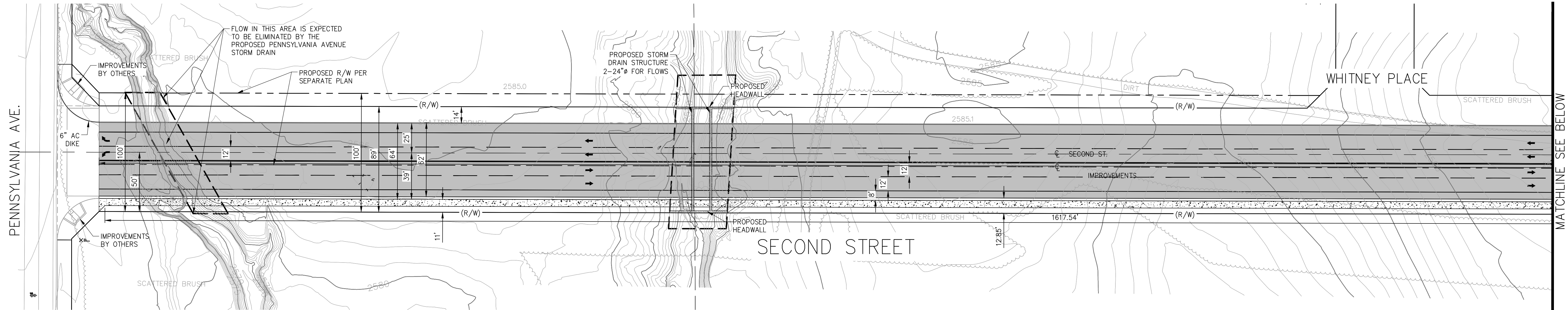


### EXPANSION PRESSURE CHART

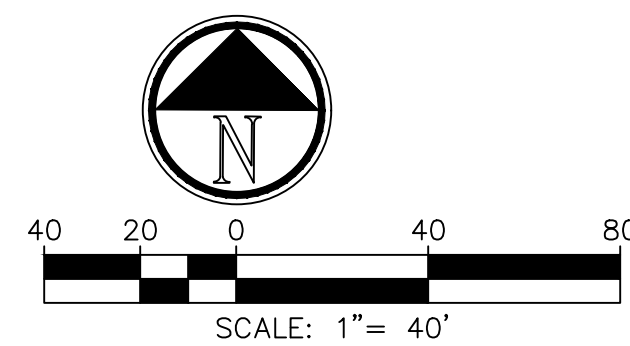


# Appendix H

## Preliminary Design



TYPICAL STREET SECTION  
N.T.S



CIVIL / STRUCTURAL ENGINEERS  
MUNICIPAL CONSULTANTS / PLANNERS  
SURVEYORS / GPS  
151 South Grand Street • Hemet, Co 92544  
TEL: (951) 652-4434 • FAX: (951) 766-6942  
E-MAIL: BFOX@kcozad.com

CITY OF BEAUMONT  
2ND STREET IMPROVEMENTS  
CONCEPTUAL  
LAYOUT EXHIBIT

Sheet No.  
1  
OF 1 SHTS  
1/20/21  
DATE

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## Staff Report

**TO:** City Council

**FROM:** Todd Parton, City Manager

**DATE:** March 16, 2021

**SUBJECT:** **Consideration of an IH-10 Corridor Strategic Plan and Authorize Mayor Lara to Coordinate with Area Stakeholders**

---

### Background and Analysis:

The San Geronio Pass (Pass) continues to be one of the California's fastest growing regions. This growth has now expanded into the Cities of Banning and Calimesa. An adequate multi-modal transportation system will be vital to the economic viability, environmental protection, and quality of life enhancement for the residents and businesses along the IH-10 corridor. Significant financial resources will be required to upgrade and expand all modes of transportation within the Pass. Competition for limited funds to improve the transportation upgrades and enhancements will be fierce, especially from other areas within Riverside County and Southern California.

A coordinated and cooperative effort by stakeholders in the Pass area will help to increase chances for much needed funding. The development of a strategic plan for a fully integrated multi-modal system for the Pass' IH-10 corridor could help identify and prioritize needs. It could also provide a policy framework by which all the stakeholders might mutually support one another. In December 2020, Beaumont City staff prepared an outline for an IH-10 Corridor Strategic Plan and identified the key stakeholders as Riverside County – District 5, City of Banning, City of Beaumont, City of Calimesa, and the Morongo Band of Indians. A copy of the project outline, titled "Transforming the Pass, IH-10 Corridor Strategic Plan – 2022 to 2052," was shared as a rough concept with the City managers of Banning and Calimesa as well as Supervisor Hewitt. It is included in Attachment A.

The strategic planning concept provides for a comprehensive process that identifies the needs of each stakeholder and develops an implementation plan to meet short-term, medium-term, and long-term objectives. It also emphasizes that a strategic plan needs to be a living document which is updated on a regular basis and for which an oversight committee should be established.

Grant funding may be available through the California Department of Transportation (Caltrans) through its Sustainable Transportation Grant Program. This program awards grants on a competitive basis to develop regional, multi-modal transportation plans. Applications for Fiscal Year 2021-22 were due on February 12, 2021, and City staff anticipates that the next call for applications will be Fall 2021 for the Fiscal Year 2022-23 grant cycle. Attachment B includes a copy of the Fiscal Year 2021-22 Grant Application Guide – Sustainable Communities and Strategic Partnerships.

Beaumont City staff feels that this grant is a good match for the IH-10 corridor strategic plan concept. Since this grant application is geared toward multi-jurisdictional planning efforts, it would be imperative that all stakeholders either officially support or join a grant application as co-applicants. One of the stakeholders would also need to serve as the lead agency.

Other grant opportunities may be pursued as well. Beaumont City staff monitors grant and funding opportunities offered through regional agencies such as the Southern California Association of Governments (SCAG). Official buy-in and support by the stakeholders would also likely enhance the pursuit of these other funding opportunities.

City staff proposes that Mayor Lara be officially authorized by the Beaumont City Council to work the Mayors of Banning and Calimesa, Morongo leadership, and Supervisor Hewitt to secure official support for the IH-10 corridor strategic plan concept. Official support could be memorialized through a joint resolution or other means formally adopted by each governing body.

**Fiscal Impact:**

City staff estimates that it cost approximately \$15,600 to prepare the strategic plan outline and prepare this report.

**Recommended Action:**

City staff recommends that the City Council accept the IH-10 Corridor Strategic Plan concept and authorize Mayor Lara to coordinate with area stakeholders to secure formal support for this cooperative effort.

**Attachments:**

- A. Outline of Strategic Plan – Transforming the Pass, IH-10 Corridor Strategic Plan 2022-2052
- B. California Department of Transportation – Fiscal Year 2021-22 Grant Application Guide, Sustainable Communities and Strategic Partnerships

## Transforming the Pass IH-10 Corridor Strategic Plan – 2022 to 2052

### Vision:

To expand and diversify the transportation system via coordinated efforts through the San Geronio Pass to achieve following goals:

- Improve overall mobility;
- Accessibility & Equity to improve access to non-single occupancy vehicle modes, etc.;
- Safety;
- State of Good Repair;
- Sustainability;
- Support regional economic growth; and
- Enhance quality of life.

### Purpose:

To develop a comprehensive multi-modal perspective strategic plan that identifies deficiencies and prioritizes short-term, medium-term, and long-term key projects to address transportation needs. The strategic plan will include an implementation component that contains a project schedule to indicate the preferred timing of projects, cost estimates, and sources of funding.

Said strategic plan is to be a formal document to be adopted by each of the stakeholder agencies and to be utilized as the basis for input on transportation-related matters to outside agencies such as the Western Riverside Council of Governments (WRCOG), Riverside County Transportation Commission (RCTC), Southern California Council of Governments (SCAG), California Department of Transportation (Caltrans), Metrolink, US Highway Department, etc.

### Scope:

#### Geography

The strategic plan should consider transportation needs along the IH-10 corridor extending from the San Bernardino County line east to Cabazon. Stakeholder agencies to be included in the planning process and, ultimately, by the plan's implementation efforts are:

- Riverside County,
- City of Banning,
- City of Beaumont,
- City of Calimesa, and
- Morongo Band of Indians.

#### Transportation Elements

The strategic plan should consider all modes of transportation – roadways, bikeways, pedestrian ways, commuter rail, commercial rail, transit, and air. This should also consider emerging technologies like autonomous vehicles and mobility on demand.

#### Analysis

In order to be an effective plan, it will be critical to start with a comprehensive existing conditions analysis and conclude with a needs analysis based on metrics that are fully agreed to by all stakeholders. Major components of the analysis should incorporate the following:

##### EXISTING CONDITIONS

- Existing Demographic Characteristics

- Existing Roadway Conditions:
  - Current Traffic Patterns,
  - Condition of Existing Infrastructure:
    - Excellent,
    - Good,
    - Fair,
    - Poor,
    - Failed,
  - Current Traffic Load:
    - Maximum Daily Traffic Counts,
    - Peak Traffic Demand Cycles,
  - Current Levels of Development:
    - Fully Developed Areas,
    - Entitled Areas (Include Timing of Build Out),
  - Current Capacity of Existing Infrastructure:
    - Level of Consumption – Maximum Daily Demand, and
    - Level of Consumption – Peak Demand Periods.
  - Vehicle Miles Traveled (VMT)
- Existing Rail Conditions:
  - Current Rail Capacity (Commercial Only Since No Commuter Rail Services Exist),
  - Current Level of Rail Usage:
    - Amount of Existing Capacity Utilized,
    - Remaining Capacity Available,
    - Contracts for Rail Service within the Study Area,
  - Current Rail Rights-of-Way, Easements or other Entitlements, and
  - Condition of Existing Infrastructure:
    - Excellent,
    - Good,
    - Fair,
    - Poor,
    - Failed.
- Existing Bicycle System(s):
  - Identification of Existing Bicycle Trails/Routes,
  - Identification of Each Bicycle Trail/Route Segment by Type:
    - Class 1,
    - Class 2,
    - Class 3,
  - Condition of Each Bicycle Trail/Route Segment, and
  - Characteristics of Each Major Node/Area Served.
- Existing Pedestrian System(s):
  - Identification of Existing Pedestrian Systems,
  - Identification of Each Pedestrian System Segment:
    - Sidewalk:
      - Material,
      - Width,
      - Condition,
    - Trail:
      - Type,
      - Material,
      - Condition, and



- Characteristics of Each Major Node/Area Served.
- Existing Transit System (COAs and SRTPs Should Provide the Bulk of this Data):
  - Existing Services Provided:
    - City of Banning,
    - City of Beaumont,
    - Riverside Transit Agency,
    - Sunlines,
    - Omni-Trans,
  - Existing Service Capacity,
  - Existing Level of Service Utilization, and
  - Characteristics of Each Major Node/Area Served.
- Air:
  - Existing Services Provided – City of Banning,
  - Existing Service Capacity, and
  - Existing Level of Service Utilization.
- Physical Constraints:
  - Topography,
  - Floodplains,
  - Environmentally Sensitive Areas,
  - Archeologically Sensitive Areas,
  - Seismic Hazard Zone,
  - Other?

#### FUTURE CONDITIONS

- Future Demographic Projections,
- Existing Areas of Buildout,
- Entitled Areas for Development:
  - Outline Each Project:
    - Type(s) of Land Uses,
    - Intensities/Densities of Land Uses,
    - Buildout Projections for Each Project,
- Documentation and Mapping of All General Plans:
  - Future Land Use Elements,
  - Transportation Elements,
  - Bicycle/Pedestrian Elements,
- Documentation and Mapping of All Zoning Maps for Each Agency within the Planning Area,
- Population and Housing Forecasts for Each Agency within the Planning Area, SCAG should have all this readily available
- Commercial and Industrial Development Forecasts for Each Agency within the Planning Area, and
- External Factors Influencing Development within Each Agency:
  - Legislative Mandates,
  - Other Agency Programs/Projects/Initiatives,
  - Emerging Technologies,
  - Other(s)?

#### PROJECT PRIORITIZATION

- Create Evaluation Framework and Scoring System
- Identify Areas of Greatest Existing Need (Short-Term) – Requires Immediate Attention:

- Congestion/Capacity Consumption,
  - Physical Condition,
  - Other,
- Identify Areas to be Significantly Impacted in the Near Future (Medium-Term) – Requires Attention w/In 10 Years:
  - System Capacity Remaining,
  - Level of Buildout,
  - Level of Development Activity,
  - Other,
- Identify Areas of Long-Term Need – Requires Attention After 10 Years:
  - Projects Identified for 11 to 20-Year Horizon, and
  - Projects Identified for 21 to 30-Year Horizon.

#### PROJECT COST ESTIMATES AND SCHEDULE

- Establish Project Cost Estimates
  - Identify the source of funding
- Create Project Schedule based on the preferred timing and need of the project

**IT WILL BE IMPERATIVE THAT THIS STRATEGIC PLAN BE EVALUATED AND UPDATED ON A REGULAR, SCHEDULED BASIS. THOUGHT SHOULD BE GIVEN TO ESTABLISHING AN OVERSIGHT COMMITTEE COMPRISED OF A REPRESENTATIVE OF EACH STAKEHOLDER.**



California Department of Transportation  
Division of Transportation Planning

## Sustainable Transportation Planning Grant Program

Fiscal Year 2021-22

# GRANT APPLICATION GUIDE

Sustainable Communities and  
Strategic Partnerships

## Grant Application Deadline

Friday, February 12, 2021 at 5:00 P.M.

Submit Applications to: [Regional.Planning.Grants@dot.ca.gov](mailto:Regional.Planning.Grants@dot.ca.gov)



**ADA Notice:** For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

Updated December 2020

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Item 14.

# 1. GRANT PROGRAM OVERVIEW

The Sustainable Transportation Planning Grant Program was created to support the California Department of Transportation's (Caltrans) Mission: Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

The California Legislature passed, and Governor Edmund G. Brown Jr. signed into law, Senate Bill 1 (SB 1, Beall, Chapter 5, Statutes of 2017), the Road Repair and Accountability Act of 2017, a transportation funding bill that will provide a reliable source of funds to maintain and integrate the State's multi-modal transportation system. In addition to the \$9.5 million in traditional State and federal grants, approximately \$25 million in SB 1 funds for Sustainable Communities Grants is available for the Fiscal Year (FY) 2021-22 grant cycle. The period of grant fund availability spans over three FYs and approximately 27 months for grant project activities after the grant agreement is executed and Caltrans issues a Notice to Proceed. Refer to Chapter 8.2 for details regarding the anticipated grant project start and expiration dates.

The SB 1 grant funding is intended to support and implement Regional Transportation Plan (RTP) Sustainable Communities Strategies (SCS) (where applicable) and to ultimately achieve the State's greenhouse gas (GHG) reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively.

Eligible planning projects must have a transportation nexus per Article XIX Sections 2 and 3 of the California Constitution. Therefore, successful planning projects are expected to directly benefit the multi-modal transportation system. These grants will also improve public health, social equity, environmental justice, the environment, and provide other important community benefits.

## 1.1 Sustainable Transportation Planning Grant Summary Chart

Grant	Fund Source	Purpose	Who May Apply	Local Match
Sustainable Communities Competitive	<p><b>Budget</b></p> <p>RMRA and SHA</p> <p>State funds</p> <p>Approx. \$17 million</p> <p>Approx. \$3 million will be set-aside for technical projects such as data acquisition or travel model updates</p> <p>Goal: 50% of grants should benefit Disadvantaged Communities***</p> <p><b>Grant Minimum</b></p> <p>\$50,000 for Disadvantaged Communities, including Native American Tribal Governments and rural communities;</p> <p>\$100,000 for all others</p> <p><b>Grant Maximum</b></p> <p>\$700,000</p>	<p>Funds local and regional multimodal transportation and land use planning projects that further the region's RTP SCS (where applicable), contribute to the State's GHG reduction targets, and assist in achieving the Caltrans Mission and Grant Program Objectives (See Chapter 1.2).</p>	<p><b>The following are eligible to apply as a primary applicant:</b></p> <ul style="list-style-type: none"> <li>• MPOs with sub-applicants</li> <li>• RTPAs</li> <li>• Transit Agencies;</li> <li>• Cities and Counties with compliant Housing Elements and completed Annual Progress Reports;</li> <li>• Native American Tribal Governments</li> <li>• Other Public Transportation Planning Entities</li> </ul> <p><b>The following are eligible to apply as a sub-applicant:</b></p> <ul style="list-style-type: none"> <li>• MPOs/RTPAs</li> <li>• Transit Agencies</li> <li>• Universities and Community Colleges</li> <li>• Native American Tribal Governments</li> <li>• Cities and Counties with compliant Housing Elements and completed Annual Progress Reports</li> <li>• Community-Based Organizations</li> <li>• Non-Profit Organizations (501.C.3)</li> <li>• Other Public Entities**</li> </ul>	<p>11.47% minimum (in cash or an in-kind* contribution).</p> <p>The entire minimum 11.47% local match may be in the form of an eligible in-kind contribution.</p> <p>Staff time from the primary applicant counts as cash match.</p>
	<p><b>Budget</b></p> <p>RMRA</p> <p>State funds</p> <p>\$12.5 million</p>			
Sustainable Communities Formula	<p><b>Budget</b></p> <p>RMRA</p> <p>State funds</p> <p>\$12.5 million</p>	<p>Funds local and regional multimodal transportation and land use planning projects that further the region's RTP SCS (where applicable), contribute to the State's GHG reduction targets, and assist in achieving the Caltrans Mission and Grant Program Objectives (See Chapter 1.2).</p>	<p><b>The following are eligible to apply as a primary applicant:</b></p> <ul style="list-style-type: none"> <li>• MPOs</li> </ul>	<p>11.47% minimum (in cash or an in-kind* contribution).</p> <p>The entire minimum 11.47% local match may be in the form of an eligible in-kind contribution.</p> <p>Staff time from the primary applicant counts as cash match.</p>

\* For third party in-kind contribution requirements, refer to Chapter 5.4 of this Guide.  
 \*\* Public entities include state agencies, the Regents of the University of California, district, public authority, public agency, and any other political subdivision or public corporation in the State (Government Code Section 811.2).  
 \*\*\* For purposes of this grant program, disadvantaged communities are the most vulnerable places that are facing disproportionate rates of economic, environmental, and health burdens, and are defined according to the tools in Appendix A.



Grant	Fund Source	Purpose	Who May Apply	Local Match
Strategic Partnerships	<p><b>Budget</b></p> <p>FHWA SPR, Part I</p> <p>Federal funds \$1.5 million</p> <p><b>Grant Minimum</b> \$100,000</p> <p><b>Grant Maximum</b> \$500,000</p>	<p>Funds transportation planning studies in partnership with Caltrans that address the regional, interregional and statewide needs of the State highway system, and also assist in achieving the Caltrans Mission and Grant Program Objectives (See Chapter 1.2).</p>	<p><b>The following are eligible to apply as a primary applicant:</b></p> <ul style="list-style-type: none"> <li>• MPOs</li> <li>• RTPAs</li> </ul> <p><b>The following are eligible to apply as a sub-applicant:</b></p> <ul style="list-style-type: none"> <li>• MPOs/RTPAs</li> <li>• Transit Agencies</li> <li>• Universities and Community Colleges</li> <li>• Native American Tribal Governments</li> <li>• Cities and Counties</li> <li>• Community-Based Organizations</li> <li>• Non-Profit Organizations (501.C.3)</li> <li>• Other Public Entities**</li> </ul>	<p>20% minimum (in non-federal funds or an in-kind* contribution). The entire minimum 20% local match may be in the form of an eligible in-kind contribution. Staff time from the primary applicant counts as cash match.</p>
	<p><b>Budget</b></p> <p>FTA Section 5304</p> <p>Federal funds \$3 million</p> <p><b>Grant Minimum</b> \$75,000 for rural RTPAs; \$100,000 for MPOs</p> <p><b>Grant Maximum</b> \$500,000</p>			
<p>* For third party in-kind contribution requirements, refer to Chapter 5.4 of this Guide.</p> <p>** Public entities include state agencies, the Regents of the University of California, district, public authority, public agency, and any other political subdivision or public corporation in the State (Government Code Section 811.2).</p>				

## 1.2 Grant Program Objectives and Considerations

Successful grant applications address and articulate how the project relates to the Caltrans Mission, Grant Program Objectives, and Grant Program Considerations. The Grant Specific Objectives identified in Chapters 2.1, 3.1, and 4.1 indicate the specific purpose of the Sustainable Communities Grants and Strategic Partnership Grants, respectively, and must also be considered when preparing an application.

### Grant Program Objectives

The following Grant Program Objectives are focused on achieving the Caltrans Mission and are intended to inform application development, including:

Objective	Description
<b>Sustainability</b>	Promote reliable and efficient mobility for people, goods, and services, while meeting the State's GHG emission reduction goals, preserving the State's natural and working lands, and preserving the unique character and livability of California's communities.
<b>Preservation</b>	Preserve the transportation system through protecting and/or enhancing the environment, promoting energy conservation, improving the quality of life, and/or promoting consistency between transportation improvements and State and local planning growth and economic development patterns.
<b>Accessibility</b>	Increase the accessibility of the system and mobility of people, inclusive of those with disabilities, and freight.
<b>Safety</b>	Increase the safety and/or security of the transportation system for motorized and active transportation users.
<b>Innovation</b>	Promote the use of technology and innovative designs to improve the performance and social equity of our transportation system and provide sustainable transportation options.
<b>Economy</b>	Support the economic vitality of the area (i.e. enables global competitiveness, enables increased productivity, improves efficiency, increases economic equity by enabling robust economic opportunities for individuals with barriers to employment and for Disadvantaged Business Enterprise (DBE), etc.).
<b>Health</b>	Decrease exposure to local pollution sources, reduce serious injuries and fatalities on the transportation system, and promote physical activity across the lifespan, inclusive of those with disabilities, especially through transportation means.
<b>Social Equity</b>	All of these objectives should promote transportation solutions that focus on and prioritize the needs of disadvantaged communities most affected by poverty, air pollution and climate change, and promote solutions that integrate community values with transportation safety and performance while encouraging greater than average public involvement in the transportation decision making process.

## Grant Program Considerations

The Grant Program supports related State and federal mandated initiatives. The Plans and Programs listed below should be considered in grant application development. Definitions and links to these resources can be found in Appendix A.

### Caltrans Strategic Management Plan

The purpose of the Strategic Management Plan is to be a roadmap of Caltrans' role, expectations, and operations as we meet the challenges of modernizing Caltrans into a world-class Department of Transportation. The tools we use to implement this Plan are performance management, transparency, accountability, sustainability, and innovation. The Plan serves a number of functions:

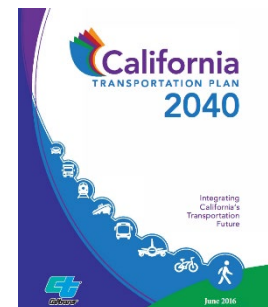
- Provides clear direction for meeting statewide objectives;
- Creates and deepens strategic partnerships; and
- Provides performance measures that monitor success

This roadmap is used to guide and inform the development of the Sustainable Transportation Planning Grant Program.



### California Transportation Plan 2040

The *California Transportation Plan (CTP) 2040* vision is focused on sustainability: California's transportation system is safe, sustainable, universally accessible, and globally competitive. It provides reliable and efficient mobility and accessibility for people, goods, and services while meeting the State's GHG emission reduction goals and preserving the unique character of California's communities. This integrated, connected, and resilient multimodal system supports a thriving economy, human and environmental health, and social equity. The next iteration of the CTP, the CTP 2050, is in the process of being finalized, with adoption expected at the end of 2020. The next Grant Application Guide will be updated to reflect the CTP 2050.



The *CTP 2040* also aims to achieve the strategic goal to triple cycling and double walking and transit use statewide. Competitive grant applications will discuss how proposed projects will assist in reaching this goal established in the *Caltrans Strategic Management Plan*.

Competitive Sustainable Communities grant applications will integrate the appropriate *CTP 2040 Transportation Greenhouse Gas Reduction Strategies* outlined in the *CTP 2040*, Table 13 and Appendix 7 Technical Analysis. There are four categories of transportation GHG reduction strategies – demand management, mode shift, travel cost, and operational efficiency – that were developed based on input from the *CTP 2040* advisory committees, and with input gathered from all of the State's 18 MPOs and 26 RTPAs.

### Modal Plans that Support the California Transportation Plan 2040

CTP 2040 is the umbrella plan that informs and pulls together the State's long-range modal plans, described below, to envision the future system:

- Interregional Transportation Strategic Plan
- California Freight Mobility Plan
- California State Rail Plan

- California State Bicycle and Pedestrian Plan
- California High-Speed Rail Business Plan
- Statewide Transit Strategic Plan
- California Aviation System Plan

### Title VI and Environmental Justice

Title VI of the U.S. Civil Rights Act prohibits discrimination on the basis of race, color, or national origin in programs or activities receiving federal financial assistance. A similar prohibition applies to recipients of state funds under California Government Code section 11135, which prohibits discrimination on the basis of race, color or national origin, as well as ethnic group identification, religion, age, sex, sexual orientation, genetic information, or disability.

Caltrans integrates Title VI as well as environmental justice in all activities. In the past, low-income and minority communities disproportionately bore many of the negative impacts of transportation projects. It is the goal of environmental justice to ensure that when transportation decisions are made, low-income and minority communities have a full opportunity to participate in the decision-making process, and they receive an equitable distribution of benefits and not a disproportionate share of burdens, which contribute to poor health outcomes.

## 2. SUSTAINABLE COMMUNITIES COMPETITIVE AND TECHNICAL

Approximately \$12 million in State Road Maintenance and Rehabilitation Account (RMRA) funds and \$5 million in State Highway Account (SHA) funds, or a combined total of \$17 million will be distributed through a competitive program to Metropolitan Planning Organizations (MPOs) with a sub-applicant(s), Regional Transportation Planning Agencies (RTPAs), cities and counties, transit agencies, and Native American Tribal Governments. MPOs can apply to the Sustainable Communities Competitive Grants only in collaboration with a sub-applicant(s).

Approximately \$3 million will be set-aside for a technical project sub-category. In accordance with the recent release of the guidance documents for the implementation of Senate Bill 743 (SB 743, Chapter 386, Statutes of 2013), there is a current need for improved tools to measure VMT and induced travel.

Funding distribution for the competitive program will depend on the quality and number of applications.

### 2.1 Purpose and Specific Objectives

The purpose of the Sustainable Communities grants is to fund local and regional multimodal transportation and land use planning projects that further the region's RTP SCS (where applicable), contribute to the State's GHG reduction targets, and assist in achieving the Caltrans Mission and Grant Program Objectives, and must be considered when preparing the grant application.

A minimum threshold of 50 percent of Sustainable Communities Competitive and Technical Grants has been identified for projects that benefit disadvantaged communities, which includes Native American Tribal Governments and rural communities (for transportation planning purposes, rural is defined as all areas of the State that are not included in urbanized areas of 50,000 in population or greater; refer to Appendix C. Caltrans/Regional Agency Boundaries Map, which indicates rural areas).

Sustainable Communities Competitive applicants must demonstrate how the project fits every aspect of the Grant Specific Objective, as appropriate for the applicant and project type. The grant specific objectives for Sustainable Communities grants are listed below. Detailed information on how to achieve these objectives can be found in Appendix A:

- Encourage local and regional multimodal transportation and land use planning that furthers the region's RTP SCS (where applicable)
- Contribute to the State's GHG reduction targets and other State goals, including but not limited to, the goals and best practices cited in the 2017 RTP Guidelines
- Address the needs of disadvantaged communities
- Assist in achieving the Caltrans Mission and Grant Program Objectives (See Chapter 1.2).

Sustainable Communities Technical project types do not require public engagement due to their technical nature, but applicants should explain how the public will be involved at later stages of the planning process. However, applicants are required to collaborate with and involve appropriate stakeholders with technical expertise. Technical applications are scored under the same criteria as all other project types, they are grouped with other technical projects, and they compete at the same level. Refer to Chapter 2.2 for Example Technical Project Types. Caltrans will screen applications submitted under this category to ensure they are in-fact technical projects. If it

is found that the project is not one of a technical nature, it will compete with the other Sustainable Communities Competitive applicant pool.

Applicants must demonstrate how the project fits every aspect of the Grant Specific Objective, as appropriate for the applicant and project type. The following guidance, tools, and resources are provided to assist applicants in preparing a competitive grant application consistent with the grant program and specific objectives and the Plans and Programs outlined in the Grant Program Considerations. Guidance, tools, and website links for the list below are provided in Appendix A of this document.

- Advance Transportation Related GHG Reduction Project Types/Strategies
- Addressing the Needs of Disadvantaged Communities
- Public Health Resources
- Active Community Engagement
- Integrated Housing, Land Use and Transportation Planning
- Promote the Region's RTP/SCS and State Planning Priorities, and Climate Adaptation Goals
- Climate-Ready Transportation

## 2.2 Example Project Types

The examples below are organized in the following grant project types: Active Transportation; Climate Change; Corridor and Freight; Social Equity; Integrated Housing, Land Use, and Transportation; Multimodal; Safety; Technical; and, Transit.

### Active Transportation

- Active transportation plans, including bicycle, pedestrian and trail master plans
- Plans for bike parking facilities
- Rural planning studies or plans that provide rural counties the ability to develop active transportation plans with a rural context-sensitive focus and allow for rural regions to contribute to the State's GHG reduction targets
- Studies or plans that include a temporary built environment demonstration, e.g., tactical urbanism

### Climate Change

- Studies, plans or planning methods that advance a community's effort to address the impacts of climate change, such as sea level rise, flooding, wildfires, and mudslides, which may include the use of natural infrastructure to reduce the impacts of climate change
- Climate change adaptation plans for transportation facilities

### Corridor and Freight

- Corridor enhancement studies
- Studies or plans related to zero emissions vehicle goods movement
- Freight/goods movement plans and studies
- Local or regional corridor plans
- Studies and plans that can help to quantify and highlight the value and importance of the rural State transportation system which connects large urban centers to rural open space, State and federal lands, and recreation and agriculture hubs.

- Studies and plans to mitigate for impacts to the rural transportation system due to increased interregional tourism and visitor traffic
- Modeling improvements that address SB 743 implementation and induced travel (see Sustainable Communities – Technical grant-specific objectives in Chapter 2.1)
- Complete street plans that consider last-mile freight
- Curbside freight management plans
- Sustainable freight plans
- Agriculture goods movement plans
- Freight/supply chain resiliency studies

### Social Equity

- Community Needs Assessments
- Health and transportation studies, including health equity transportation studies and other plans that incorporate health into transportation planning
- Studies to improve access to social services and other community destinations for disadvantaged communities
- Studies, plans or planning methods that address environmental justice issues in a transportation related context
- Congestion pricing studies including plans that enhance social equity and avoid inequitable cost burdens
- Planning to remove or reduce barriers created by transportation infrastructure such as highways, overpasses and underpasses, that create disconnected communities
- Studies or plans to ensure that infill and transit-oriented development benefits existing residents and businesses, low-income and disadvantaged communities, and minimizes displacement
- Outreach to educate disadvantaged communities on mode shifts to electric forms of transportation, as part of a plan or study as appropriate
- Student internships for rural agencies and/or disadvantaged communities

### Integrated Housing, Land Use, and Transportation

- Studies, plans or planning methods that assist transportation agencies in creating sustainable communities and transit-oriented development
- SCS development
- Studies that promote greater access between affordable housing and job centers
- Station area planning
- Integration of transportation and environmental planning
- First Mile/Last Mile project development planning
- An update to a general plan land use element or zoning code that increases development opportunities around key transportation corridors or nodes
- Creation of a Transit-Oriented Development overlay zone or other special zoning district around key transportation corridors or nodes

- Studies, plans, and policies that address land use conflicts with major transportation corridors such as major highways, ports, shipping and freight corridors, etc. that are near sensitive land uses such as homes, schools, parks, etc. or potentially impacted by climate change

### Multimodal

- Complete streets plans
- Long range transportation plans for tribal governments
- Studies, plans or planning methods that advance a community's effort to reduce single occupancy vehicle trips and transportation related GHG through strategies including, but not limited to, advancing mode shift, demand management, travel cost, operational efficiency, accessibility, and coordination with future employment and residential land use
- Context-sensitive streetscapes or town center plans
- Studies that evaluate accessibility and connectivity of the multimodal transportation network
- Shared mobility services planning studies
- Community outreach plans for park-and-ride lots

### Safety

- Bike and pedestrian plans with a safety enhancement focus, including Vision Zero plans
- Community to school studies or safe routes to school plans
- Traffic calming and safety enhancement plans

### Technical

- Transportation modeling studies that address SB 743 implementation and induced travel, active transportation, emerging technology, public health, VMT and other impacts
- Planning for zero or near zero emission vehicles
- Electric vehicle charging infrastructure network planning
- Transit planning for zero emission bus fleets
- Planning for autonomous vehicles
- Road or parking pricing studies
- Transportation Demand Management studies
- Commute trip reduction studies and plans
- Data collection/data sharing initiatives
- Integration of transit, new emerging technologies, and shared mobility services
- Educational outreach for mode shifts to electric forms of transportation, as part of a plan or study as appropriate

### Transit

- Identification of policies, strategies, and programs to preserve transit facilities and optimize transit infrastructure
- Transit planning studies related to accessible transit, paratransit, mobility management, etc.
- Studies, plans, or outreach for school public transit, school pool ridesharing



- Strategies to increase transit ridership
- Studies or plans that evaluate commuter rail or multi-modal connectivity
- Studies or plans that evaluate first and last mile transit connectivity

## 2.3 Eligible and Ineligible Activities and Expenses

### Eligible Activities and Expenses

Eligible activities must have a transportation nexus per the California Constitution, Article XIX Section 2 and 3. Applicants need to consult with Caltrans district staff for more information on whether costs are eligible for funding.

Some examples of eligible costs include:

- Data gathering and analysis
- Planning consultant procurement
- Advertising for consultant procurement
- Advertising for public workshops, e.g., flyers, paid media ads
- Travel expenses (See Chapter 5.4 for details)
- Up to 30 percent design or conceptual drawings
- Equipment (as defined in 2 CFR Part 200.33)<sup>1</sup> purchases must remain under \$5,000 or depreciation will need to be taken in to account when the grant project is completed since equipment could have future uses. 2 CFR Part 200.436<sup>2</sup> provides the criteria for depreciation.
- Community surveys, meetings, public workshop room rental, charrettes, focus groups
- Virtual outreach activities and on-line meetings
- Bilingual services for interpreting and/or translation services for meetings
- Community/stakeholder advisory groups
- Light snacks and refreshments for public workshops (no full meals), subject to Caltrans approval
- Project administration (up to 5 percent of the grant is allowed, i.e., quarterly reports, invoicing, and kick-off meeting with Caltrans)

### Ineligible Activities and Expenses

Some activities, tasks, project components, etc. are not eligible under these grant programs. If an application has any of the following elements, it will be disqualified.

Ineligible activities and expenses include:

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<sup>1</sup> Electronic Code of Federal Regulations, 2 Code of Federal Regulations, Part 200.33, 2020, <https://www.ecfr.gov/cgi-bin/text-idx?SID=c16296aecfef71d582e0634cf6658cf1&node=2:1.1.2.2.1.1.28.34&rgn=div8>

<sup>2</sup> Govinfo, 2 Code of Federal Regulations, Part 200.436, 2014, <https://www.govinfo.gov/app/details/CFR-2014-title2-vol1/CFR-2014-title2-vol1-sec200-436>

- Environmental studies, plans, or documents normally required for project development under the National Environmental Policy Act or the California Environmental Quality Act
- Engineering plans and design specification work
- Project Initiation Documents
- Program or project implementation
- Repurposing unspent grant funds (not applicable to Sustainable Communities Formula)
- Application development to pursue construction funds/project implementation
- RTPs or updates to the RTP, excluding SCS development
- Construction projects, capital costs, such as the building of a facility, or maintenance
- Office furniture purchases, or other capital expenditures
- Decorations, e.g., for public workshop events
- Acquisition of vehicles or shuttle programs
- Organizational membership fees
- Incentives for public participation, e.g., full meals, prizes, freebies, promotional/marketing items
- Charges passed on to sub-recipient for oversight of awarded grant funds
- Other items unrelated to the project

## 2.4 Tips for Successful Sustainable Communities Grant Applications

### Criteria for Successful Sustainable Communities Grant Applications:

Some guidance is provided below however, it is not intended to be all inclusive.

- Integrate Grant Program Considerations (See Chapter 1.2)
- Advance transportation related GHG emission reduction project types/strategies (i.e., mode shift, demand management, travel cost, operational efficiency, accessibility, and coordination with future employment and residential land use, etc.)
- Identify and address deficiencies in the multimodal transportation system, including the needs of environmental justice and disadvantaged communities, including Native American Tribal Governments and rural communities
- Encourage stakeholder collaboration
- Involve active community engagement
- Coordinate transportation, housing, and land use planning
- Promote the region's RTP SCS (where applicable), State planning priorities (Government Code Section 65041.1, and climate adaptation goals (Safeguarding California)
- Result in funded and programmed multimodal transportation system improvements

## General Tips

- Some sections of the grant application may seem redundant when discussing disadvantaged community engagement, overall public engagement, and stakeholder involvement. Although the general public and disadvantaged communities are stakeholders for any project, for application purposes, the strategy and methods for engaging these groups will be different, as described below.
  - Overall public engagement will describe the general strategy to engage the public at large;
  - Disadvantaged communities engagement will explain how the project will go above and beyond business as usual to address the specific needs of disadvantaged communities and use unique methods to involve these groups in the decision-making process.
  - Stakeholder engagement will explain how partner agencies, businesses, and/or non-profit community-based organizations will be involved throughout the project.
- Consult with your district representative for technical assistance before the application deadline.
- Use the Samples and Checklists provided for the Application, Scope of Work, and Cost and Schedule.
- Include Caltrans as an active partner in the study.
- Provide tailored letters of support and project area photographs to enhance the application. If applicants/supporters do not have the time/resources to provide tailored letters of support, a petition signed by supporters in a simple table format that lists the supporters **and** specifically how supporters will benefit the proposed project will suffice.

## Project Description

Concisely describe the project in less than 150 words. Explain “What parties are involved, the proposed major milestones, and why the project is necessary.”

## Project Justification

- Clearly define and explain the transportation problem or deficiency that the project will attempt to address and how the project will address the problem. Why is it critical to address the problem now? Make the case for a critical need that the project will address and support it with verifiable data, if available.
- Explain how the project area or portions of the project area are a disadvantaged community. The tools in the Grant Application Guide, Pages 11-13, are intended to help applicants define a disadvantaged community. Please cite data sources, the tools used, and include a comparison to the statewide thresholds that are established in each tool.
- If the applicant is a Native American Tribal Government or a rural area (outside of the urbanized areas with 50,000 in population or greater) of the State, include population characteristics.

## Grant Specific Objectives

Demonstrate how the project fits every aspect of the Grant Specific Objective, as appropriate for the applicant and project type. Some guidance is provided below, however it is not intended to be all inclusive. Applications should reference Appendix A for Resources to Advance Sustainable Communities Grant Specific Objectives.

Successful applications should include:

### Planning for Housing and Housing Element Compliance

- In order to avoid a deduction of 5 points, applicants must demonstrate how they integrate housing planning into their policies, programs and project, or commit to coordinate housing and transportation in future policies and programs throughout the application (e.g. narrative and scope of work). See Chapter 2.2 for a list of example projects that coordinate housing, land use, and transportation.
- City and county primary/sub-grant applicants are required to submit a housing element adopted by the local government to HCD by the application due date.

To be eligible for a funding award, HCD must find the adopted housing element in substantial compliance with state housing element law pursuant to Government Code Section 65585 by the date of award recommendation.

- City and county primary/sub-grant applicants are also required to submit completed Annual Progress Reports (APRs) to HCD for at least the previous two years, 2018 and 2019.

**Note:** Charter cities are not exempt from this specific program requirement and must submit an Annual Progress Report for the calendar years mentioned above.

### Community Engagement

- Refer to Appendix A. for Community Engagement Best Practices
- Evidence of additional public outreach measures that promote access to decision-making and program implementation for all segments of the community, including special needs populations, disadvantaged communities, and a variety of socio-economic groups (e.g. households across the income and employment spectrum, ethnically and racially diverse households).
- The application narrative should outline specific outreach strategies that will be utilized, considering the current COVID-19 environment.

#### IMPORTANT TIPS:

- ✓ City and county primary/sub-grant applicants are required to submit a housing element adopted by the local government to HCD by the application due date.

- Tailored letters of support with electronic signatures from community-based organizations or public advocacy groups to demonstrate their support or involvement in identifying the issues that the proposed project is attempting to address.
- If applicants/supporters do not have the time/resources to provide tailored letters of support, a petition electronically signed by supporters in a simple table format that indicates specifically how supporters will benefit the proposed project will suffice.

### Integrated Housing, Land Use, and Transportation Planning

- Application narrative and any relevant supporting or illustrative data should describe how the proposed project integrates land use and transportation, including how transportation and land use agencies or jurisdictions are actively collaborating on the project in all project phases.
- Competitive grant applications should demonstrate how the project furthers this coordinated and integrated approach to planning.

### Project Management

- **Scope of Work:** Refer to the Scope of Work Checklist in Appendix B.
- **Cost and Schedule (Project Timeline):** Refer to the Cost and Schedule Checklist in Appendix B.

**HELPFUL TIPS:**

Tailored letters of support from local agencies that not only provide support for the project, but also confirms that the proposed project:

- ✓ Helps to implement the RTP SCS and/or State priorities
- ✓ Involves a coordinated approach to integrating land use and transportation in all phases of project planning and implementation.

### 3. SUSTAINABLE COMMUNITIES FORMULA

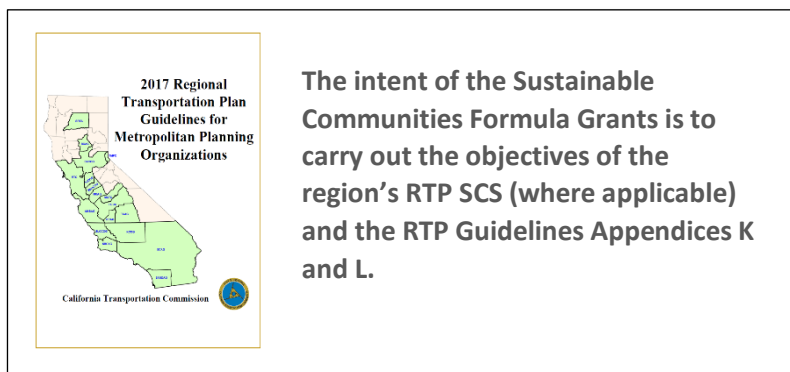
\$12.5 million will be distributed to the MPOs on a formula basis. The formula funds for the MPOs will reflect the same formula used to distribute Federal Highway Administration (FHWA) Metropolitan Planning PL funds.

The FHWA PL formula has three components:

1. A base allocation
2. A two-part population component which distributes funds by the proportion of the total population of each MPO based on California Department of Finance estimates each January
3. An Air Quality component based on the proportion of federal Congestion Mitigation Air Quality funds to total programmatic FHWA PL funds

#### 3.1 Purpose and Specific Objectives

The purpose of the Sustainable Communities Formula is to fund local and regional multimodal transportation and land use planning projects that further the region's RTP SCS (where applicable), contribute to the State's GHG reduction targets, and assist in achieving the Caltrans Mission and Grant Program Objectives (See Chapter 1.2).



The specific objectives, eligibility requirements, and performance considerations for the Sustainable Communities Formula Grants awarded to MPOs are consistent with the Sustainable Communities Competitive Grants.

The intent of the Sustainable Communities Formula Grants is to carry out the objectives of the region's RTP SCS (where applicable) and the RTP Guidelines Appendices K and L. In addition, MPOs are strongly encouraged to administer Sustainable Communities Formula funding in a transparent manner and maintain non-profit eligibility, consistent with the legislative intent of SB 1 - The Road Repair and Accountability Act of 2017.

## 3.2 Guidance, Tools, and Resources

### Minimum Eligibility Criteria

MPOs should meet the following minimum eligibility criteria to apply for Sustainable Communities Formula grants:

- Of the Consolidated Planning Grant, FHWA PL carryover is at or below 100 percent of the annual FHWA PL allocation
- Have an RTP SCS that meets the SB 375 GHG reduction targets
- Meet civil rights and environmental justice obligations, as summarized in Section 4.2 of the RTP Guidelines

If an MPO does not meet the minimum eligibility criteria listed above, their allocation will be redistributed to the remaining MPOs that are eligible and apply for the Sustainable Communities Formula Grants.

#### IMPORTANT NOTE:

- ✓ If an MPO does not meet the minimum eligibility criteria, their allocation will be redistributed to the remaining MPOs that are eligible and apply for the Sustainable Communities Formula Grants.

### Annual Draft Overall Work Program (OWP) Development and Approval Process

Sustainable Communities Formula Grants are part of the annual draft Overall Work Program (OWP) development and approval process. The draft OWP process includes meaningful consultation with Caltrans district staff and ORP. MPOs are responsible for including a draft Work Element(s) for Sustainable Communities Formula Grant funds in the draft FY 2021-22 OWP and sending a list of activities using the provided template to Caltrans, no later than March 1, 2021. Draft OWPs are submitted to the district Regional Planning Liaison who will coordinate with ORP. The draft Work Element(s) should include an explanation of how the project supports the Sustainable Communities Grant Specific Objectives and provide the same level of detail included in the grant application Scope of Work and Cost and Schedule for the Sustainable Communities Competitive Grants. The Work Element name and number must remain unchanged until the project(s) is completed. If Work Elements do not provide enough detail, MPOs will need to submit the competitive grant application Scope of Work and Cost and Schedule. More information and detailed requirements are outlined in the *SB 1 Guidance for OWPs and Requests for Reimbursements*, available upon request.

## 3.3 Example Project Types

MPOs have flexibility for how the Formula Grant allocation is administered. For example, MPOs may use these funds for a regional competitive grant program, integrated land use and transportation planning activities related to developing their SCS, carrying out the best practices cited in the RTP Guidelines, or a combination thereof. If an MPO uses Formula Grant funds to administer a regional grant program, the MPO must submit their grant program criteria and list of eligible applicants and sub-applicants to the Caltrans district and Caltrans Office of Regional Planning (ORP). This step is to ensure the MPO's grant program aligns with the Caltrans Sustainable Communities Competitive Grants, including city and county housing element compliance. MPOs will also submit a list of awarded grants to the Caltrans district and ORP. MPOs should coordinate the submittal of this information with the Caltrans district and ORP to avoid delays for releasing the call-for-projects and grant awards. For additional example project types, refer to Chapter 2.2.

### 3.4 Eligible and Ineligible Activities and Expenses

Refer to Chapter 2.3 for eligible and ineligible activities and expenses.

### 3.5 Formula Grant Allocations

The following funding table estimates how formula funds may be distributed to each MPO, contingent upon meeting the minimum eligibility criteria:

Sustainable Communities Formula Grants	
Metropolitan Planning Organization	Total Formula Grant Allocation
Tahoe Metropolitan Planning Organization	\$160,750
Madera County Transportation Commission	\$164,209
Kings County Association of Governments	\$162,943
Shasta Regional Transportation Agency	\$163,172
Butte County Association of Governments	\$180,569
Merced County Association of Governments	\$197,424
San Luis Obispo Council of Governments	\$195,962
Tulare County Association of Governments	\$246,944
Santa Barbara County Association of Governments	\$224,579
Stanislaus Council of Governments	\$291,053
San Joaquin Council of Governments	\$341,671
Kern Council of Governments	\$374,899
Association of Monterey Bay Area Governments	\$315,537
Fresno Council of Governments	\$407,484
Sacramento Area Council of Governments	\$774,991
San Diego Association of Governments	\$1,021,553
Metropolitan Transportation Commission	\$2,106,140
Southern California Association of Governments	\$5,170,390
<b>Total</b>	<b>\$12,500,000</b>



## 4. STRATEGIC PARTNERSHIPS

\$1.5 million in FHWA State Planning and Research (SPR) Part 1 funds and \$3 million in Federal Transit Administration (FTA) Section 5304 funds, or a combined total of \$4.5 million, will be distributed through a competitive program to MPOs and RTPAs. Funding distribution for the competitive program will depend on the quality and number of applications.

### 4.1 Purpose and Specific Objectives

Strategic Partnerships are intended to fund planning projects that partner with Caltrans to address needs on the State Highway System (SHS), while the transit sub-category will address multimodal planning projects that focus on transit.

The objectives of the Strategic Partnerships and Strategic Partnerships - Transit grants are to:

- Accomplish the Federal Planning Factors
- Achieve the Caltrans Mission and the Grant Program Objectives

### 4.2 Federal Planning Factors

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase accessibility and mobility of people and freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
10. Enhance travel and tourism.

## 4.3 Example Project Types

### Example Project Types - Strategic Partnerships

- Studies that identify interregional, inter-county, and/or statewide mobility and access needs
- Corridor studies and corridor performance/preservation studies
- Studies that evaluate transportation issues involving ground access to international borders, seaports, airports, intermodal facilities, freight hubs, and recreational sites
- Development of planning activities intended to result in investment in sustainable transportation projects
- Enhanced tools to capture GHG benefits of Operations and System Management projects
- Integration of transportation and economic development
- Planning for sustainable freight
- Planning for transportation safety
- Studies for relinquishment of state routes
- Statewide or interregional research or modeling tools
- Transportation demand management plans
- System investment prioritization plans
- Assessment and integration of new technology
- Complete street plans that consider last-mile freight
- Curbside freight management plans
- Agriculture goods movement plans
- Freight/supply chain resiliency studies

### Example Project Types - Strategic Partnerships Transit

- Identification of policies and procedures to integrate transit into the transportation system and planning process
- Statewide transit planning surveys and research
- Identification of policies, strategies, and programs to preserve transit facilities and optimize transit infrastructure
- Projects that evaluate accessibility and connectivity of the multi-modal transportation network
- Transit technical planning studies to optimize system performance
- Studies or plans that evaluate commuter rail or multi-modal connectivity
- Studies or plans that evaluate first and last mile transit connectivity Eligible and Ineligible Activities and Expenses

## 4.4 Eligible and Ineligible Activities and Expenses

### Eligible Activities and Expenses

Eligible activities must have a transportation nexus per the California Constitution, Article XIX Section 2 and 3. Please consult with Caltrans district staff for more information on whether costs are eligible for funding.

Some examples of eligible costs include:

- Data gathering and analysis
- Planning consultant procurement
- Advertising for consultant procurement
- Advertising for public workshops, e.g., flyers, paid media ads
- Virtual outreach activities and on-line meetings
- Travel expenses (See Chapter 5.4 for details)
- Up to 30 percent conceptual drawings and design
- Equipment (as defined in 2 CFR Part 200.33)<sup>3</sup> purchases must remain under \$5000 or depreciation will need to be taken in to account when the grant project is completed since equipment could have future uses. 2 CFR Part 200.436<sup>4</sup> provides the criteria for depreciation, at the Govinfo website.
- Community surveys, meetings, public workshop room rental, charrettes, focus groups
- Bilingual services for interpreting and/or translation services for meetings
- Community/stakeholder advisory groups
- Light snacks and refreshments for public workshops (no full meals), subject to Caltrans and federal approval
- Project administration (up to 5 percent of the grant is allowed, i.e., quarterly reports, invoicing, and kick-off meeting with Caltrans)

### Ineligible Activities and Expenses

Some activities, tasks, project components, etc. are not eligible under these grant programs. If an application has any of the following elements, it will be disqualified. Ineligible activities and expenses include:

- Environmental studies, plans, or documents normally required for project development under the National Environmental Policy Act or the California Environmental Quality Act
- Engineering plans and design specification work
- Project Initiation Documents

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<sup>3</sup> Electronic Code of Federal Regulations, 2 Code of Federal Regulations, Part 200.33, 2020, <https://www.ecfr.gov/cgi-bin/text-idx?SID=c16296aef71d582e0634cf6658cf1&node=2:1.1.2.2.1.1.28.34&rgn=div8>

<sup>4</sup> Govinfo, 2 Code of Federal Regulations, Part 200.436, 2014, <https://www.govinfo.gov/app/details/CFR-2014-title2-vol1/CFR-2014-title2-vol1-sec200-436>

## Caltrans Sustainable Transportation Planning Grant Program

- Program or project implementation
- Repurposing unspent grant funds
- Consultant mark-ups
- Application development to pursue construction funds/project implementation
- RTPs or updates to the RTP
- Economic development plans or studies
- Land use plans or studies
- General Plans or updates to elements
- Construction projects, capital costs, such as the building of a facility, or maintenance
- Office furniture purchases, or other capital expenditures
- Decorations, e.g., for public workshop events
- Acquisition of vehicles or shuttle programs
- Organizational membership fees
- Incentives for public participation, e.g., full meals, prizes, freebies, promotional/marketing items
- Charges passed on to sub-recipient for oversight of awarded grant funds
- Other items unrelated to the project

## 4.5 Tips for Successful Strategic Partnerships Grant Applications

### Criteria for successful Strategic Partnerships grant applications:

- Partner with Caltrans to identify and address statewide, interregional, or regional transportation deficiencies in the State highway system (or multimodal transportation system for transit-focused projects)
- Strengthen government-to-government relationships, and
- Result in programmed system improvements

### General Tips

- Consult with your district representative for technical assistance before the application deadline.
- Use the Samples and Checklists provided for the Application, Scope of Work, and Cost and Schedule.
- Include Caltrans as an active partner in the study.
- Provide tailored letters of support and project area photographs to enhance the application. Project supporters should describe why they support the project and how they would benefit from the project.
- If applicants/supporters do not have the time/resources to provide tailored letters of support, a petition signed by supporters in a simple table format that lists the supporters and specifically how supporters will benefit the proposed project will suffice.

### Project Summary

- Concisely describe the project in less than 150 words. Explain “What parties are involved, the proposed major milestones, and why the project is necessary.”

### Project Justification

- Clearly define and explain the transportation problem or deficiency that the project will attempt to address. Why is it critical to address the problem now? Make the case for a critical need that the project will address and support it with verifiable data, if available.

### Grant Specific Objective

Demonstrate how the project fits every aspect of the Grant Specific Objective, as appropriate for the applicant and project type.

### Project Management

- **Scope of Work:** Refer to the Scope of Work Checklist in Appendix B.
- **Cost and Schedule (Project Timeline):** Refer to the Cost and Schedule Checklist in Appendix B.

## 5. GRANT PROJECT ADMINISTRATIVE REQUIREMENTS

The content of this chapter should be notably considered in the development of grant applications as it lays the foundation for what to expect when applying for these grant funds. Upon award, grantees will receive more specific guidelines including administrative and reporting requirements.

### 5.1 Coordination with Caltrans

Caltrans is committed to be an active partner. If awarded a grant, the applicant should include Caltrans district staff when planning both technical advisory and community meetings. In addition, Caltrans district staff will help to ensure that the approved Scope of Work, Cost and Schedule, and project funding will be maintained throughout the life of the contract. Applicants are also recommended to engage Caltrans district staff throughout the entire grant life, when applicable.

If an agency does not demonstrate adequate performance and timely use of funds, Caltrans may take appropriate actions, which can include termination of the grant.

### 5.2 Third Party Contracts

The agreements between a grantee and a sub-applicant/recipient, consultant, or sub-consultant are often referred to as "third party contracts." An eligible sub-applicant should be identified by an eligible applicant at the onset of the application. Eligible sub-applicants/recipients may be added to an application after award with prior Caltrans approval. If a grantee or a sub-recipient is going to hire a consultant to perform work during the project, then proper procurement procedures must always be used.

Grantees may use their agency's procurement procedures as long as they comply with the State Contracting Manual, Chapter 5, the Local Assistance Procedures Manual, Chapter 10, and the terms of the agreement with Caltrans. In addition, work can only be contracted if it has been stated in the applicant's Scope of Work and Cost and Schedule. A grantee is fully responsible for all work performed by its sub-recipient, consultant, or sub-consultant. Caltrans solely enters into a contract directly with the grantee; therefore, the grantee is responsible to ensure that all third parties adhere to the same provisions included in the contractual agreement between Caltrans and the grantee.

All government funded consultant procurement transactions must be conducted using a fair and competitive procurement process that is consistent with the State Contracting Manual, Chapter 5,<sup>5</sup> the Local Assistance Procedures Manual, Chapter 10,<sup>6</sup> and the terms of the agreement with Caltrans. All documentation of third-party contract procurements must be retained and copies of all agreements must be submitted to Caltrans. For more information on third party contracting, visit the State Contracting Manual and the Local Assistance Procedures Manual Websites.

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<sup>5</sup> California State Contracting Manual Volume 1, Chapter 5, 2018, <https://www.dgs.ca.gov/OLS/Resources/Page-Content/Office-of-Legal-Services-Resources-List-Folder/State-Contracting>

<sup>6</sup> Caltrans Local Assistance Procedures Manual, Chapter 10, 2020, <https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm>

### 5.3 Quarterly Reporting

Quarterly Progress Reports (QPR) are required to be submitted for each State FY quarter after the grant recipient has received a Notice to Proceed letter. The table below illustrates the State FY timeframes for submitting the QPR to Caltrans district staff.

Quarterly Progress Report Timeframes			
Quarter 1	Quarter 2	Quarter 3	Quarter 4
July – September	October – December	January – March	April - June

For MPOs and RTPAs, the progress of each awarded grant project must be included as part of the OWP Quarterly Progress and Expenditure Report. If this method of reporting is not adequately satisfied, Caltrans staff will require separate quarterly reports for each awarded grant project.

All other primary grant recipients shall submit progress reports every quarter for each awarded grant project. Caltrans district staff will provide the brief report form and due dates.

### 5.4 Invoicing and Financial Requirements

#### Pre-Award Audit

The Sustainable Communities grants are available in amounts up to \$700,000 and Strategic Partnerships grants are up to \$500,000. However, any awarded grant in excess of \$250,000 may require a pre-award audit. The pre-award audit is to ensure that recipients of State or federal funds maintain adequate financial management systems prior to receiving the funds. Pre-award audits may be required of new grantees, agencies that have not recently been audited, agencies that have undergone prior audits with significant weaknesses or deficiencies in their financial management systems, or those determined to be a higher risk to Caltrans. If a pre-award audit is needed, the local Caltrans district office will contact the grantee to facilitate the appropriate action.

#### Accounting Requirements

Grantees and sub-applicants/recipients are required to maintain an accounting system that properly records and segregates incurred project costs and matching funds by line item. The accounting system of the grantee, including its sub-applicants and subcontractors, must conform to Generally Accepted Accounting Principles that enable the determination of incurred costs at interim points of completion and provides support for reimbursement payment vouchers or invoices sent to or paid by Caltrans. Allowable project costs must comply with 2 Code of Federal Regulations (CFR), Part 200. It is the grantee's responsibility, in conjunction with Caltrans district staff, to monitor work and expenses to ensure the project is completed according to the contracted Scope of Work and Cost and Schedule. Grantees must monitor work and costs to ensure invoices are submitted on a regular and timely basis (monthly or quarterly as milestones are completed). Grantees must communicate with their local Caltrans district office to ensure any issues are addressed early during the project period.

#### Local Match

All grants require a local match. Local match is a financial requirement that demonstrates the grantee's/ local agency is vested in the project.

The local match can be all cash, all third-party in-kind contributions, or a combination of the two. The minimum local match is a percentage of the total project cost (i.e., minimum local match amount plus the grant amount) and is identified in the Cost and Schedule at the Task level.

### Local Match Sources

- **Sustainable Communities Competitive, Technical and Formula**

Federal toll credits, FHWA PL, and FTA 5303 are ineligible match sources; otherwise, any source of funds may be used if the proposed grant work is an eligible activity for the local match fund source.

- **Strategic Partnerships and Strategic Partnerships – Transit**

Any non-federal source of funds may be used if the proposed grant work is an eligible activity for the local match fund source.

### Cash Match

- Staff time from the primary applicant counts as cash match. Staff time charged to a specific project that has been funded and or reimbursed, cannot be used to meet the match requirement for another project.
- Revenue sources for local cash match can include local sales tax, special bond measures, private donations, private foundations, etc.

### Third-Party In-Kind Match

Third party in-kind contributions are typically goods and services donated from outside the primary grantee's agency and can be counted towards the minimum local match requirement. Examples of Third-Party In-Kind contributions is the value of donated:

- Public outreach materials
- Interpreter Services
- Facilities
- Equipment
- Advertising
- Student volunteers and other stakeholder staff time
- Other goods and services

The Third-Party In-Kind Valuation Plan is required to itemize and place value on donated goods and services.

- The value of third-party in-kind contributions must be directly benefiting and specifically identifiable to the project.
- Minimum wage standards for student workers or Caltrans pay rates for equal-level volunteers are acceptable base values of volunteer time.
- Third-party in-kind contribution information must be identified on the Grant Application Cover Sheet, the Cost and Schedule, and the project specific Work Element in the OWP (if applicable).

If third party in-kind contributions are used to satisfy the local match requirements, a third -party in-kind valuation plan must be submitted to Caltrans for approval as a condition of grant acceptance. The Third-Party In-Kind Valuation Plan Checklist and Sample can be found in Appendix B.



### Minimum Local Match Requirements

Applicants will be held responsible for any local commitments above the minimum requirement included in the grant application and will be made part of the grant agreement with Caltrans. Once the agreement is executed, any decrease to local match commitments above the minimum required amount will require Caltrans approval through an amendment. The example shown in the table below illustrates the minimum local match requirement based on a grant request of \$300,000. The Local Match Calculator is available upon request.

Minimum Local Match Requirements (Percentage of Total Project Cost)			
Grant Program	Grant Request	Local Match	Total Project Cost
Sustainable Communities and Strategic Partnerships –Transit	<b>88.53%</b> Example: \$300,000	<b>11.47%</b> Example: \$38,868	<b>100%</b> Example: \$338,868
Strategic Partnerships	<b>80%</b> Example: \$300,000	<b>20%</b> Example: \$75,000	<b>100%</b> Example: \$375,000

### Indirect and Direct Costs

Direct costs are those costs that can be identified specifically with a particular final cost objective, such as a state award, or other internally or externally funded activity, or that can be directly assigned to such activities relatively easily with a high degree of accuracy. Costs incurred for the same purpose in like circumstances must be treated consistently as either direct or indirect costs, also known as facilities and administrative costs or overhead costs.

Indirect Costs are costs that are incurred for a common or joint purpose. These costs benefit more than one cost objective and cannot be readily identified with a particular final cost objective. Reproduction costs, computer purchase, and office supplies are considered indirect costs, unless they are tied to a specific task or activity then they are considered direct costs.

### Indirect Cost Allocation Plan/Indirect Cost Rate Proposal

If a grantee, including sub-recipients and third-party contractors/consultants, are seeking reimbursement of indirect costs, they must annually submit an Indirect Cost Allocation Plan (ICAP) or an Indirect Cost Rate Proposal (ICRP) to Caltrans Independent Office of Audits and Investigations (IOAI) for review and approval prior to reimbursement. An ICAP or ICRP must be prepared and submitted yearly in accordance with 2 CFR, Part 200. Indirect costs may be sought for reimbursement only after the grantee has received ICAP/ICRP approval from (IOAI).

For guidance on the ICAP/ICRP submission process, visit the Independent Office of Audits and Investigations<sup>7</sup> and the Caltrans LAPM Chapter 5 Accounting/ Invoicing.<sup>8</sup>

<sup>7</sup> Inspector General Independent Office of Audits and Investigation, ICAP/ICRP Submission Process, 2020, <https://ig.dot.ca.gov/resources>

<sup>8</sup> Caltrans Local Assistance Procedures Manual Chapter 5,2020, <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapm/ch05.pdf>

## Most Common Types of Indirect Cost Rates

The following are the most common types of Indirect Cost Rates:

- Fixed Rate
- Final Rate
- De Minimis Rate

Changes to the De Minimis Rate are outlined in the revised 2 CFR Part 200.414(f)<sup>9</sup> that became effective November 12, 2020.

Applications must include the estimated indirect cost rate at the bottom of the Cost and Schedule.

### IMPORTANT NOTE

- ✓ Applications must include the estimated indirect cost rate at the bottom of the Cost and Schedule.

## Travel Expenses

Grantees may be eligible to claim travel expenses if they have been approved in the Scope of Work and Cost and Schedule. Travel expenses and per diem rates are not to exceed the rate specified by the State of California Department of Personnel Administration for similar employees (i.e. non-represented employees).

For more information on eligible travel expenses, visit the Caltrans Travel Guide Website.<sup>10</sup>

## Requests for Reimbursements

- Grant payments are made only as reimbursements.
- Grant reimbursements will be based on actual allowable incurred costs.
- Grant costs will be reimbursed if incurred on or after the start date and the issuance of the Notice to Proceed and before the expiration date.
- Request for Reimbursements (RFRs) must be submitted at least quarterly, but no more frequently than monthly.
- A one-time, lump sum invoice or RFR for the entire grant is not allowed.
- Grantees must pay sub-recipients and subcontractors prior to submitting an RFR to Caltrans.
- Incomplete or inaccurate RFRs will be returned for correction.
- An accounting management system generated report must accompany all RFRs.
- When requesting reimbursement of indirect costs, the following items are required as part of the submitted RFR package:
  - An approved ICAP/ICRP rate must be on file for the FY in which the costs occurred.
  - A financial management system report that segregates direct/indirect costs by fund source.
  - ICAP support document spreadsheet that identifies direct charges and rate applied to those charges.

<sup>9</sup> Electronic Code of Federal Regulations, 2 Code of Federal Regulations, Part 200.414(f), 2020, [https://www.ecfr.gov/cgi-bin/text-idx?node=se2.1.200\\_1414&rgn=div8](https://www.ecfr.gov/cgi-bin/text-idx?node=se2.1.200_1414&rgn=div8)

<sup>10</sup> Caltrans Travel Guide, 2020,

<https://dot.ca.gov/programs/accounting/travel-guide>

## 5.5 Non-Discrimination Requirements

### Title VI Non-Discrimination Requirement

The FHWA and the FTA each have requirements that recipients of Metropolitan Planning federal funds must demonstrate continued compliance with Title VI. Compliance with Title VI includes conducting meetings in a fair and reasonable manner that are open to all members of a community. Compliance reflects not only the law, but is also a good policy that builds the kind of trust and information sharing upon which successful planning is done. Even where a city or county may not be receiving federal funding for transportation, the Civil Rights Restoration Act of 1987 also obligates that a city or county comply with Title VI, if it receives any other federal funding for any program. Refer to the Caltrans Title VI website<sup>11</sup> for more information.

### Disadvantaged Business Enterprises

Successful grant applicants are expected to market contracting opportunities to all small businesses, including DBEs and Disabled Veteran Business Enterprises.

Grant recipients of federal funds are required to report any contracting opportunities that may involve DBE participation. DBE reporting is required twice a year: April 1 and October 1.

For details about DBE requirements, visit the Office of Regional Planning website.<sup>12</sup>

## 5.6 Final Product

All final reports funded through the Sustainable Transportation Planning Grant Program shall credit the FHWA, FTA, or Caltrans' financial participation on the cover or title page. An Americans with Disabilities Act of 1994 (ADA)-accessible electronic copy of all final reports shall be forwarded to the Caltrans district office responsible for the administration and oversight of the grant. There are resources to assist with development of ADA compliant documents.<sup>13</sup>

Any technologies or inventions that may result from the use of these grants are in the public domain and may not be copyrighted, sold, or used exclusively by any business, organization, or agency. Caltrans reserves a royalty-free, non-exclusive, and irrevocable license to reproduce, publish, or otherwise use and to authorize others to use for public purposes.

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<sup>11</sup> Caltrans, Title IV of the Civil Rights Act of 1964, 2020,

<https://dot.ca.gov/programs/civil-rights/title-vi>

<sup>12</sup> Office of Regional Planning, Disadvantaged Business Enterprise,

<https://dot.ca.gov/programs/transportation-planning/regional-planning/federal-state-planning-program>.

<sup>13</sup> State of California Accessibility Website: <https://www.ca.gov/accessibility/>

California Department of Rehabilitation Accessibility Website:

<https://www.dor.ca.gov/Home/Accessibility101>

MS Office Support Video: <https://support.office.com/en-us/article/video-check-the-accessibility-of-your-document-9d660cba-1fcd-45ad-a9d1-c4f4b5eb5b7d>

## 5.7 Project Close-Out Survey

Once awarded grant projects are completed, grantees will complete a close-out survey to describe the successes and challenges of their project. The survey will give the opportunity to (1) highlight successes and obstacles in project implementation of the concepts identified by the planning process, (2) identify best practices in transportation planning, with an emphasis in public engagement, and (3) identify studies/plans that have been or will be funded for continued project development. Information from the survey will be compiled into a report to illustrate the value of the grant program and inform planning practitioners in their planning efforts. Caltrans' goal is to provide transparency and accountability for the program, as well as to use the survey feedback to better serve future grant applicants.

## 6. APPLICATION SUBMITTAL PROCESS

The Sustainable Transportation Planning Grant Program is highly competitive. This section provides applicants with supplemental information as well as details on required documents that must accompany an application at the time of submittal. All applicants are strongly encouraged to adhere to these requirements in order to score competitively during the application evaluation process.

### 6.1 Early Coordination and Technical Assistance for Primary Applicants

Sub-applicants are encouraged to work far in advance of the application deadline with the appropriate primary applicant to coordinate application development. It is also beneficial for sub-applicants to be informed of the appropriate primary applicant process and schedule, as they may differ slightly from those of Caltrans. RTPAs residing within MPO boundaries should also coordinate application development with the MPO, as it is critical to ensure that proposed studies align with the RTP/SCS for the entire MPO region and do not duplicate efforts being applied for or already awarded to the MPO.

Caltrans district staff (See Appendix D) are available during the application period to answer questions and help interested groups complete their applications.

For questions specific to the Grant Application Guide, applicants are also welcomed to contact:

Contact Information	
<b>Grant Application Guide Technical Assistance</b>	<p><b>Priscilla Martinez-Velez, Grant Management Branch Chief</b>                      Caltrans Division of Transportation Planning                      Office of Regional Planning                      Email: <a href="mailto:Priscilla.Martinez-Velez@dot.ca.gov">Priscilla.Martinez-Velez@dot.ca.gov</a></p>
<b>Questions About Housing Element Compliance</b>	<p><b>Paul McDougall</b>                      Department of Housing and Community Development                      Email: <a href="mailto:Paul.McDougall@hcd.ca.gov">Paul.McDougall@hcd.ca.gov</a></p>

## 6.2 Application Submittal Instructions

The Grant Application Guide, Application forms, and required templates are available on the Caltrans Sustainable Transportation Planning Grant Program website, at:

<https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants>

- All grant application packages are required to be submitted via e-mail.
- An agency may only submit one application package per e-mail.
- An application cannot be submitted to more than one grant category.
- The Caltrans district contact must be copied (refer to Appendix D. Caltrans District Contact List) and the subject line needs to identify the district number, grant program, and *brief* project title (e.g., D1, SC, City of Can Do Planning Project).
- The required items outlined on the Grant Application Checklist in Appendix B must be attached to the e-mail as a single PDF document.
- All application documents must list the applicant's legal name.
- Confirmation of receipt will be sent by the **next business day**.

**Submit applications via E-mail to**  
**[Regional.Planning.Grants@dot.ca.gov](mailto:Regional.Planning.Grants@dot.ca.gov) no later than**  
**FRIDAY, FEBRUARY 12, 2021 BY 5:00 P.M.**

Hard copies will not be accepted, and late applications will not be reviewed.

### **Caltrans anticipated award announcements: Spring 2021**

Caltrans district staff are available during the application period to answer questions and help interested groups complete their applications. Refer to Appendix D. Caltrans District Contact List for contact information.

Download the latest version of [Adobe Reader DC](#)® to complete the application form. This version of Adobe is available free of charge.

## 7. APPLICATION REVIEW PROCESS

### 7.1 Two-Tiered Application Review Process

This chapter provides a brief overview of the grant application review process. Grant application evaluation is a two-tiered process that consists of:

- Caltrans District Review and Evaluation
- Caltrans Headquarters (HQ) Interagency Review Committees Evaluation

Caltrans district staff conducts the first-level review of all applications for content, submission of proper documentation, overall relationship to regional and local planning efforts, and documents their evaluations. Caltrans district staff scores, prioritizes, and recommends the most highly ranked Sustainable Communities and all Strategic Partnerships applications for the next level of review with the Interagency Review Committees. Grant applications from Native American Tribal Governments, Transit Agencies, and proposed projects spanning multiple Caltrans districts or projects having a statewide significance, may also move on directly from Caltrans districts to HQ for review.

The HQ Interagency Review Committees conduct the second-level review and comprise staff from Caltrans HQ, the Federal Highway Administration, the Federal Transit Administration, the California Department of Housing and Community Development, the California Department of Public Health, the Governor's Office of Planning and Research, and the California Air Resources. Caltrans HQ also coordinates with internal specialists, depending on the grant application subject matter, to provide high-level reviews of the proposed project to avoid funding duplicative efforts or efforts that are not supportive of State planning efforts. The committees for each grant category convene to develop funding recommendations that are approved by every level of Caltrans management and the California State Transportation Agency.

### 7.2 Application Evaluation/Scoring Process

Grant applications that address every aspect of the grant specific objectives will score higher overall. Caltrans has diverse applicants and project types, which makes it difficult to use a one-size fits all scoring rubric that would not unintentionally put some applicant/project types at a disadvantage. Therefore, applications will be scored based on how well they are able to describe the project, justify need, incorporate the grant specific objectives, and develop a Scope of Work and Cost and Schedule, all in accordance with this grant guide, samples and checklists provided, as applicable and appropriate for the applicant and project type. Once the grant review committees evaluate, rank, and select the best applications for grant funding, final recommendations are presented to Caltrans management and California State Transportation Agency for approval.

### 7.3 Past Performance Award Considerations

Previous Caltrans transportation planning grantee performance will be considered during the evaluation process. Applicants with a history of inadequate performance and/or unresolved past grant performance issues may be at a competitive disadvantage in the application review process. Past performance issues could include the following:

- Poor grant project management
- Lack of communication/coordination with Caltrans
- Failure to achieve grant project milestones
- Untimely invoice submittals

- Excessive balances and consistently relinquish transportation funds administered by Caltrans Planning
- Unresolved audit issues or findings
- Overall poor quality of the final grant product
- Failure to satisfy the required state and federal planning requirements including submittal and administration of OWPs, RTPs, and Transportation Improvement Programs

If an agency does not demonstrate adequate performance and timely use of funds, Caltrans may take appropriate actions, which can include termination of the grant.



## 8. APPLICATION AWARD PROCESS

### 8.1 Award and Non-Award

Successful grant applicants will receive an award letter via email. A list of award and non-awarded grants will be posted to the Caltrans Sustainable Transportation Planning Grant Program website.

**Caltrans Sustainable Transportation Planning Grant Program Website:**

<https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants>

#### Conditional Award Teleconferences

Each grantee will receive a Conditional Award Letter that outlines the grant project cost, important expiration and final invoice dates.

Caltrans district staff will schedule individual teleconferences to provide the specific and general conditions of grant acceptance that are necessary to accept grant funding, including any revisions to the grant application, Scope of Work and Cost and Schedule. Conditions may include revisions to the project Scope of Work to bolster public participation, consider land use and housing, and to coordinate with local housing and community development departments and health departments. Awardees are required to submit all supporting materials and a signed agreement or risk forfeiting the grant award.

#### Non-Award Teleconferences

Unsuccessful grant applicants are encouraged to request a debriefing from Caltrans. Applicants typically receive specific comments from the District/Interagency Review Committee on how to improve applications to re-apply in a future grant cycle. If the application advanced to the second-level review, HQ will provide the Interagency Review Committee score, as well as how close the application was relative to the cut-off score for available grant funding. Applicants sometimes apply two or three times before they are successful due to the competitiveness of the grant program.

### 8.2 Contracting with Caltrans

All awarded grant funds must be under an executed agreement with Caltrans during the State FY 2021-22. The project start date depends on the method of contracting with Caltrans.

#### MPOs and Rural RTPAs

All MPOs/RTPAs must have the entire grant award and local match programmed in the FY 2021-22 OWP no later than October 1, 2021. Due to the competitiveness of this grant program, failure to program funds may result in forfeiture of grant funds. MPOs and rural RTPAs with a current Master Fund Transfer Agreement (MFTA)- work may begin as early as July 2021, pending State Budget approval, and Caltrans issuing a formal Notice to Proceed.

#### Non-MPOs/RTPAs

Grant recipients that do not have a current MFTA with the Caltrans Office of Regional Planning (i.e. cities, counties, transit agencies, Tribal Governments), Caltrans will contract directly with the primary grant recipients through the Restricted Grant Agreement (RGA) process. For grant recipients that undergo the RGA contracting process, work may begin as early as October/November 2021, assuming the grantee has received a fully executed contract and Caltrans district staff send a formal Notice to Proceed which allows grantees to begin work.

### Estimated Project Start/Expiration Dates

It is important for applicants to reflect the estimated project start date in the Scope of Work and Cost and Schedule. Project Timeline constraints for both methods of contracting with Caltrans are provided below. Grantees must consider these dates when developing the Scope of Work and Cost and Schedule:

Master Fund Transfer Agreement Project Timeline (MPOs/RTPAs Only)	
July 2021	<ul style="list-style-type: none"> <li>Anticipated start date</li> </ul>
February 28, 2024	<ul style="list-style-type: none"> <li>Recommended grant project end date</li> <li>Reimbursable work should be completed</li> <li>Only 30-day extensions are allowed for extenuating circumstances</li> </ul>
April 28, 2024	<ul style="list-style-type: none"> <li>All final invoices for State-funded grants awarded to MPOs/RTPAs and federal-funded grants awarded to RTPAs must be submitted to Caltrans for approval and reimbursement. This allows Caltrans sufficient time to comply with the State Controller's Office payment requirements.</li> </ul>
June 30, 2024	<ul style="list-style-type: none"> <li>Grant expiration date for <b>federal-funded grants awarded to MPOs</b></li> <li>Reimbursable work must be completed</li> </ul>
August 30, 2024	<ul style="list-style-type: none"> <li>Final Request for Reimbursements for <b>federal-funded grants awarded to MPOs</b> must be submitted no later than 60 days after the end of the fiscal year to coincide with the submission of the Overall Work Program (OWP) Final Expenditure Report.</li> </ul>
Restricted Grant Agreement Project Timeline (Non-MPO/RTPAs)	
October/ November 2021	<ul style="list-style-type: none"> <li>Anticipated start date</li> </ul>
February 28, 2024	<ul style="list-style-type: none"> <li>Grant expiration date</li> <li>Reimbursable work must be completed</li> <li>Only 30-day extensions are allowed for extenuating circumstances and require a formal amendment.</li> </ul>
April 28, 2024	<ul style="list-style-type: none"> <li>Final Request for Reimbursements and final products must be submitted to Caltrans for approval and reimbursement. This allows Caltrans sufficient time to comply with the State Controller's Office payment requirements.</li> </ul>

### Native American Tribal Governments

Native American Tribal Governments have the following options for contracting with Caltrans:

- (1) Contracting with Tribes Directly** – The authority Caltrans uses to contract with tribes directly comes from California Streets and Highways Code section 94, and is extremely limited. Caltrans Legal requires tribes to provide a limited waiver of sovereign immunity. However, the Caltrans Native American Liaison Branch makes sure that any waiver is very specifically limited in scope and in time to only applies to the contract itself (and to any possible audits). In an effort to streamline the RGA contracting process, there is a Sustainable Communities RGA boilerplate template for Native American Tribal Governments, available upon request.
- (2) Partnering with a Regional Agency** – Another mechanism for contracting with Caltrans is to collaborate with an MPO or RTPA. Caltrans can pass through grant funding to tribes for planning projects where options or time are limited. This option uses the three-part contract, MFTA/OWP/OWPA, and is usually the quickest option to allow planning projects to get started.

**(3) Transferring Funds Pursuant to 23 U.S.C. 202(a)(9)** – Section 202(a)(9) of title 23, United States Code encourages cooperation between States and Tribes by allowing any funds received from a State, county, or local government to be credited to appropriations available for the Tribal Transportation Program (TTP). One potential source of such funding is funds apportioned or allocated to a State under title 23. Section 104(f)(3) allows the Secretary of Transportation to, at the request of a State, transfer among States, or to the FHWA, funds that have been so apportioned or allocated. This provision, used in conjunction with the authority under 23 U.S.C. 209(a)(9), allows State funds to be transferred to FHWA, which in turn would provide the funds to the specified Tribe.

For more information visit the FHWA website.<sup>14</sup>

Caltrans has successfully used the federal Section 202(a)(9) process to transfer Sustainable Communities grant funds to a Native American Tribal Government. In order to use this transfer process, an agreement would need to be in place with the FHWA or the Bureau of Indian Affairs, the Tribe, and the State that clearly identifies the project and the roles and responsibilities of all parties. Each interagency fund transfer includes 1) a fund transfer template and 2) an addendum lining out the specifics of the terms. This option requires involvement and approval by Caltrans Legal and the funds must be used for the intended purpose of the awarded Sustainable Communities grant.

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<sup>14</sup> Federal Highway Administration, Office of Tribal Transportation , 2020  
<https://flh.fhwa.dot.gov/programs/ttp/documents/Funds-Transfer-Procedures-Pursuant-to-23-U.S.C.202%28a%29%289%29.pdf>

# APPENDICES

## APPENDIX A. GUIDANCE, TOOLS, AND RESOURCES FOR PREPARING A GRANT APPLICATION

The Grant Application Guide incorporates guidance from many sources. The following links are provided to assist applicants in preparing a competitive grant application consistent with the grant program, specific objectives, and the Grant Program Considerations.

### GRANT PROGRAM CONSIDERATIONS

#### Caltrans Strategic Management Plan

The purpose of the Strategic Management Plan is to be a roadmap of Caltrans' role, expectations, and operations as we meet the challenges of modernizing Caltrans into a world-class Department of Transportation. The tools we use to implement this Plan are performance management, transparency, accountability, sustainability, and innovation. The Plan serves a number of functions:

- Provides clear direction for meeting statewide objectives;
- Creates and deepens strategic partnerships; and
- Provides performance measures that monitor success

<https://dot.ca.gov/-/media/dot-media/programs/sustainability/documents/caltrans-strategic-mgmt-plan-033015-a11y.pdf>

#### California Transportation Plan 2040

The *California Transportation Plan (CTP) 2040* vision is focused on sustainability: California's transportation system is safe, sustainable, universally accessible, and globally competitive. It provides reliable and efficient mobility and accessibility for people, goods, and services while meeting the State's GHG emission reduction goals and preserving the unique character of California's communities. This integrated, connected, and resilient multimodal system supports a thriving economy, human and environmental health, and social equity. The next iteration of the CTP, the CTP 2050, is in the process of being finalized, with adoption expected at the end of 2020. The next Grant Application Guide will be updated to reflect the CTP 2050.

The *CTP 2040* also aims to achieve the strategic goal to triple cycling and double walking and transit use statewide. Competitive grant applications will discuss how proposed projects will assist in reaching this goal established in the *Caltrans Strategic Management Plan*.

Competitive Sustainable Communities grant applications will integrate the appropriate *CTP 2040 Transportation Greenhouse Gas Reduction Strategies* outlined in the *CTP 2040*, Table 13 and Appendix 7 Technical Analysis. There are four categories of transportation GHG reduction strategies – demand management, mode shift, travel cost, and operational efficiency – that were developed based on input from the *CTP 2040* advisory committees, and with input gathered from all of the State's 18 MPOs and 26 RTPAs.

<https://dot.ca.gov/programs/transportation-planning/state-planning/california-transportation-plan>

## Modal Plans that Support the California Transportation Plan 2040

CTP 2040 is the umbrella plan that informs and pulls together the State's long-range modal plans, described below, to envision the future system:

### Interregional Transportation Strategic Plan (ITSP)

A Caltrans document that provides guidance for the identification and prioritization of interregional transportation improvements to be funded in the Interregional Transportation Improvement Program (ITIP). The 2015 ITSP expanded the analysis from focusing on ITIP investment in interregional highways and intercity rail to analyzing the entire interregional transportation system regardless of funding source. The purpose of the plan is to be a guiding document for all investment in the interregional transportation system.

<https://dot.ca.gov/programs/transportation-planning/multi-modal-system-planning/interregional-transportation-strategic-plan>

### California Freight Mobility Plan

A statewide, long-range plan for California's freight transportation system. Developed in collaboration with our partners, the California Freight Mobility Plan (CFMP) was developed by the California State Transportation Agency (CalSTA) and Caltrans in consultation with the California Freight Advisory Committee.

<https://dot.ca.gov/programs/transportation-planning/freight-planning>

### California State Rail Plan

A statewide plan that provides a framework for planning and implementing California's rail network for the next 20 years and beyond. The Rail Plan is a strategic plan with operating and capital investment strategies that will lead to a coordinated, statewide travel system.

<https://dot.ca.gov/programs/rail-and-mass-transportation/california-state-rail-plan>

### California State Bicycle and Pedestrian Plan

"Toward an Active California," California's first statewide plan that lays out the policies and actions that Caltrans and its partner agencies will take to achieve the Department's ambitious statewide goals to double walking and triple bicycling trips by 2020.

<https://dot.ca.gov/programs/transportation-planning/office-of-smart-mobility-climate-change/smart-mobility-active-transportation/toward-an-active-california-state-bicycle-pedestrian-plan>

### California High-Speed Rail Business Plan

The California High-Speed Rail Authority (Authority) is required by Public Utilities Code 185033 to prepare, publish, adopt and submit a business plan to the California State Legislature (Legislature) every two years. The Authority's business plan is an overarching policy document used to inform the Legislature, the public, and stakeholders of the project's implementation, and assist the Legislature in making policy decisions regarding the project.

[https://hsr.ca.gov/about/business\\_plans/](https://hsr.ca.gov/about/business_plans/)

### Statewide Transit Strategic Plan

The plan allows the State to prepare for the expanding landscape of personal mobility choices and the integration of urban and regional transit systems with the California High Speed Rail project. The Statewide Transit Strategic Plan highlights a sustainable transportation system that supports the

outcomes of the CTP, the California State Rail Plan, and the California State Bicycle and Pedestrian Plan.

<https://dot.ca.gov/programs/rail-and-mass-transportation/statewide-transit-strategic-plan>

### California Aviation System Plan

A multi-element plan prepared by Caltrans with the goal of developing and preserving the system of publicly owned, public-use airports and to promote the development of a safe, efficient, and sustainable air transportation system that meets the integrated mobility needs of the state of California.

<https://dot.ca.gov/programs/aeronautics/california-aviation-system-plan>

### Title VI and Environmental Justice

Title VI of the U.S. Civil Rights Act prohibits discrimination on the basis of race, color, or national origin in programs or activities receiving federal financial assistance. A similar prohibition applies to recipients of state funds under California Government Code section 11135, which prohibits discrimination on the basis of race, color or national origin, as well as ethnic group identification, religion, age, sex, sexual orientation, genetic information, or disability. Title VI specifically provides the following:

*No person in the United States shall, on the ground of race, color, national origin, religion, sex, age, or disability be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving financial assistance from the Federal government.*

<https://dot.ca.gov/programs/civil-rights/title-vi>

The following tools are provided to assist grant applicants with integrating environmental justice in their proposed activities:

### EJSCREEN: Environmental Justice Screening and Mapping Tool

EJSCREEN, developed by the United States Environmental Protection Agency, geospatially displays public health and environmental data and allows users to compare local data against state and national averages.

<https://www.epa.gov/ejscreen>

### Environmental Justice Agency Assessment 2017

The California Environmental Justice Alliance recently completed the second Environmental Justice Agency Assessment, which provides an overview of how well environmental justice issues are being integrated or championed at state agencies, and where there are areas for improvement. The assessments in this report are made in the spirit of charting a course to improving agency actions, with the ultimate goal of improving conditions that negatively impact our most vulnerable residents. This progress is needed not just for environmental justice communities, but ultimately to benefit all Californians.

[https://caleja.org/wp-content/uploads/2018/05/CEJA\\_AgencyAssessment\\_2017\\_FinalWeb.pdf](https://caleja.org/wp-content/uploads/2018/05/CEJA_AgencyAssessment_2017_FinalWeb.pdf)

## REOURCES TO ADVANCE SUSTAINABLE COMMUNITIES GRANT SPECIFIC OBJECTIVES

Applicants must demonstrate how the project fits every aspect of the Grant Specific Objective, as appropriate for the applicant and project type. Some guidance is provided below however, it is not intended to be all inclusive.

### Advance Transportation Related GHG Reduction Project Types/Strategies

#### ARB 2017 Climate Change Scoping Plan, Appendix C

The California Air Resources Board (ARB) adopted the *2017 Climate Change Scoping Plan Update* which includes *Appendix C, Vibrant Communities and Landscapes – A Vision for California in 2050*, to guide how the State develops communities, preserves and protects its landscapes, and ensures that all Californians have equitable access to housing, health care, jobs, and opportunity. Competitive Sustainable Communities grant applications will demonstrate a linkage to this land use vision.

The ARB 2017 Climate Change Scoping Plan (Appendix C), also includes *Potential State-Level Strategies to Advance Sustainable, Equitable Communities and Reduce Vehicle Miles of Travel (VMT)* which outlines a list of potential additional strategies that the State could pursue to help achieve further VMT reduction, support local and regional actions already underway, and advance multiple additional goals.

While this document is intended to guide State-level actions, many of the strategies can also be implemented at a regional and local level. Sustainable Communities grant applicants are encouraged to explore these strategies and apply them, as appropriate, to proposed planning projects.

[https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2030sp\\_appc\\_vmt\\_final.pdf](https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2030sp_appc_vmt_final.pdf)

For current activities and future updates on Scoping Plan efforts, visit:

<https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan>

#### Senate Bill 743

Senate Bill (SB) 743 was signed in 2013, with the intent to “more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.” When implemented, “traffic congestion shall not be considered a significant impact on the environment” within California Environmental Quality Act (CEQA) transportation analysis. The CEQA guidelines have since established Vehicle Miles Traveled (VMT) as one of the measures of transportation-related environmental impact, beginning December of 2018. A key element of transportation analysis under the new guidance is forecasting induced vehicular travel.

Applicants who wish to pursue model improvements using Sustainable Communities formula or technical grants are encouraged to review available materials relating to forecasting induced travel, including those found on the Caltrans SB 743 implementation website, and refer to the example below. Refer to the Caltrans Traffic Analysis Framework for a detailed list of recommended standards for improved forecasting of induced vehicular travel.



Examples include:

- Integration of land use modeling into travel demand models, improving long-term induced travel modeling capability
- Incorporation of impacts to trip-making behaviors as a result of network improvements
- Improved congestion feed-back into existing models, or pre- and post-processing procedures
- Induced travel case studies

**SB 743:** [http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201320140SB743](http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743)

**Caltrans SB 743 Implementation:**

<https://dot.ca.gov/programs/transportation-planning/office-of-smart-mobility-climate-change/sb-743>

## Addressing the Needs of Disadvantaged Communities

Caltrans encourages eligible applicants to apply for Sustainable Communities Competitive Grants to address transportation needs and deficiencies in disadvantaged communities. Supporting planning projects that benefit a disadvantaged community is a priority; therefore, a minimum threshold of 50 percent of Sustainable Communities Competitive Grants has been identified for projects that benefit disadvantaged communities, which includes Native American Tribal Governments and rural communities (for transportation planning purposes, rural is defined as all areas of the State that are not included in urbanized areas of 50,000 in population or greater; see map in Appendix C which indicates rural areas).

Grant applicants are required to provide a justification in their grant application for how the project area meets the definition of a disadvantaged community and a description of how the project will benefit these communities, as well as how these communities will be engaged throughout the project.

The tools below, related to income level, environmental burden, and health inequities, are intended to help applicants identify the most vulnerable places that are facing disproportionate rates of economic, environmental, and health burdens. These tools must be cited in the grant application, as well as how the project area is compared to the statewide thresholds that are established in each tool.

### Regionally and/or Locally Defined Disadvantaged Communities

Regionally and/or locally defined disadvantaged communities may be acceptable as long as statewide thresholds for the tools below are not circumvented. Applicants that use a regional or local definition should also provide data for their project, using the statewide tools below. Caltrans may not accept the regional/local definition if it is inadequately supported in the justification section of the grant application.

#### IMPORTANT INFORMATION:

Grant applicants are required to provide a justification in their grant application for how the project area meets the definition of a disadvantaged community and a description of how the project will benefit these communities, as well as how these communities will be engaged throughout the project.

## Assembly Bill (AB) 1550 (Gomez, Chapter 369, Statutes of 2016)

AB 1550 further enhanced the Greenhouse Gas Reduction Fund statutory requirements to invest in disadvantaged communities by requiring a minimum investment of twenty-five percent in disadvantaged communities and another ten percent in low-income households or communities. AB 1550 provides definitions for low-income households and low-income communities that may be considered in application development:

- (1) "Low-income households" are those with household incomes at or below 80 percent of the statewide median income or with household incomes at or below the threshold designated as low income by the Department of Housing and Community Development's list of state income limits adopted pursuant to Section 50093.
- (2) "Low-income communities" are census tracts with median household incomes at or below 80 percent of the statewide median income or with median household incomes at or below the threshold designated as low income by the Department of Housing and Community Development's list of state income limits adopted pursuant to Section 50093.

**AB 1550:** [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201520160AB1550](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160AB1550)

## California Department of Education, Free or Reduced Priced Meals Data (FRMP)

The California Department of Education maintains the complete data files pertaining to students who are eligible for FRMP. FRMP data are collected annually and can also be used to assist Sustainable Communities applicants to define their disadvantaged community. Per SB 99 (Chapter 359, Statutes of 2013), the State's Active Transportation Program disadvantaged community's definition includes low income schools, where at least 75 percent of students are eligible to receive free or reduced meals under the National School Lunch Program.

<https://www.cde.ca.gov/ds/sd/sd/files.asp>

**SB 99:** [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201320140SB99](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB99)

## CalEnviroScreen Version 3.0

CalEnviroScreen is a screening methodology that can be used to help identify California communities that are disproportionately burdened by multiple sources of pollution. CalEnviroScreen uses environmental, health, and socioeconomic information to produce a numerical score for each census tract in the state. For purposes of SB 535 (De León, Statutes of 2012), disadvantaged communities are defined as the top 25 percent scoring areas from CalEnviroScreen along with other areas with high amounts of pollution and vulnerable populations.

<http://oehha.maps.arcgis.com/apps/View/index.html?appid=c3e4e4e1d115468390cf61d9db83efc4>

## California Healthy Places Index (HPI)

The California Healthy Places Index (HPI) is an interactive data and mapping tool that provides a detailed snapshot of the social determinants of health across California, mapped down to the Census tract level. HPI provides comparison rankings of Census tracts statewide and an accompanying policy action guide. Therefore, the HPI can be a useful tool in prioritizing areas with high levels of social and economic disadvantage for funding, policy, and planning interventions.

HPI was developed by the Public Health Alliance of Southern California in collaboration with health departments and data experts across the state. Because the HPI focuses on the social and environmental conditions that contribute to health, policy makers and local agencies can use it to identify actionable policies that would improve health in their community, such as improving transportation access, housing affordability and quality, or access to parks and open space, HPI also incorporates “decision support layers” that can be overlaid to show additional indicators such as the California Department of Public Health’s (CDPH) climate change and health vulnerability indicators (see Appendix A. under Public Health Resources, **CDPH Climate Change and Health Vulnerability Indicators** for more information.).



<https://healthyplacesindex.org/>

### Understanding the HPI Score

The HPI includes a composite score for each Census tract in the State. The higher the score, the healthier the community conditions. Each Census tract's score is converted to a percentile, which allows it to be compared to other California Census tracts. For example, an HPI percentile of 79 indicates that a Census tract has healthier community conditions than 79 percent of the Census tracts in California. HPI percentile rankings are further broken into quartiles, with percentiles below 25 typically used to indicate disadvantaged communities. Thus, lower scores can be used to demonstrate a community, or project/service area, is disadvantaged for purposes of qualifying for the minimum threshold of 50 percent for disadvantaged communities in this program.

In addition to the composite score and percentile ranking, applicants can review the individual domain scores or indicators themselves and explain how their project will improve one or more of these public health challenges. The numeric value and percentile ranking for these component indicators can be found either by using the live map or by accessing the data directly. These tools can be accessed at:

**Live Map:** <https://map.healthyplacesindex.org/>

**Direct Data:** <https://healthyplacesindex.org/data-reports/>

HPI Examples		
Indicator	HDI Percentile	How will the project improve this health challenge?
<b>Policy Action Area (Composite) Scores</b>		
Neighborhood	Percentile ranking of all neighborhood-related indicators	Demonstrate how this plan will address health and transportation challenges related to neighborhood indicators (park access, supermarket access, retail density, alcohol availability and tree canopy)
Transportation	Percentile ranking of all transportation indicators	Demonstrate how this plan will address health and transportation challenges related automobile access and active commuting
<b>Individual Indicators</b>		
Automobile Access	XX percent	Describe how plan will increase and improve transportation access to vital destinations, goods and services for those without auto access.
Active Commuting	XX percent	Describe how the plan will improve transportation options for those without a car, specifically regarding active commuting by foot, bike, and transit in the project area.
Park Access	XX percent	Demonstrate how project will improve transportation access to parks/ open space.

For more information on the HPI, including how to calculate a score for your project area and suggested project types for improving public health, visit [\https://healthyplacesindex.org/](https://healthyplacesindex.org/).

### Senate Bill 1000 (Leyva, Chapter 587, Statutes of 2016)

SB 1000 requires local jurisdictions to develop environmental justice elements in their next General Plan updates. Specifically, the environmental justice element, or the environmental justice goals, policies, and objectives in other elements, must be adopted or reviewed upon the adoption or next revision of 2 or more elements concurrently on or after January 1, 2018. Grant applicants are encouraged to describe efforts to comply with this new general plan requirement.

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201520160SB1000](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB1000)

### California Environmental Justice Alliance SB 1000 Toolkit

The California Environmental Justice Alliance SB 1000 Toolkit may help applicants describe their efforts to include the Environmental Justice element in their general plan updates.

<https://caleja.org/2017/09/sb-1000-toolkit-release/>

### Displacement/Gentrification

Transportation improvements, especially new rail lines and stations to low-income communities, can increase access to opportunities. But they can also result in much higher property values and an increase in the cost of owning and renting property, inadvertently displacing existing residents and businesses. Being forced to leave a home is a stressful, costly and traumatic life event, especially when affordable housing is so limited. There is a growing recognition of tools and strategies that can be implemented alongside community investments to reduce displacement.

Grant applicants are encouraged to reference the *2017 RTP Guidelines, Appendices K and L*, for best practices in addressing displacement of low income and disadvantaged communities.

### **Transformative Climate Communities Program**

The State's Transformative Climate Communities Program provides a framework for applicants to avoid displacement and may assist Sustainable Communities grant applicants in addressing displacement.

[http://sgc.ca.gov/programs/tcc/docs/20180815-TCC\\_Final\\_GUIDELINES\\_07-31-2018.pdf](http://sgc.ca.gov/programs/tcc/docs/20180815-TCC_Final_GUIDELINES_07-31-2018.pdf).

### **Implementing Senate Bill 350 (De Leon, Chapter 547, Statutes of 2015) and Community Needs Assessments**

Caltrans supports implementation of SB 350, the Clean Energy and Pollution Reduction Act of 2015, which establishes as a State priority the reduction of GHG emissions through the promotion of various clean energy policies, including widespread transportation electrification, for the benefit of all Californians. Transforming the State's transportation sector to support widespread electrification requires increasing access for all Californians, including low-income residents and those living in disadvantaged communities, across a broad spectrum of clean transportation and mobility options to address community specific transportation needs. Caltrans is leading efforts to identify low-income residents and disadvantaged communities' transportation and mobility needs through ongoing and potential future statewide planning processes.

In support of this State goal, Sustainable Communities applicants are encouraged to conduct local Community Needs Assessments of low-income resident and disadvantaged communities' transportation and mobility needs to ensure feedback is incorporated in transportation planning. Community Needs Assessments include an evaluation of the following categories of transportation barriers and opportunities at the community level: (1) Access and Reliability; (2) Convenience; (3) Safety; (4) Demographic Characteristics and Community Setting; and, (5) Planning, Infrastructure and Investments.

**SB 350:** [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201520160SB350](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB350)

### **Final Guidance Document, Low-Income Barriers Study, Part B: Overcoming Barriers to Clean Transportation Access for Low-Income Residents**

In February 2018, the California Air Resources Board released the Final Guidance Document, *Low-Income Barriers Study, Part B: Overcoming Barriers to Clean Transportation Access for Low-Income Residents*. This Guidance Document provides background for SB 350 and may assist Sustainable Communities applicants with developing Community Needs Assessments as a standalone project or as part of a proposed project.

<https://ww2.arb.ca.gov/resources/documents/carb-barriers-report-final-guidance-document>

## **Public Health Resources**

The following tools can be used to further describe the community's climate change and health vulnerability, and other needs, including helping to create qualitative descriptions of existing community health risks and vulnerabilities and how the proposal will address them.

### **Community Health Needs Assessments**

Community Health Needs Assessments (CHNA) and implementation strategies are regularly conducted by county public health departments and are newly required of tax-exempt hospitals as a result of the Patient Protection and Affordable Care Act. These assessments and strategies create an important opportunity to improve the health of communities. They ensure that hospitals

have the information they need to provide community benefits that meet the needs of their communities. They also provide an opportunity to improve coordination of hospital community benefits with other efforts to improve community health. By federal statute, the CHNAs must take into account input from “persons who represent the broad interests of the community served by the hospital facility, including those with special knowledge of or expertise in public health.” To avoid duplicative efforts, grant applicants are encouraged to contact and coordinate with local health departments/non-profit hospitals to take advantage of information that may have been collected as part of CHNA efforts, such as low-income resident and disadvantaged communities' transportation and mobility needs. It is important for grant applicants to connect with these public health entities for both partnership building on transportation needs for under-resourced communities, but also to not over-burden those communities with multiple assessments or efforts asking similar questions.

<https://www.astho.org/Programs/Access/Community-Health-Needs-Assessments/>

### **CDPH Climate Change and Health Vulnerability Indicators (CCHVIs)**

CDPH developed the Climate Change and Health Vulnerability indicators, narratives, and data to provide local health departments and partners the tools to better understand the people and places in their jurisdictions that are more susceptible to adverse health impacts associated with climate change, specifically extreme heat, wildfire, sea level rise, drought, and poor air quality. The assessment data can be used to screen and prioritize where to focus deeper analysis and plan for public health actions to increase resilience.

The CCHVIs can be viewed on “CCHViz”, CDPH's interactive data visualization platform:

<https://discovery.cdph.ca.gov/ohe/CCHViz/>. The CCHVIs have also been incorporated into the HPI as decision support layers, to better integrate addressing health outcomes associated with climate change and various social determinants of health. See above for more information on the HPI.

<https://www.cdph.ca.gov/Programs/OHE/Pages/CC-Health-Vulnerability-Indicators.aspx>

### **CDPH Climate Change and Health Profile Reports (CHPRs)**

The CDPH Climate Change and Health Profile Reports are designed to help counties in California prepare for the health impacts related to climate change through adaptation planning. The reports present projections for county and regional climate impacts, the climate-related health risks, and local populations that could be vulnerable to climate effects. The information is based on available science compiled from previously published, state-sponsored research and plans.

<https://www.cdph.ca.gov/Programs/OHE/Pages/ClimateHealthProfileReports.aspx>

### **CDPH Healthy Communities Data and Indicators Project (HCI)**

The goal of the HCI is to enhance public health by providing a standardized set of statistical measures, data, and tools that a broad array of sectors can use for planning healthy communities and evaluating the impact of plans, projects, policy, and environmental changes on community health. The Healthy Community Framework identifies 20 key attributes (i.e., “aspirational goals”, such as “Safe, sustainable, and affordable transportation options” or “Access to affordable and safe opportunities for physical activity”) of a healthy community through all stages of life, clustered in five broad categories (i.e., “domains”, such as “Meets the Basic Needs of All” or “Quality and Sustainability of Environment”). HCI data indicators, narratives, and visualizations are found here.

<https://www.cdph.ca.gov/Programs/OHE/Pages/HCI-Search.aspx>

## Active Community Engagement

Sustainable Communities Competitive Grant applications must include an explanation of how local residents and community-based organizations will be meaningfully engaged in developing the final product, especially those from disadvantaged and low-income communities, and how the final product will address community-identified needs. Applicants are encouraged to implement, as applicable and appropriate the tips, best practices, and tools listed below:

### Community Engagement Best Practices

- Utilize a Participatory Budgeting (PB) planning process, as appropriate. PB is a democratic approach to public spending that meaningfully and deeply engages people in government and the community. During PB, community members democratically decide how to spend part of a public budget, enabling them to make the fiscal decisions that affect their lives and the health of their communities.
- Seek existing community-based organizations or agencies that organize vulnerable populations, to be able to reach out and form collaborative relationships.
- Involve local health departments which can provide assistance in reaching community-based organizations and disadvantaged and vulnerable community members.
- Collaborate with disadvantaged and vulnerable communities to design and implement programs, plans and policies. Robust engagement of disadvantaged and vulnerable communities in significant agency decisions brings about better decisions through increased input from different perspectives, increases buy-in and acceptance of decisions and support for their implementation.
- Make opportunities for input accessible in terms of formats (pop-up workshops, temporary built-environment demonstrations, online, in public meetings, one on one, by mail, etc.), venues (at school and community events, community centers, libraries, transit hubs, etc.), hours (evening or weekend), and language (accessible to lay people and translated into the principle languages of the relevant communities, including accessible media such as caption videos).
- Develop a written collaboration agreement or memorandum of understanding that defines respective roles, expectations, desired outcomes, and agreements for how to work together.
- Establish an advisory group of representatives of vulnerable communities, including community leaders and give them worthwhile roles to design the public engagement process, so that community capacity is built during the collaboration process.
- Conduct targeted outreach to community groups representing special needs populations, disadvantaged communities and a variety of socio-economic groups through various methods.
- Use a variety of outreach methods to optimize participation, such as creating and marketing user-friendly survey websites for public feedback, conducting surveys in multiple languages to collect input on local citizens' priorities, and carrying out meetings at accessible times and meeting locations (e.g., using community group buildings, hosting pop-up workshops at public venues, etc.).

**Note:** The applicant should increase efforts beyond basic public noticing and public hearings. Options for demonstrating additional public outreach could include, but not limited to all the above.

## Videos and Training on COVID-19 Public Engagement Best Practices and Strategies

In response to the COVID-19 pandemic, public engagement is adapting to the current environment of social distancing protocols. Applicants will need to consider how to conduct public outreach and engagement during these times. Below are some resources to help applicants evaluate the best strategy for public engagement.

- **Digital Engagement:** Digital engagement can greatly increase the reach of public education and involvement; many public agencies have been surprised by the positive results and substantial increase in participants.

**Caltrans Planning Horizons, “Digital Public Engagement and Transportation: Getting It Right – Theory, Techniques and Best Practices.”**

<https://youtu.be/85t9ibR2U7Q>

- **Public Engagement in Disadvantaged Communities:** Celia McAdam and Natalie Porter of AIM Consulting hosted a WTS seminar where they provided examples and strategies for public outreach during the COVID-19 pandemic.

<https://youtu.be/k2dPVqhlwvc>

## Integrated Housing, Land Use, and Transportation Planning

Development patterns directly impact GHG emissions, including those from transportation between jobs and housing. Improved coordination between housing and transportation can reduce commute times, increase transit ridership, lower vehicle miles traveled, lower pollution and GHG, provide greater economic opportunity, and other positive outcomes.

To support planning for housing California's growing population, the State Department of Housing and Community Development (HCD) reviews each local government's housing element of its general plan.

- The housing element must plan to meet the local government's existing and regional housing needs allocation and quantify and analyze the specific needs and resources available to address the housing needs.
- A housing element can also provide a mechanism to adopt efficient land-use strategies, including those that address climate change and reduce greenhouse emissions. For example, strategies could include the promotion of higher density, infill development, mixed-use development, or transit-oriented development near transit stations or transit corridors.
- Local governments are required to annually submit progress reports on the implementation of the housing element and provide a detail of production toward their projected housing needs.

For more information on:

- Housing element requirements, see the HCD Building Blocks website at <https://www.hcd.ca.gov/community-development/building-blocks/index.shtml>,
- Adopted housing element requirements, see the “Housing Element Process” section at <https://www.hcd.ca.gov/community-development/building-blocks/getting-started/before-starting.shtml>
- A local government's housing element compliance, see <http://www.hcd.ca.gov/community-development/housing-element/docs/status.pdf>
- Annual Progress Reports, see the “Annual Progress Report” section at <https://www.hcd.ca.gov/community-development/housing-element/index.shtml>



## Promote the Region's RTP/SCS, State Planning Priorities, and Climate Adaptation Goals

The intent of additional Sustainable Communities grant funding, pursuant to SB 1 - The Road Repair and Accountability Act of 2017, is to encourage local and regional planning that furthers state goals, including but not limited to, the goals and best practices cited in the RTP Guidelines. Competitive applications will incorporate these cutting-edge planning practices into their proposed planning projects.

### **2017 RTP Guidelines (Appendix K, Page 273; Appendix L, Page 309)**

The California Transportation Commission adopted the 2017 RTP Guidelines for RTPAs and 2017 RTP Guidelines for MPOs which includes Appendix K – Promoting Health and Health Equity in MPO RTPs and Appendix L – Planning Practice Examples. These appendices highlight planning practices that are undertaken by large, medium, and small MPOs in both rural and urban areas throughout the State.

<https://dot.ca.gov/programs/transportation-planning/regional-planning/federal-state-planning-program/2017-rtp-guidelines-for-mpos>

### **SB 1 - The Road Repair and Accountability Act of 2017 (Beall, Chapter 5, Statutes of 2017)**

**SB 1:** [https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=201720180SB1](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201720180SB1)

### **SB 375 (Steinberg, Chapter 728, Statutes of 2008)**

Caltrans supports SB 375 RTP SCS efforts. Successful applications must be compatible with an existing adopted SCS, where applicable, that meets the region's GHG targets, and must strongly support and aim to implement regional SCS efforts. The SCS planning process is intended to help communities reduce transportation related GHG emissions, coordinate land use and transportation planning, and assist local and regional governments in creating sustainable communities for residents throughout the State.

Although most rural areas of the State are not subject to SB 375 SCS requirements, Caltrans still promotes the development of sustainable communities in these areas of the State and efforts to match GHG reduction targets and other goals embodied in SCSs under SB 375. Eligible rural agencies are strongly encouraged to apply for Sustainable Communities Competitive Grants.

#### **Information on SB 375-related planning efforts:**

<https://ww2.arb.ca.gov/our-work/topics/sustainable-communities>.

**SB 375:** [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=200720080SB375](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080SB375)

## Complete Streets and Smart Mobility Framework

Caltrans also supports complete streets and the Smart Mobility Framework (SMF). If applicable, Caltrans encourages applicants to consider the tools and techniques contained in the SMF as well as typical components of complete streets. Specifically, this might include how the project addresses components of community design, regional accessibility, place types, and priority activities to achieve smart mobility outcomes, community transition, and associated multimodal performance measures for the appropriate context of the problem. Information on these efforts can be found at:

### Complete Streets

<https://dot.ca.gov/programs/transportation-planning/office-of-smart-mobility-climate-change/smart-mobility-active-transportation/complete-streets>

### Smart Mobility Framework

<https://dot.ca.gov/programs/transportation-planning/office-of-smart-mobility-climate-change/smart-mobility-active-transportation/smart-mobility-framework>

## Climate Ready Transportation

Through the Grant Program, Caltrans supports the State's broader efforts to help ensure our transportation infrastructure is climate-ready. In order to prioritize these investments, Governor Gavin Newsom signed Executive Order (EO) N-19-19 on September 20, 2019 to redouble the state's "efforts to reduce greenhouse gas emissions and mitigate the impacts of climate change while building a sustainable, inclusive economy." The EO lists California's ambitious and essential climate goals to transition to a healthier, more sustainable and more inclusive economy, including:

- Reducing greenhouse gas emissions 40 percent below 1990 levels by 2030
- Providing 100 percent of the State's electricity from clean energy sources by 2045
- Reducing methane emissions and hydrofluorocarbon gases by 40 percent
- Adding five million zero-emission vehicles to the State's roads by 2030

To help achieve these goals, the EO directs the California State Transportation Agency to leverage over \$5 billion in annual state transportation spending toward transportation construction, operations, and maintenance to lower fuel consumption and greenhouse gas emissions from transportation. This includes strategies for lowering vehicle miles traveled, such as supporting housing development near available jobs, and supporting active modes of transportation such as biking and walking that also benefit public health. The EO specifically requires that the State Transportation Agency also work to mitigate increased transportation costs for low-income communities.

<https://www.gov.ca.gov/wp-content/uploads/2019/09/9.20.19-Climate-EO-N-19-19.pdf>

## Integrated Climate Adaptation and Resiliency Program

Senate Bill 246 (Wieckowski, Chapter 606, Statutes of 2015) established the Integrated Climate Adaptation and Resiliency Program (ICARP) within the Governor's Office of Planning and Research to coordinate regional and local efforts with State climate adaptation strategies

(Public Resources Code Section 71354). Grant applicants may refer to the ICARP website to explore the State Adaptation Clearinghouse, a centralized source of information and resources to assist decision makers at the state, regional, and local levels when planning for and implementing climate adaptation projects to promote resiliency across California.

**ICARP Website:** <http://www.opr.ca.gov/planning/icarp/>

**SB 246:** [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201520160SB246](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB246)

## Community Climate Resiliency

Grant applicants are encouraged to consider if the surrounding community is experiencing any specific climate vulnerabilities and how the proposed planning project aims to address specific concerns. Grant applicants should also describe how potential climate impacts are taken into consideration in the proposed planning project, such as the incorporation of natural infrastructure, and, if applicable, how the project conforms with the local implementation of SB 379 (Jackson, Statutes of 2015), Government Code Section 65302(g)(4), where cities and counties are required to address climate adaptation and resiliency strategies in the safety element of their general plan.

## Defining Vulnerable Communities in an Adaptation Context, OPR Resource Guide

The Governor's Office of Planning and Research, with input from the Integrated Climate Action and Resiliency Program (ICARP) Technical Advisory Council, developed a resource guide for practitioners to use when first considering how to define vulnerable communities in an adaptation context. The document includes: (1) The ICARP Technical Advisory Council's definition of climate-vulnerable communities, (2) A summary of existing statewide assessment tools that can be used to identify vulnerable communities in a climate adaptation context, including a crosswalk with the indicators that are required elements of an SB 1000 (Leyva, Statutes of 2016) analysis; (3) Additional indicators that could be used to assess underlying vulnerability on a case-by-case basis; (4) A list of process guides that can serve to aid agencies undertaking efforts to define vulnerable communities.

<http://opr.ca.gov/planning/icarp/vulnerable-communities.html>

## Climate Action Plans

Many California cities and counties are developing Climate Action Plans to reduce their GHG emissions. The website above provides a host of resources, including example Climate Action Plans and templates.

<http://www.ca-ilg.org/climate-action-plans>

## Safeguarding California

Safeguarding California is the strategy that organizes state government climate change adaptation activities.

<http://resources.ca.gov/climate/safeguarding/>

## CalAdapt

Cal-Adapt provides a view of how climate change might affect California. Find tools, data, and resources to conduct research, develop adaptation plans and build applications.

<http://cal-adapt.org/>

## California Climate Adaptation Planning Guide

The Adaptation Planning Guide provides guidance to support regional and local communities in proactively addressing the unavoidable consequences of climate change. It provides a step-by-step process for local and regional climate vulnerability assessment and adaptation strategy development.

<http://resources.ca.gov/climate/safeguarding/local-action/>

## California Sustainable Freight Action Plan

In July 2015, Governor Edmund G. Brown Jr. issued Executive Order B-32-15, which provides a vision for California's transition to a more efficient transport system. This transition of California's freight transport system is essential to supporting the State's economic development in coming decades while reducing harmful pollution affecting many California communities. As a key first step, the Governor's Executive Order directs the California State Transportation Agency, California Environmental Protection Agency, Natural Resources Agency, California Air Resources Board, California Department of Transportation, California Energy Commission, and Governor's Office of Business and Economic Development to develop a California Sustainable Freight Action Plan (Action Plan), by July 2016. This Action Plan is an unprecedented effort, intended to integrate investments, policies, and programs across several State agencies to help realize a singular vision for California's freight transport system. The Action Plan provides a recommendation on a high-level vision and broad direction to the Governor to consider for State agencies to utilize when developing specific investments, policies, and programs related to the freight transport system that serves our State's transportation, environmental, and economic interests. Competitive grant applications will highlight how their planning effort will support this Action Plan.

<https://dot.ca.gov/programs/transportation-planning/freight-planning>

## **APPENDIX B. SAMPLE APPLICATION PACKAGE**

The Grant Application Guide and all fillable application documents can be found on the Sustainable Transportation Planning Grant website.

- Application Cover Sheet, Signature Page, and Checklist
- Application Narrative
- Scope of Work and Checklist
- Cost and Schedule and Checklist
- Third-Party In-Kind Valuation Plan and Checklist
- Local Resolution and Checklist

## Application Checklist

The following documents are required and must be submitted via e-mail in one single PDF document. Keep the file name brief, as files become corrupt when file names are too long. Refer to the Grant Application Guide for additional information and/or samples. Failure to include any of the required documents will result in a reduced application score.

**PDF documents should be submitted in their fillable PDF formats.**

Required Documents	
(x)	Ensure these items are completed prior to submitting to Caltrans
	Application Cover Sheet
	Signature Page (Electronic signatures accepted)
	Application Narrative
	Scope of Work
	Project Timeline
	Third Party In-Kind Valuation Plan (if applicable, required upon award)
	Map of Project Area
Supplemental Documentation (not required)	
	Graphics of Project Area (when applicable)
	Letter(s) of support
	Data



**Sustainable Transportation Planning Grant Program**  
GRANT APPLICATION COVER SHEET

PART A. APPLICATION INFORMATION				FY 2021-22	
<b>Grant Category</b> (choose only one)					
<input checked="" type="checkbox"/>	<b>Sustainable Communities</b> (MPOs with sub-applicant, RTPAs, Transit Agencies, Cities, Counties, Tribes, other Public Transportation Planning Entities)			<input checked="" type="checkbox"/>	<b>Strategic Partnerships</b> (MPOs and RTPAs only)
	Sustainable Communities Competitive (11.47% Local Match requirement)				Strategic Partnerships (FHWA SPR Part I) (20% Local Match requirement)
	Sustainable Communities Competitive Technical (11.47% Local Match requirement)				Strategic Partnerships Transit (FTA 5304) (11.47% Local Match requirement)
<b>Application Submittal Type</b> (choose only one)					
<input checked="" type="checkbox"/>	<b>New</b>	<input checked="" type="checkbox"/>	<b>Prior Phases</b>	<input checked="" type="checkbox"/>	<b>Re-Submittal</b>
	New Application		Continuation of a prior project. If so, list the project title below.		Re-submittal from a prior grant cycle. If so, list below how many times grantee has submitted an application for this project

PART B. PROJECT INFORMATION					
<b>Project Title and Location</b>					
Project Title					
Project Location (City)		Project Location (County)			
<b>PART D: Funding Information</b>					
1. Is the applicant proposing to meet the minimum local match requirement or an over-match? Use the Match Calculator to determine the appropriate match. <a href="#">Match Calculator</a>					
<input type="checkbox"/> Minimum Local Match <input type="checkbox"/> Over-Match					
2. What is the source of Local Match funds being used? (MPOs – Federal Toll Credits, PL, and FTA 5303 Funds <u>cannot</u> be used to match Sustainable Communities Competitive)					
<input type="checkbox"/> Local Transportation Funds <input type="checkbox"/> Local Sales Tax <input type="checkbox"/> Special Bond Measures					
<input type="checkbox"/> Other, specify: <input type="text"/>					
<b>Grant Funds Requested</b>	<b>Local Match (Cash)</b>	<b>Local Match (In-Kind)</b>	<b>Total Local Match</b>	<b>% Local Match</b>	<b>Total Project Cost</b>
\$	\$	\$	\$		\$



**Sustainable Transportation Planning Grant Program**  
GRANT APPLICATION COVER SHEET

**PART C. CONTACT INFORMATION**

	Applicant	Sub-Applicant	Sub-Applicant
Organization (legal name)			
Street Address			
Phone Number			
City			
Zip Code			
Executive Director Name			
Title			
Contact Person Name			
Contact Person Title			
Phone Number			
Contact E-mail address			

**PART D. COMPLIANT HOUSING ELEMENT**

City/County Applying for Sustainable Communities Grants	Yes (X)	No (X)
Does the City/County have a compliant Housing Element?		
Has the City/County submitted Annual Progress Report to HCD for calendar years 2018 and 2019?		





**Sustainable Transportation Planning Grant Program**  
**GRANT APPLICATION COVER SHEET**

**PART E. LEGISLATIVE INFORMATION**

Use the following link to determine the appropriate legislative members in the Project area.  
 Search by address: <http://findyourrep.legislature.ca.gov/>

State Senator(s)		Assembly Member(s)	
District	Name	District	Name

**PART F. LETTERS OF SUPPORT**

List all letters of support received for the proposed project.

Name/Agency	Name/ Agency



**Sustainable Transportation Planning Grant Program**  
GRANT APPLICATION SIGNATURE PAGE

If selected for funding, the information contained in this application will become the foundation of the contract with Caltrans.

To the best of my knowledge, all information contained in this application is true and correct. If awarded a grant with Caltrans, I agree that I will adhere to the program guidelines.

Applicant			
Authorized Official (Applicant)			
Print Full Name			
Title			
Signature		Date	
Sub-Applicant(s)			
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	



**Sustainable Transportation Planning Grant Program**  
 SUSTAINABLE COMMUNITIES - GRANT APPLICATION  
 NARRATIVE

<b>PART G. APPLICATION NARRATIVE</b>		FY 2021-22
<b>Project Information</b>		
Organization (legal name)		
Project Title		
Project Area Boundaries		
<b>Application Narrative</b>		
<p><b>1. Project Description 150 words maximum (10 points)</b>                  Briefly summarize project in a clear and concise manner, including major deliverables, parties involved, and any connections to relevant local, regional, and/or State planning efforts. <b>Do not exceed the space provided.</b></p>		
<p><b>2A. Project Justification (15 points)</b></p> <ul style="list-style-type: none"> <li>• Describe the problems or deficiencies the project is attempting to address, as well as how the project will address the identified problems or deficiencies.</li> <li>• List the ramifications of not funding this project.</li> <li>• Clearly define the existing issues surrounding the project (e.g., transportation issues, inadequate transit services, impacts of heavy trucking on local streets, air pollution, etc.).</li> <li>• Competitive applications support the need for the project with empirical data.</li> <li>• Describe how this project addresses issues raised</li> <li>• Define the public benefit</li> <li>• Explain how the public was involved with identifying issues</li> <li>• Describe the impact of not funding the project</li> <li>• <b>Do not exceed the space provided</b></li> </ul>		



**Sustainable Transportation Planning Grant Program**  
**SUSTAINABLE COMMUNITIES - GRANT APPLICATION**  
**NARRATIVE**

<p><b>2B. Disadvantaged Communities Justification (5 points)</b></p> <ul style="list-style-type: none"> <li>• Explain how the project area or portions of the project area are defined as a disadvantaged community, including Native American Tribal Governments and rural communities.</li> <li>• Explain how the proposed project addresses the needs of the disadvantaged community.</li> <li>• Describe how disadvantaged communities will benefit from the proposed planning project.</li> <li>• The tools in Grant Application Guide, Appendix A, are intended to help applicants define a disadvantaged community.             <ul style="list-style-type: none"> <li>○ Cite data sources, the tools used, and include a comparison to the statewide thresholds that are established in each tool.</li> </ul> </li> <li>• <b>Do not exceed the space provided.</b></li> </ul>
<p><b>2C. Disadvantaged Communities Engagement (5 points)</b></p> <ul style="list-style-type: none"> <li>• Describe how the proposed effort would engage disadvantaged communities, including Native American Tribal Governments and rural communities. Include specific outreach methods for involving disadvantaged communities.</li> <li>• Describe how disadvantaged communities will continue to be engaged during the next phases after the proposed planning project is complete, including project implementation. See Grant Application Guide, Appendix A, for best practices in community engagement.</li> <li>• <b>Do not exceed the space provided.</b></li> </ul>
<p><b>3. Grant Specific Objectives (Total 35 points)</b></p> <p>Integrate the following Grant Program Considerations (Grant Application Guide, Chapter 1.2) in the responses for 3A-G below, as applicable:</p> <ul style="list-style-type: none"> <li>• Caltrans Strategic Management Plan</li> <li>• California Transportation Plan (CTP) 2040</li> <li>• Modal Plans that Support the CTP 2040</li> <li>• Title VI and Environmental Justice</li> </ul>



**Sustainable Transportation Planning Grant Program**  
**SUSTAINABLE COMMUNITIES - GRANT APPLICATION**  
**NARRATIVE**

<p><b>3A. Grant Specific Objectives (5 points)</b></p> <ul style="list-style-type: none"> <li>• Explain how the proposal encourages local and regional multimodal transportation, housing and land use planning that furthers the region’s RTP SCS (where applicable).</li> <li>• Demonstrate how the proposed effort would coordinate transportation, housing, and land use planning components of the project to inform one another (i.e., regular coordination meetings between responsible entities, joint community meetings, letters of commitment from all relevant implementing agencies, etc.</li> <li>• Explain how the proposed effort would contribute to shifts in land use towards more sustainable and equitable communities, such as more affordable housing near transit or more compact regional development patterns. (Reference Grant Application Guide, Chapter 2.2, for example project types)</li> <li>• <b>Do not exceed the space provided.</b></li> </ul>
<p><b>3B. Grant Specific Objectives (5 points)</b></p> <ul style="list-style-type: none"> <li>• Explain how the proposal contributes to the State’s GHG reduction targets and advances transportation related GHG emission reduction project types/strategies (i.e., mode shift, demand management, travel cost, operational efficiency, accessibility, and coordination with future employment and residential land use, etc.)</li> <li>• <b>Do not exceed the space provided.</b></li> </ul>
<p><b>3C. Grant Specific Objectives (5 points)</b></p> <ul style="list-style-type: none"> <li>• Explain how the proposal supports other State goals, including but not limited to:             <ul style="list-style-type: none"> <li>○ State Planning Priorities (Government Code Section 65041.1)</li> <li>○ Climate Adaptation Goals (Safeguarding California)</li> <li>○ Goals and Best Practices cited in the 2017 RTP Guidelines, Appendices K and L.</li> </ul> </li> <li>• <b>Do not exceed the space provided.</b></li> </ul>
<p><b>3D. Grant Specific Objectives (5 points)</b></p> <ul style="list-style-type: none"> <li>• Explain how the proposal encourages stakeholder involvement.             <ul style="list-style-type: none"> <li>○ List the stakeholders involved in the planning effort (e.g., first responders, community-based organizations, local housing and public health departments, transit agencies, and partners including State, federal, local agencies)</li> <li>○ Explain how stakeholders will be involved throughout the project.</li> </ul> </li> <li>• <b>Do not exceed the space provided.</b></li> </ul>



**Sustainable Transportation Planning Grant Program**  
**SUSTAINABLE COMMUNITIES - GRANT APPLICATION**  
**NARRATIVE**

<p><b>3E. Grant Specific Objectives (5 points)</b></p> <ul style="list-style-type: none"> <li>• Explain how the proposal involves active community engagement.</li> <li>• Describe the specific public outreach methods/events that will be employed throughout the project</li> <li>• Explain how public input will inform the project.</li> <li>• Describe how the effort will survey the public at the end of each outreach event to gauge effectiveness of these activities for the planning effort.</li> <li>• <b>Do not exceed the space provided.</b></li> </ul>
<p><b>3F. Grant Specific Objectives (5 points)</b></p> <ul style="list-style-type: none"> <li>• Explain how the proposal assists in achieving the Caltrans Mission and Grant Program Objectives (Grant Application Guide, Chapter 1.2)             <ul style="list-style-type: none"> <li>◦ Sustainability, Preservation, Accessibility, Safety, Innovation, Economy, Health, and Social Equity, as applicable.</li> </ul> </li> <li>• <b>Do not exceed the space provided.</b></li> </ul>
<p><b>3G. Grant Specific Objectives (5 points)</b></p> <ul style="list-style-type: none"> <li>• Explain how the proposal ultimately results in funded and programmed multimodal transportation system improvements. Applicants should discuss next steps for project implementation, including timing for programming improvements that would result from the planning effort.</li> <li>• <b>Do not exceed the space provided.</b></li> </ul>
<p><b>4. Project Management (Total 30 points)</b></p> <p>See Scope of Work and Cost and Schedule samples and checklists for requirements (Grant Application Guide, Appendix B), also available on the Caltrans grants website:  <a href="https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants">https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants</a></p>
<p><b>4A. Scope of Work (15 points)</b></p>
<p><b>4B. Project Timeline (15 points)</b></p>



**Sustainable Transportation Planning Grant Program**  
**STRATEGIC PARTNERSHIPS - GRANT APPLICATION NARRATIVE**

<b>PART G. APPLICATION NARRATIVE</b>		FY 2021-22
<b>Project Information</b>		
Organization (legal name)		
Project Title		
Project Area Boundaries		
<b>Application Narrative</b>		
<p><b>1. Project Description 150 words maximum (10 points)</b>                  Briefly summarize the project in a clear and concise manner, including major deliverables, parties involved, and any connections to relevant local, regional, and/or State planning efforts. <b>Do not exceed the space provided.</b></p>		
<p><b>2. Project Justification (30 points)</b></p> <ul style="list-style-type: none"> <li>• Describe the problems or deficiencies the project is attempting to address, as well as how the project will address the identified problems or deficiencies.</li> <li>• List the ramifications of not funding this project.</li> <li>• Clearly define the existing issues surrounding the project (e.g., transportation issues, in-adequate transit services, impacts of heavy trucking on local streets, air pollution, etc.).</li> <li>• Competitive applications support the need for the project with empirical data.</li> <li>• Describe how this project addresses issues raised.</li> <li>• Describe the impact of not funding the project.</li> <li>• <b>Do not exceed the space provided.</b></li> </ul>		
<p><b>3. Grant Specific Objectives (Total 20 points)</b>                  Integrate the following Grant Program Considerations (Grant Application Guide, Chapter 1.2) in the responses for 3A-3D below, as applicable:</p> <ul style="list-style-type: none"> <li>• Caltrans Strategic Management Plan</li> <li>• California Transportation Plan (CTP) 2040</li> <li>• Modal Plans that Support the CTP 2040</li> <li>• Title VI and Environmental Justice</li> </ul>		



**Sustainable Transportation Planning Grant Program**  
**STRATEGIC PARTNERSHIPS - GRANT APPLICATION NARRATIVE**

<p><b>3A. Grant Specific Objectives (5 points)</b></p> <ul style="list-style-type: none"> <li>List and explain how the proposal would accomplish the Federal Planning Factors (Grant Application Guide, Chapter 4.2), achieve the Caltrans Mission and the Grant Program Objectives (Grant Application Guide, Chapter 1.2.)</li> <li><b>Do not exceed the space provided.</b></li> </ul>
<p><b>3B. Grant Specific Objectives (5 points)</b></p> <ul style="list-style-type: none"> <li>Explain how the proposal partners with Caltrans to identify and address statewide, interregional, or regional transportation deficiencies in the State Highway System (or multimodal transportation system for transit-focused projects).</li> <li>Clearly define how Caltrans will be a partner in the proposed project, as appropriate for the project.</li> <li><b>Do not exceed the space provided.</b></li> </ul>
<p><b>3C. Grant Specific Objectives (5 points)</b></p> <ul style="list-style-type: none"> <li>Explain how the proposal strengthens government-to-government relationships.</li> <li>Outline the entities involved with the proposed project and how partnerships will be strengthened as a result.</li> <li><b>Do not exceed the space provided.</b></li> </ul>
<p><b>3D. Grant Specific Objectives (5 points)</b></p> <ul style="list-style-type: none"> <li>Explain how the proposal results in programmed system improvements.</li> <li>Discuss next steps for project implementation, including timing for programming improvements that would result from the planning effort.</li> <li><b>Do not exceed the space provided.</b></li> </ul>
<p><b>3. Project Management (Total 40 points)</b></p> <p>See Scope of Work and Cost and Schedule samples and checklists for requirements (Grant Application Guide, Appendix B), also available on the Caltrans grants website, <a href="https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants">https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants</a></p>
<p><b>4A. Scope of Work (20 points)</b></p>
<p><b>4B. Cost and Schedule (20 points)</b></p>



## Scope of Work Checklist

The Scope of Work (SOW) is the official description of the work that is to be completed during the contract. Tasks 1-6 outlined in the SOW are for illustrative purposes only. Task **Applications with missing components will be at a competitive disadvantage.** Please use this checklist to make sure your Scope of Work is complete.

Scope of Work	
(x)	Ensure these items are completed prior to submitting to Caltrans
	Use the Fiscal Year 2021-22 template provided and in Microsoft Word format.
	Include the activities discussed in the grant application.
	List all tasks using the same title as stated in the Project Cost and Schedule.
	Include task numbers in accurate and proper sequencing, consistent with the Project Cost and Schedule.
	Ensure that sub-task numbers are not included.
	Include a thorough Introduction to describe relevant background, related planning efforts, the project and project area demographics, including a description of the disadvantaged community involved with the project, if applicable.
	Include a thorough and accurate narrative description of each task.
	Task 01 is a required task. It must be titled "Project Administration", it cannot exceed 5% of the grant award amount, and only the grantee can charge against this Task. This Task must only include the following activities and deliverables: <ul style="list-style-type: none"> <li>• Project kick-off meeting between the grantee and Caltrans at the start of the grant</li> <li>• Invoicing and quarterly reporting to Caltrans</li> <li>• DBE Reporting (federal grants only)</li> </ul>
	Include Task 02 for the procurement of a consultant (if needed). This task for the <u>grantee only</u> .
	Public outreach task must include detailed public participation and services to diverse communities.
	Identify public outreach strategies in a manner that provides flexibility and allows for a diverse range of outreach methods (both in-person and on-line), considering the current COVID-19 environment.
	Must include a Task(s) for a Draft and Final product. The draft plan must include an opportunity for the public to provide feedback. (Excludes technical projects)
	The final product must include a summary of next steps your agency will take towards implementing the project.
	Achievable project deliverables must be listed for each Task.
	EXCLUDE environmental, complex design, engineering work, and other ineligible activities outlined in the Grant Application Guide.

# SCOPE OF WORK

Project Information	
Grant Category	
Grant Fiscal Year	
Project Title	
Organization (legal name)	

## Introduction

[Provide a detailed summary of the grant project]

## Project Stakeholders

[Provide a detailed summary of who the Project Stakeholders are. Will a consultant be working on the project? If so, what activities/tasks will they be involved with?]

## Overall Project Objectives

[Provide a detailed summary of the Overall Project Objectives]

## Summary of Project Tasks

Project Management activities must be identified within the task they are occur.

### Task 01: Project Administration

This is an Administrative Task that shall only be charged against by the Grantee for the Administration of this grant project. Costs for this task cannot exceed 5% of the grant award amount.

Grantee will manage and administer the grant project according to the Grant Application Guidelines, Regional Planning Handbook, and the executed grant contract between Caltrans and the grantee.

[Provide a detailed narrative of activities to be completed in this Task]

Task Deliverables
[The following are the only allowable deliverables for this Task. This Task is not for the management of the consultant or meetings between the grantee and the consultant]
Kick-off meeting with Caltrans - Meeting Notes, quarterly invoices and progress reports, DBE reporting (federal Grants only).

**Task 02: Consultant Procurement**

[Provide a detailed narrative of activities to be completed in this Task]

Grantee will procure a consultant, consistent with: state and federal requirements, Local Assistance Procedures Manual for procuring non-Architectural and Engineering consultants, the Grant Application Guide, Regional Planning Handbook, and the executed grant contract between Caltrans and the grantee.

<b>Task Deliverables</b>
[List achievable deliverables for this Task]
Examples: Grantees current procurement procedures, copy of the Request for Proposal/Qualifications, copy of the contract between consultant and grantee, copies of all amendments to the consultant contract, meeting notes from project kick-off with consultant

**Task 1: Existing Conditions**

[Provide a detailed narrative of activities to be completed in this Task]

<b>Task Deliverables</b>
[List achievable deliverables for this Task]
Examples: Summary of Existing Conditions

**Task 3: Analysis**

[Provide a detailed narrative of activities to be completed in this Task]

<b>Task Deliverables</b>
[List achievable deliverables for this Task]
Examples: Summary of Analysis

**Task 4: Public Outreach**

[Provide a detailed narrative of activities to be completed in this Task]

<b>Task Deliverables</b>
[List achievable deliverables for this Task]
Examples: PowerPoint Presentations, flyers, website announcements, sign-in sheets, community surveys, conceptual drawings, bilingual services, receipts for light snacks (Caltrans approval required prior to purchase. No full meals)

**Task 5: Advisory Committee Meetings**

[Provide a detailed narrative of activities to be completed in this Task]

Task Deliverables
[List achievable deliverables for this Task]
Examples: Agendas, meeting notes, list of attendees, list of action items

**Task 6: Draft and Final Plan**

[Provide a detailed narrative of activities to be completed in this Task]

Task Deliverables
[List achievable deliverables for this Task]
Examples: Draft Plan, Public Review – list of comments, Final Plan that includes a summary of next steps towards implementation, credits FHWA, FTA, and/or Caltrans on the cover or title page, submitted to Caltrans in an ADA accessible electronic copy.

**Task 7: Board Review/Approval**

[Provide a detailed narrative of activities to be completed in this Task]

Task Deliverables
[List achievable deliverables for this Task]
Examples: Board Agenda, presentation materials, meeting minutes with board acceptance/approval.

## Project Cost and Schedule Checklist

The Project Cost and Schedule is the official budget and timeline for the project. Tasks 1-6 outlined in the Project Cost and Schedule are for illustrative purposes only. **The Cost and Schedule must be consistent with the Grant Application Cover Sheet. Applications with missing components will be at a competitive disadvantage.**

Project Cost and Schedule	
(x)	Ensure these items are completed prior to submitting to Caltrans
	Use the Fiscal Year 2021-22 template provided (do not alter the template).
	List all tasks with the same title as stated in the Scope of Work.
	Include task numbers in proper sequencing, consistent with the Scope of Work.
	Ensure that sub-task numbers are not included.
	Task 01 is a required task. It must be titled "Project Administration", it cannot exceed 5% of the grant amount requested, and only the grantee can charge against this Task. This Task must only include the following activities and deliverables: <ul style="list-style-type: none"> <li>•Project kick-off meeting between the grantee and Caltrans at the start of the grant</li> <li>•Invoicing and quarterly reporting to Caltrans</li> <li>•DBE Reporting (federal grants only)</li> </ul>
	Include Task 02 for procurement of consultants, if consultants are needed. This task is for the <u>grantee only</u> .
	Complete all budget columns as appropriate: Total Cost, Grant Amount, Local Cash Match, and if applicable, Local In-Kind Match.
	Ensure the correct minimum local match amount, calculated as a percentage of the total project cost (grant plus local match), is provided.
	The total Local Match amount must meet the minimum required Local Match for the specified Grant Category
	Each task must include a grant amount and local match amount (excluding Tasks 01 and 02).
	Identify if a Tapered Local Match approach will be used, which allows grantees to vary the required local match ratio over the life of the grant contract. Grantee agrees to satisfy the total local match amount by the contract expiration date.
	Identify the estimated indirect cost rate if indirect costs will be reimbursed. If FY 2021-22 indirect cost rates are not available, the rate will be an estimate based on the currently approved rate.
	Include a best estimate of the amount of time needed to complete each task.
	State a realistic total cost for each task based on the work that will be completed.
	Start the timeframe at the beginning of the grant period (July 2021 for MPO/RTPAs; October/November 2021 for non-MPO/RTPAs).
	Extend the timeframe to the end of the grant period (Project end dates differ based on applicant type (MPO/RTPA or non-MPO/RTPA) and type of funds (State or federal). See Grant Application Guide, Chapter 8.2, for more details).



### Third Party In-Kind Valuation Plan Checklist

The Third Party In-Kind Valuation Plan is an itemized breakdown by task and serves as documentation for the goods and/or services to be donated. The Third Party In-Kind Valuation Plan must be consistent with the information provided on the Project Cost and Schedule, and Grant Application Cover Sheet. This document is required upon grant award as a condition of grant acceptance.

Third-Party In-Kind Valuation Plan	
(x)	Ensure these items are completed prior to submitting to Caltrans
	Use the Fiscal Year 2021-22 template provided (do not alter the template).
	Name the third party in-kind local match provider.
	Describe how the third party in-kind local match will be tracked and documented for accounting purposes.
	Describe the fair market value of third party in-kind contributions and how the values were determined.
	Include an itemized breakdown by task, consistent with the project timeline.
	Identify consistent in-kind local match amount also reflected on the Grant Application Cover Sheet.

California Department of Transportation  
**Sustainable Transportation Planning Grant Program**  
**THIRD-PARTY IN-KIND VALUATION PLAN**

Grant Category  
 Grant Fiscal Year  
 Project Title  
 Organization

Task	Activity	Title	Name of In-Kind Match Provider	Fair Market Value Determination	Fair Market Value or Hourly Rate	Number of Hours	Estimated Cost
<b>Total In-kind Match:</b>							<b>\$0</b>

Explain how the third party in-kind match will be documented for accounting purposes:



## Local Resolution Checklist

A Local Resolution is NOT required at the grant application stage; however it is required upon award as a condition of grant acceptance.

Local Resolution	
(x)	Ensure these items are completed prior to submitting to Caltrans
	State the title of the project (1)
	State the job title of the person authorized to enter into a contract with Caltrans on behalf of the applicant (2)
	NOT be more than a year old, or it will not be accepted (3)
	Signed by the grant applicant's governing board (4)

# Sample Local Resolution

## CITY OF CAN DO RESOLUTION NO. 009-2012

### RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY OF CAN DO AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE AGREEMENTS WITH THE

1

### CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR THE CITY OF CAN DO COMPLETE STREET PLAN

**WHEREAS**, the Board of Directors of the City of Can Do is eligible to receive Federal and/or State funding for certain transportation planning related plans, through the California Department of Transportation;

**WHEREAS**, a Restricted Grant Agreement is needed to be executed with the California Department of Transportation before such funds can be claimed through the Transportation Planning Grant Programs;

**WHEREAS**, the City of Can Do wishes to delegate authorization to execute these agreements and any amendments thereto;


2

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the City of Can Do, authorize the Executive Director, or designee, to execute all Restricted Grant Agreements and any amendments thereto with the California Department of Transportation.

**APPROVED AND PASSED** this 4th day of January, 2021.

3

4

  
\_\_\_\_\_  
John Doe,  
Chair

**ATTEST:**

  
\_\_\_\_\_

Eileen Wright, Executive Director

# APPENDIX C. CALTRANS/REGIONAL AGENCY BOUNDARIES MAP



## **APPENDIX D. CALTRANS DISTRICT CONTACT LIST**

# Caltrans Sustainable Transportation Planning Grants District Contact List

DISTRICT	CONTACT	MPO/RTPA
<p><b>DISTRICT 1</b> 1656 Union Street P.O. Box 3700 Eureka, CA 95502</p>	<p><b>Mendocino and Lake Counties</b> Rex Jackman (707) 445-6412 Email: <a href="mailto:rex.jackman@dot.ca.gov">rex.jackman@dot.ca.gov</a></p> <p><b>Del Norte and Humboldt Counties</b> Kevin Tucker (707) 441-5770 Email: <a href="mailto:kevin.tucker@dot.ca.gov">kevin.tucker@dot.ca.gov</a></p>	<ul style="list-style-type: none"> <li>• Del Norte LTC</li> <li>• Humboldt CAOG</li> <li>• Lake CCAPC</li> <li>• Mendocino COG</li> </ul>
<p><b>DISTRICT 2</b> 1657 Riverside Drive Redding, CA 96001</p>	<p>Kathy Grah (530) 229-0517 Email: <a href="mailto:kathy.grah@dot.ca.gov">kathy.grah@dot.ca.gov</a></p>	<ul style="list-style-type: none"> <li>• Lassen CTC</li> <li>• Tehama CTC</li> <li>• Modoc LTC</li> <li>• Trinity CTC</li> <li>• Plumas CTC</li> <li>• Siskiyou CLTC</li> <li>• Shasta RTA</li> </ul>
<p><b>DISTRICT 3</b> 703 B Street Marysville, CA 95901</p>	<p><b>Sacramento and Yolo Counties</b> Alex Fong (530) 634-7616 Email: <a href="mailto:alexander.fong@dot.ca.gov">alexander.fong@dot.ca.gov</a></p> <p><b>Butte, Colusa, Glenn, Sierra, Sutter, and Yuba Counties</b> David Smith (530) 634-7799 Email: <a href="mailto:david.j.smith@dot.ca.gov">david.j.smith@dot.ca.gov</a></p> <p><b>El Dorado, Nevada, Placer, Tahoe Basin</b> Kevin Yount (530) 741-4286 Email: <a href="mailto:kevin.yount@dot.ca.gov">kevin.yount@dot.ca.gov</a></p>	<ul style="list-style-type: none"> <li>• Butte CAG</li> <li>• Sierra LTC</li> <li>• Colusa CTC</li> <li>• Glenn CTC</li> <li>• El Dorado CTC</li> <li>• Nevada CTC</li> <li>• Placer CTPA</li> <li>• Sacramento Area COG</li> <li>• Tahoe MPO</li> </ul>
<p><b>DISTRICT 4</b> 111 Grand Avenue P.O. Box 23660 Oakland, CA 94623-0660</p>	<p>Becky Frank (510) 960-0883 Email: <a href="mailto:becky.frank@dot.ca.gov">becky.frank@dot.ca.gov</a></p> <p>Stephen Conteh (510) 960-0887 Email: <a href="mailto:stephen.conteh@dot.ca.gov">stephen.conteh@dot.ca.gov</a></p>	<ul style="list-style-type: none"> <li>• Metropolitan Transportation Commission</li> </ul>
<p><b>DISTRICT 5</b> 50 Higuera Street San Luis Obispo, CA 93401-5415</p>	<p>Hana Mengsteab (805) 835-6520 Email: <a href="mailto:hana.mengsteab@dot.ca.gov">hana.mengsteab@dot.ca.gov</a></p>	<ul style="list-style-type: none"> <li>• Monterey TAMC</li> <li>• Santa Cruz CCRTC</li> <li>• San Benito COG</li> <li>• Association of Monterey County Bay Area Governments</li> <li>• Santa Barbara CAG</li> <li>• San Luis Obispo COG</li> </ul>
<p><b>DISTRICT 6</b> 1352 W. Olive Avenue P.O. Box 12616 Fresno, CA 93778-2616</p>	<p>Lorena Mendibles (559) 445-5421 Email: <a href="mailto:lorena.mendibles@dot.ca.gov">lorena.mendibles@dot.ca.gov</a></p> <p>Edgar Hernandez (559) 488-4168 Email: <a href="mailto:edgar.hernandez@dot.ca.gov">edgar.hernandez@dot.ca.gov</a></p>	<ul style="list-style-type: none"> <li>• Fresno COG</li> <li>• Tulare CAG</li> <li>• Kern COG</li> <li>• Kings CAG</li> <li>• Madera CTC</li> </ul>

## Caltrans Sustainable Transportation Planning Grants District Contact List - continued

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<p><b>DISTRICT 7</b> 100 S. Main Street Los Angeles, CA 90012</p>	<p>Jonathan Palacio (213) 265-0341 Email: <a href="mailto:jonathan.palacio@dot.ca.gov">jonathan.palacio@dot.ca.gov</a></p> <p>Tina San (213) 310-2776 Email: <a href="mailto:tina.san@dot.ca.gov">tina.san@dot.ca.gov</a></p> <p>Benjamin Medina (213) 310-2804 Email: <a href="mailto:benjamin.medina@dot.ca.gov">benjamin.medina@dot.ca.gov</a></p> <p>Rebecca Sanchez (213) 265-0273 Email: <a href="mailto:rebecca.sanchez@dot.ca.gov">rebecca.sanchez@dot.ca.gov</a></p>	<ul style="list-style-type: none"> <li>Southern California Association of Governments</li> </ul>
<p><b>DISTRICT 8</b> 464 W. 4<sup>th</sup> Street Mail Station 722 San Bernardino, CA 92401</p>	<p>Ricky Rivers (909) 806-3298 Email: <a href="mailto:ricky.rivers@dot.ca.gov">ricky.rivers@dot.ca.gov</a></p> <p>Stephanie Gallegos (909) 383-4057 Email: <a href="mailto:stephanie.gallegos@dot.ca.gov">stephanie.gallegos@dot.ca.gov</a></p>	<ul style="list-style-type: none"> <li>Southern California Association of Governments</li> </ul>
<p><b>DISTRICT 9</b> 500 S. Main Street Bishop, CA 93514</p>	<p>Mark Heckman (760) 872-1398 Email: <a href="mailto:mark.heckman@dot.ca.gov">mark.heckman@dot.ca.gov</a></p>	<ul style="list-style-type: none"> <li>Inyo LTC</li> <li>Mono LTC</li> <li>Eastern Kern (COG)</li> </ul>
<p><b>DISTRICT 10</b> 1976 E. Dr. Martin Luther King Boulevard P.O. Box 2048 Stockton, CA 95201</p>	<p><b>Mountain Counties</b> Kevin Schroder (209) 986-9635 Email: <a href="mailto:kevin.schroder@dot.ca.gov">kevin.schroder@dot.ca.gov</a></p> <p><b>Merced, San Joaquin, Stanislaus Counties</b> Tom Dumas (209) 941-1921 Email: <a href="mailto:tom.dumas@dot.ca.gov">tom.dumas@dot.ca.gov</a></p>	<ul style="list-style-type: none"> <li>Alpine County LTC</li> <li>Amador CTC</li> <li>Calaveras COG</li> <li>Mariposa LTC</li> <li>Merced CAG</li> <li>Tuolumne CTC</li> <li>San Joaquin COG</li> <li>Stanislaus COG</li> </ul>
<p><b>DISTRICT 11</b> 4050 Taylor Street Mail Station 240 San Diego, CA 92110</p>	<p>Barby Valentine (619) 987-3580 Email: <a href="mailto:barbara.valentine@dot.ca.gov">barbara.valentine@dot.ca.gov</a></p>	<ul style="list-style-type: none"> <li>San Diego Association of Governments</li> <li>Southern California Association of Governments</li> </ul>
<p><b>DISTRICT 12</b> 1750 E. 4<sup>th</sup> Street Santa Ana, CA 92705</p>	<p>Scott Shelley (657) 328-6164 Email: <a href="mailto:scott.shelley@dot.ca.gov">scott.shelley@dot.ca.gov</a></p> <p>Cole Iwamasa (657) 328-6540 Email: <a href="mailto:cole.iwamasa@dot.ca.gov">cole.iwamasa@dot.ca.gov</a></p>	<ul style="list-style-type: none"> <li>Southern California Association of Governments</li> </ul>









## Staff Report

**TO:** City Council  
**FROM:** Kyle Warsinski, Economic Development Manager  
**DATE:** March 16, 2021  
**SUBJECT:** 2021 Legislation Tracking List

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### Background and Analysis:

On February 16, 2021, City Council approved the 2021 Legislative Platform for the City. The state legislature introduced a total of 2,369 bills this year. Of those, 1,560 were Assembly bills and 809 were introduced in the Senate.

City staff is currently reviewing and analyzing the various bills that may have significant impacts, positively or negatively, on the City. The legislation tracking list (Attachment A) contains certain bills that have been identified with potential impacts to the City. The list provides the bill number, summary, and recommended position from City staff. This list is intended to be fluid in order to accommodate the many changes which typically occur in legislative sessions and will be updated periodically as amendments occur or as bills are shelved.

Once approved, the tracking list will contain City Council's positions on these bills. These positions will be used to either support, oppose, or monitor each bill as it makes its way through the legislative process.

### Fiscal Impact:

Cost to prepare this report is estimated to be \$1,800.

### Recommended Action:

Review and take action to establish formal positions on behalf of City Council on each bill.

### Attachments:

- A. 2021 Legislation Tracking List
- B. Townsend Update

BILL #	TITLE	SPONSOR	POSITION	LINK	STATUS
<b>LOCAL GOVERNMENT</b>					
<b>B 34</b>	Communications: Broadband for All Act of 2022.	Muratsuchi (D)	Evaluate	<a href="#">AB 34 HTML</a>	
<b>B 339</b>	State and local government: open meetings.	Lee (D)	Evaluate	<a href="#">AB 339 HTML</a>	
<b>B 37</b>	Elections: vote by mail ballots.	Berman (D)	Support	<a href="#">AB 37 HTML</a>	
<b>B 61</b>	Local government.	Gabriel (D)	Evaluate	<a href="#">AB 61 HTML</a>	
<b>B 12</b>	Local government: planning and zoning: wildfires.	McGuire (D)	Oppose	<a href="#">SB 12 HTML</a>	
<b>B 274</b>	Local government meetings: agenda and documents.	Wieckowski (D)	Evaluate	<a href="#">SB 274 HTML</a>	
<b>B 4</b>	Communications: California Advanced Services Fund.	Gonzalez (D)	Evaluate	<a href="#">SB 4 HTML</a>	
<b>B 74</b>	Keep California Working Act.	Borgeas (R)	Support	<a href="#">SB 74 HTML</a>	
<b>PUBLIC SAFETY</b>					
<b>B 26</b>	Peace officers: use of force.	Holden (D)	Evaluate	<a href="#">AB 26 HTML</a>	
<b>B 48</b>	Law enforcement: kinetic energy projectiles and chemical agents.	Gonzalez, L. (D)	Evaluate	<a href="#">AB 48 HTML</a>	
<b>B 60</b>	Law enforcement.	Salas (D)	Evaluate	<a href="#">AB 60 HTML</a>	
<b>B 89</b>	Peace officers: minimum qualifications.	Jones-Sawyer (D)	Evaluate	<a href="#">AB 89 HTML</a>	
<b>B 118</b>	Emergency services: community response: grant program.	Kamlager (D)	Evaluate	<a href="#">AB 118 HTML</a>	
<b>B 2</b>	Peace officers: certification: civil rights.	Bradford (D)	Evaluate	<a href="#">SB 2 HTML</a>	
<b>B 16</b>	Peace officers: release of records.	Skinner (D)	Evaluate	<a href="#">SB 16 HTML</a>	
<b>HOUSING</b>					
<b>B 115</b>	Planning and zoning: commercial zoning: housing development.	Bloom (D)	Oppose	<a href="#">AB 115 HTML</a>	
<b>B 15</b>	COVID-19 relief: tenancy: Tenant Stabilization Act of 2021.	Chiu (D)		<a href="#">AB 15 HTML</a>	
<b>B 59</b>	Mitigation Fee Act: fees: notice and timelines.	Gabriel (D)	Evaluate	<a href="#">AB 59 HTML</a>	
<b>B 687</b>	Joint powers authorities: Riverside County Housing Finance Trust	Seyarto (R)	Evaluate	<a href="#">AB 687 HTML</a>	
<b>CA 1</b>	Local government financing: affordable housing and public infrastructure: voter approval.	Aguiar-Curry (D)	Evaluate	<a href="#">ACA 1 HTML</a>	
<b>B 10</b>	Planning and zoning: housing development: density	Wiener (D)	Oppose	<a href="#">SB 10 HTML</a>	
<b>B 15</b>	Housing development: incentives: rezoning of idle retail sites.	Portantino (D)	Support	<a href="#">SB 15 HTML</a>	
<b>B 3</b>	Tenancy: COVID-19	Caballero (D)	Evaluate	<a href="#">SB 3 HTML</a>	
<b>B 5</b>	Housing: bond act.	Atkins (D)	Evaluate	<a href="#">SB 5 HTML</a>	
<b>B 55</b>	Very high fire hazard severity zone: state responsibility area: development prohibition.	Stern (D)	Oppose	<a href="#">SB 55 HTML</a>	
<b>B 6</b>	Local planning: housing: commercial zones.	Caballero (D)	Oppose	<a href="#">SB 6 HTML</a>	
<b>B 7</b>	Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021.	Atkins (D)	Oppose	<a href="#">SB 7 HTML</a>	
<b>B 765</b>	Accessory Dwelling Unit Setback-Support	Stern (D)	Support	<a href="#">SB 765 HTML</a>	
<b>B 8</b>	Density Bonus Law.	Skinner (D)	Oppose	<a href="#">SB 8 HTML</a>	
<b>B 9</b>	Housing development: approvals.	Atkins (D)	Oppose	<a href="#">SB 9 HTML</a>	
<b>CA 2</b>	Public housing projects.	Allen (D)	Oppose	<a href="#">SCA 2 HTML</a>	

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MEMORANDUM

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**To:** City of Beaumont  
**From:** Townsend Public Affairs  
**Date:** March 12, 2021  
**Subject:** Bi-Monthly Report for the City of Beaumont

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**State Legislative Update**

The Legislature continues to hold legislative and budgetary hearings to advance the nearly 2,500 active bills and put forth the Legislature's State Budget proposal. The Senate has waived the 30-day rule that requires bills to sit before being amended or heard to allow committees to start their work earlier than expected. This will also allow the Senate to utilize fewer committee rooms and sanitize the rooms before and after each hearing.

Below is a list of upcoming legislative deadlines:

**March 25:** Legislature begins Spring recess

**April 30:** Last day for policy committees to advance fiscal bills

**May 7:** Last day for policy committees to advance non-fiscal bills

**May 21:** Last day for fiscal committees to advance fiscal bills to the floor

**Governor Delivers State of the State**

Governor Newsom issued his State of the State address at Dodger Stadium, one of California's, and the Nation's, largest community COVID-19 vaccination sites. The Governor's comments included key statistics as well as major actions taken over the course of the pandemic, including:

- California's death rate has remained one of the lowest per capita in the nation: 134 per 100,000, compared to 158 nationally, 153 in Texas and 247 in New York.
- California now ranks sixth in the world for vaccine distribution, ahead of many major countries.
- The positivity rate is down from a high of 14 percent to 2.1 percent today. Hospitalizations are down more than 80 percent since their peak. ICUs are down 77 percent.

The Governor also touched on aid that has gone out to small businesses, school reopening efforts, and work on housing the homeless. The Governor also outlined proposals that have been included in his January Budget proposal to further invest in revitalizing California's economy.

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Southern California Office • 1401 Dove Street • Suite 330 • Newport Beach, CA 92660 • Phone (949) 399-9050 • Fax (949) 476-8215

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Federal Office • 600 Pennsylvania SE • Suite 207 • Washington, DC 20003 • Phone (202) 546-8696 • Fax (202) 546-4555

Northern California Office • 300 Frank Ogawa Plaza • Suite 204 • Oakland, CA 94612 • Phone (510) 835-9050 • Fax (510) 835-9030

## State Guidance on Restaurants

The California Department of Public Health (CDPH) updated public health guidance in the Blueprint for a Safer Economy to allow for additional safe and sustainable reopening activities in the state. Beginning March 13, breweries, wineries and distilleries that do not serve meals may open outdoors only with modifications in the Purple (widespread) and Red (substantial) tiers. In the Orange (moderate) Tier, indoor operations may begin with 25 percent of maximum capacity or 100 people, whichever is fewer. In the Yellow (minimal) tier, indoor operations may increase to 50 percent of maximum capacity or 200 people, whichever is fewer.

The updated guidance does not apply to breweries, wineries and distilleries that already provide meals. Those establishments should continue to follow the restaurant guidance. Beginning March 13, bars that do not serve meals remain closed in the Purple (widespread) and Red (substantial) tiers. In the Orange (moderate) tier, bars may begin outdoor operations with modifications. In the Yellow (minimal) tier, bars may begin indoor operations with modifications of 25 percent maximum capacity or 100 people, whichever is fewer. Beginning June 1, overnight sleepaway camps will be allowed to resume with modifications in the Red, Orange and Yellow tiers.

## Governor Signs Executive Order

The Governor signed an EO N-03-21 which extends authorization for local governments to halt evictions for commercial renters impacted by the COVID-19 pandemic through June 30, 2021. The order also extends protections against price gouging for emergency supplies and medical supplies amid the ongoing emergency response to the pandemic.

## Federal Legislative Update

President Joe Biden signed into law the \$1.9 trillion “American Rescue Plan Act,” the sweeping aid package that includes state and local funding, direct payments, and jobless benefits for Americans.

Below are the notable additions to the legislation:

- **State and Local Funding:** An additional \$10 billion for local funding, restored at the last minute from a cut designed to create a state-run infrastructure slush fund. The infrastructure fund remains, and the local cut has been restored. The Senate also added eligible uses of funds, including some infrastructure and premium pay to essential employees.
- **Shuttered Venues:** Congress eliminated the provision that forced eligible venue operators and museums to choose between the PPP and the Shuttered Venue Operators Grant (SVOG). They could now apply for both and just have their PPP deducted from the larger SVOG.
- **Firefighter Grants:** The Senate added \$300 million in firefighter grants.
- **Health Insurance:** The bill would allow individuals who receive unemployment compensation in 2021 to qualify for reduced cost-sharing under the ACA, and would subsidize 100% of premiums for individuals eligible for COBRA continuation coverage if they lose their job.

## COVID-19 Vaccine

The Centers for Disease Control (CDC) formally recommended the Johnson & Johnson COVID-19 vaccine for adults ages 18 and older. The Biden Administration has started shipping almost 4 million doses of this vaccine which requires one shot and can be stored in normal refrigerators.

### PPP Forgiveness Guidance

The IRS issued guidance clarifying that businesses with forgiven Paycheck Protection Program loans can still claim a tax credit meant to encourage businesses to keep employees on their payroll. The guidance follows the December relief law which allowed businesses with a PPP loan to also receive the employee retention credit. The guidance provides employers with information to determine their eligibility to receive the employee retention credit, incorporating information the agency previously posted in FAQs.



## Staff Report

**TO:** City Council  
**FROM:** Sean Thuilliez, Chief of Police  
**DATE:** March 16, 2021  
**SUBJECT:** Law Enforcement Legislative Update 2021

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### Background and Analysis:

#### Overview of Legislative Priorities

The California Police Chief's Association (CPCA), will continue to focus on turning their June 2020 CPCA Platform CA Leading the Way, into policy as the focus of its legislative priorities for the year. They support efforts that will help resolve the socio-economic and racial divides throughout the country using a holistic approach that incorporates equal education, mental health services, substance abuse treatment, rehabilitation and re-entry services, housing, and vocational opportunities that must be adopted in tandem.

CPCA will also be sponsoring legislative that will create a framework for changing California's approach to recruiting and educating the next generation of peace officers.

#### *Recruitment and Education:*

Sponsor legislation jointly with Peace Officers Research Association of California (PORAC) that will recruit intelligent, measured, and diverse officers who are representative of their local communities. Prepare the next generation of public safety professionals to meet the needs, requirements, and expectations of modern policing. Provide a pathway to higher education for qualified candidates who commit to serving their communities as law enforcement professionals.

#### *Protests and First Amendment Protections:*

CPCA supports the development of policies to facilitate free and lawful expression, de-escalate violence and resolve conflict peacefully with the overall goal of ensuring public safety and protecting First Amendment rights of free speech and assembly.

*Officer Decertification and Officer Accountability:*

CPCA supports officer decertification under specific conditions that will improve the ability for California to ensure that bad cops can no longer work in law enforcement and will work with partners to promote legislation in this area. CPCA supports tracking information related to officers that resign in lieu of discipline or termination, or those with multiple sustained complaints/violations.

*Officer Involved Shooting Criminal Investigations:*

CPCA supports creating statewide standards for conducting criminal investigations into officer involved shooting incidents that include creating memorandums of understanding with neighboring agencies or the District Attorney's office, county wide task force models, and other requirements should the employing agency choose to conduct the investigation.

*Transparency:*

CPCA continues to support the public release of police personnel files for serious use of force resulting in death or great bodily injury, sexual assault, and job-related dishonesty. Expansion of existing law should be balanced with consideration for the economic crisis cities are facing today and should avoid creating new civil fines that unfairly penalize local governments.

*Peace Officer Mental Health and Wellness:*

CPCA supports funding for programs to improve peace officers' mental health and wellness and supports regular mandatory mental health and wellness checks for peace officers. CPCA also supports prioritizing funding for programs and best practices that have been effective in improving officer resiliency and health.

*Training:*

CPCA supports mandated and regular implicit and racial bias training for all law enforcement, de-escalation training that focuses on alternatives to deadly force and changes in overall training that focus more on cultural and community awareness.

*Mental Health:*

CPCA supports improving law enforcement response to those in crisis – individuals with severe mental illness and substance abuse disorders. Police are not always the appropriate response and CPCA supports having police look to service providers in many of these cases or respond using highly trained co-deployment teams with capabilities that match the need.

*Substance Abuse:*

CPCA supports efforts to mandate drug treatment for individuals suffering from substance abuse disorders. CPCA also supports rehabilitative and re-entry programs.

*Education:*

CPCA supports efforts to close educational achievement gaps by increasing resources to areas historically disadvantaged and increase access to vocational training and job opportunities, including careers in public safety.

*Housing:*

CPCA supports access to fair housing, which will create core stability for those in need and help reduce the homeless population.

*Miscellaneous Law Enforcement Bills on Watch Status:*

AB 17 and 60 – Peace Officer Disqualification from employment if committed a crime in the military which would have been a felony in CA (watch)

AB 26 – Peace Officer Use of Force – immediately report excessive force and intercede when present – (oppose)

AB 48 – Kinetic energy projectiles and chemical agents – prohibit use to disperse any assembly, protest, or demonstration (oppose)

AB 89 – minimum qualifications – would increase minimum age to 25 years to be a police officer unless person has a BA or advanced degree (oppose)

SB 2 – Add decertification process for peace officers to the Tom Bane Civil Rights Act (watch)

SB 16 – Release of police officer records – records related to uses of force subject to disclosure (oppose)

SB 387 – certification, education, and recruitment – POST and Cal States would develop a list of courses to include as requirements for obtaining a basic certificate (sponsor)

**Fiscal Impact:**

City staff estimates it cost approximately \$295 to prepare this report.

**Recommended Action:**

Receive and file.





**ANGIE ARCILLA**  
arcilla@sbemp.com  
FIRM ASSISTANT TO ROXANN VOTAW

REPLY TO:  
Palm Springs, California

March 2, 2021

CITY OF BEAUMONT PROFESSIONAL SERVICES THRU: 2/28/2021

**TOTAL DUE: \$79,714.70**

Sincerely,  
**SBEMP, LLP**

By: Angie Arcilla

**SLOVAK BARON EMPEY MURPHY & PINKNEY LLP**

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**New York**  
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Fed. ID #33-0833010  
Telephone 760-322-2275  
Facsimile 760-322-2107

3/2/2021

City of Beaumont  
E-MAIL INVOICES

Our file no:  
City of Beaumont\*AIG

Professional services through: 2/8/2021:

Invoice # 62726

	<u>Amount</u>
BALANCE DUE – PLEASE SUBMIT PAYMENT:	<u>\$14,181.50</u>

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Facsimile 760-322-2107

3/2/2021

City of Beaumont  
E-MAIL INVOICES

Our file no:  
City of Beaumont\*Urban Logic

Professional services through: 2/12/2021:

Invoice # 62706

Amount

**BALANCE DUE – PLEASE SUBMIT PAYMENT:**

**\$13,234.00**

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3/2/2021

City of Beaumont  
E-MAIL INVOICES

Our file no:  
City of Beaumont\*Carpenters

Professional services through: 2/16/2021:

Invoice # 62707

Amount

BALANCE DUE – PLEASE SUBMIT PAYMENT:

\$11,553.30

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Facsimile 760-322-2107

3/2/2021

City of Beaumont  
E-MAIL INVOICES

Our file no:  
City of Beaumont\*Chavez

Professional services through: 2/28/2021:

Invoice # 62709

Amount

**BALANCE DUE -- PLEASE SUBMIT PAYMENT:**

**\$660.00**

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**New York**  
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# SBEMP

A T T O R N E Y S

1800 E Tahquitz Canyon Way  
Palm Springs, CA 92262  
Fed. ID #33-0833010  
Telephone 760-322-2275  
Facsimile 760-322-2107

3/2/2021

City of Beaumont  
E-MAIL INVOICES

Our file no:  
City of Beaumont\*Kritzberger

Professional services through: 2/28/2021:

Invoice # 62711

Amount

BALANCE DUE – PLEASE SUBMIT PAYMENT:

\$110.00

## SLOVAK BARON EMPEY MURPHY & PINKNEY LLP

Palm Springs, CA  
T (760) 322-2275

Indian Wells, CA  
T (760) 322- 9240

Orange County, CA  
T (714) 435-9591

San Diego, CA  
T (619) 501-4540

New Jersey  
T (609) 955-3393

New York  
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Facsimile 760-322-2107

3/2/2021

City of Beaumont  
E-MAIL INVOICES

Our file no:  
City of Beaumont\*Lee

Professional services through: 2/28/2021:

Invoice # 62712

Amount

**BALANCE DUE – PLEASE SUBMIT PAYMENT:**

**\$1,891.30**

## SLOVAK BARON EMPEY MURPHY & PINKNEY LLP

**Palm Springs, CA**  
T (760) 322-2275

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Facsimile 760-322-2107

3/2/2021

City of Beaumont  
E-MAIL INVOICES

Our file no:  
City of Beaumont\*Norton Rose

Professional services through: 2/28/2021:

Invoice # 62713

Amount

BALANCE DUE – PLEASE SUBMIT PAYMENT:

\$8,807.00

## SLOVAK BARON EMPEY MURPHY & PINKNEY LLP

**Palm Springs, CA**  
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Facsimile 760-322-2107

3/2/2021

City of Beaumont  
E-MAIL INVOICES

Our file no:  
City of Beaumont\*Peters

Professional services through: 2/28/2021:

Invoice # 62714

Amount

**BALANCE DUE – PLEASE SUBMIT PAYMENT:**

**\$4,861.00**

## SLOVAK BARON EMPEY MURPHY & PINKNEY LLP

**Palm Springs, CA**  
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Facsimile 760-322-2107

3/2/2021

City of Beaumont  
E-MAIL INVOICES

Our file no:  
City of Beaumont\*TalleyAguirre

Professional services through: 2/28/2021:

Invoice # 62715

Amount

**BALANCE DUE – PLEASE SUBMIT PAYMENT:**

**\$1,512.50**

## SLOVAK BARON EMPEY MURPHY & PINKNEY LLP

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T (760) 322-2275

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3/2/2021

City of Beaumont  
E-MAIL INVOICES

Our file no:  
City of Beaumont-Legacy HP

Professional services through: 2/28/2021:

Invoice # 62718

Amount

**BALANCE DUE – PLEASE SUBMIT PAYMENT:**

**\$1,553.50**

## SLOVAK BARON EMPEY MURPHY & PINKNEY LLP

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3/2/2021

City of Beaumont  
E-MAIL INVOICES

Our file no:  
City of Beaumont-NobleCreekRev

Professional services through: 2/28/2021:

Invoice # 62719

Amount

BALANCE DUE – PLEASE SUBMIT PAYMENT:

\$215.10

## SLOVAK BARON EMPEY MURPHY & PINKNEY LLP

Palm Springs, CA  
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Indian Wells, CA  
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Palm Springs, CA 92262  
Fed. ID #33-0833010  
Telephone 760-322-2275  
Facsimile 760-322-2107

3/2/2021

City of Beaumont  
E-MAIL INVOICES

Our file no:  
City of Beaumont-OverRetainer

Professional services through: 2/28/2021:

Invoice # 62724

Amount

BALANCE DUE – PLEASE SUBMIT PAYMENT:

\$13,305.20

## SLOVAK BARON EMPEY MURPHY & PINKNEY LLP

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Telephone 760-322-2275  
Facsimile 760-322-2107

3/2/2021

City of Beaumont  
E-MAIL INVOICES

Our file no:  
City of Beaumont-Retainer

Professional services through: 2/28/2021:

Invoice # 62725

Amount

BALANCE DUE – PLEASE SUBMIT PAYMENT:

\$7,543.50

## SLOVAK BARON EMPEY MURPHY & PINKNEY LLP

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Fed. ID #33-0833010  
Telephone 760-322-2275  
Facsimile 760-322-2107

3/2/2021

City of Beaumont  
E-MAIL INVOICES

Our file no:  
City of Beaumont-UtilityAuthor

Professional services through: 2/28/2021:

Invoice # 62723

	<u>Amount</u>
<b>BALANCE DUE – PLEASE SUBMIT PAYMENT:</b>	<b><u>\$286.80</u></b>

## SLOVAK BARON EMPEY MURPHY & PINKNEY LLP

Palm Springs, CA  
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New Jersey  
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New York  
T (212) 829-4399

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To: City Council  
From: John O. Pinkney, City Attorney  
Date: March 3, 2021  
Re: List of Pending Litigation Against City of Beaumont

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**Pending Litigation Against the City (does not include litigation initiated by the City)**

1. ***Aguirre et al. v. City of Beaumont et al.***, Case No. RIC 1810937 (Pre-Trial)
2. ***Christian Lee v. City of Beaumont***, Case No. RIC 2003005 (Pre-Trial)
3. ***Charles Peters dba Pioneer Mobile Village v. City of Beaumont et. al.***, Case No. RIC 1707116 (Appeal)
4. ***Southwest Regional Council of Carpenters v. City of Beaumont***, Case no. CVRI2000635 (Pleading)