CITY COUNCIL CLOSED & REGULAR SESSION

550 E. 6th Street, Beaumont, CA

Tuesday, November 02, 2021
Closed Session: 4:30 PM | Regular Meeting: 6:00 PM

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.

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

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**

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 - 4:30 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 with 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 Legal Counsel Regarding Significant Exposure to Litigation Pursuant to Government Code 54956.9(d)(2) and/or (3): One Potential Case Relating to Threat of Litigation by Noble Creek Meadows, LLC**
2. **Conference with Legal Counsel Regarding Existing Litigation-Pursuant to Government Code Section 54956.9(d)(1): Southwest Regional Council of Carpenters v. City of Beaumont, Riv. Co. Sup. Case No. CVRI2000635**
3. **Conference with Legal Counsel Regarding Potential Initiation of Litigation Pursuant to Government Code Section 54956.9(d)(4): One Potential Case**
4. **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**
5. **Conference with Legal Counsel – Existing Litigation Government Code § 54956.9(d)(1) In Re: National Prescription Opiate Litigation--U.S.D.C. Case No. 1:17-CV-2804**

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
Invocation
Adjustments to the Agenda

Conflict of Interest Disclosure

ANNOUNCEMENTS/ RECOGNITION / PROCLAMATIONS / CORRESPONDENCE

1. **Beaumont Library 110th Anniversary Proclamation**

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.

2. **Approval of Minutes**

Recommended Action:

Approve Minutes dated October 19, 2021.

3. **Ratification of Warrants**

Recommended Action:

Ratify Warrants dated:
October 18, 2021
October 22, 2021

4. **Accept Street Improvements for Tract Map No. 37045, Authorize the Mayor to Sign the Certificate of Acceptance, and Authorize City Staff to Issue a Bond Exoneration Letter for Performance and Payment Bond No. 4417666**

Recommended Action:

Accept the street improvements for Tract Map No. 37045,
Authorize the Mayor to sign the Certificate of Acceptance, and
Authorize City staff to issue a Bond Exoneration Letter for Performance and Payment Bond No. 4417666.

5. **Authorize City Staff to Issue a Bond Exoneration Letter for Performance and Payment Bond No. 107174939 for Improvements Associated with Parcel Map No. 36426 and Accept Maintenance Bond No. 107506777**

Recommended Action:

Authorize City staff to issue a Bond Exoneration Letter for Performance and Payment Bond No. 107174939 for improvements associated with Parcel Map No. 36426 and accept Maintenance Bond No. 107506777.

6. **Re-Ratification of Local Emergency and Re-Authorizing the Use of Teleconferencing to Conduct Public Meetings**

Recommended Action:

Waive the full reading and adopt by title only, “A Resolution of the City Council of the City of Beaumont Proclaiming a Local Emergency Persists, Re-Ratifying the Proclamation of a State of Emergency by Executive Order N-09-21, and Re-Authorizing Remote Teleconference Meetings of the Legislative Bodies of the City of Beaumont for the Period of November 6, 2021, through December 6, 2021, Pursuant to Provisions of the Ralph M. Brown Act.”

7. Notice of Upcoming Vacancies on City Commissions and Committees

Recommended Action:

Receive and file.

8. Letter of Support for the Coachella Valley – San Gorgonio Pass Rail Corridor Service Project

Recommended Action:

City staff recommends that City Council authorize Mayor Lara to execute the letter of support for the Coachella Valley – San Gorgonio Pass Rail Corridor Service Project.

PUBLIC HEARINGS

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

9. Continued Public Hearing and Consideration of Resolution Denying Certification of Final Partially Recirculated EIR for the Legacy Highlands Specific Plan Project

Recommended Action:

Hold the continued public hearing, and

Waive the full reading and adopt by title only, “A Resolution of the City Council of the City of Beaumont, California, Denying the Certification of the Final Partially Recirculated Environmental Impact Report.”

10. Public Hearing and First Reading of an Ordinance Amending and Restating Chapter 8.12 (Solid Waste Management) of the City of Beaumont Municipal Code

Recommended Action:

Hold a public hearing, and

Waive the full reading and approve by title only, “An Ordinance of the City Council of the City of Beaumont, California, Amending and Restating Chapter 8.12 (Solid Waste Management) of the City of Beaumont Municipal Code.”

11. Hold a Public Hearing and Consider a Resolution Updating the Fee Schedule for the City-owned Electric Vehicle Charging Station

Recommended Action:

Hold a public hearing, and

Waive the full reading and adopt by title only, “A Resolution of the City of Beaumont, California, Approving Electric Vehicle Charging Station Fees Update.”

12. Public Hearing and Consideration of Termination of a Moratorium Prohibiting Tire Sales and Tire Repair Establishments

Recommended Action:

Hold a public hearing, and

Waive the first full reading and approve by title only, “An Ordinance of the City Council of the City of Beaumont Terminating Urgency Ordinance 1121 Imposing a Temporary Moratorium Prohibiting Tire Sales and Tire Repair Facilities Pursuant to Government Code Section 65858 as Extended by Urgency Ordinance 1123.”

13. Public Hearing and Consideration of a Resolution Vacating Tenth Street Between Orange Avenue and Maple Avenue

Recommended Action:

Hold a public hearing, and
Waive the full reading, and adopt by title only, “A Resolution of the City Council of the City of Beaumont, California, Vacating Tenth Street Between Orange Avenue and Maple Avenue.”

ACTION ITEMS

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

14. Consider a Request by YES on Measure H to Approve a Resolution to Support the San Gorgonio Hospital District Measure H to Renew a Local Parcel Tax to Fund Emergency Room Operations and Emergency Medical Services

Recommended Action:

This is a policy decision of the City Council and City staff does not have a recommendation at this time.

15. Consider Adopting a Resolution Waiving the Monthly Facility Use and Staff Fees at the Albert A. Chatigny Sr. Community Recreation Center (CRC) for Carol’s Kitchen Through December 31, 2022

Recommended Action:

Waive the full reading and adopt by title only, “A Resolution of the City of Beaumont Authorizing the Waiver of Monthly Facility Use and Staff Fees at the Albert A. Sr. Chatigny Community Recreation Center (CRC) for Carol’s Kitchen through December 31, 2022.”

16. Discussion and Direction to City Staff on Facility Use Rentals and Fees for Non-Profit/Tax Exempt Organizations

Recommended Action:

Discussion and direction to City staff.

17. Update of Park Capital Improvement Projects

Recommended Action:

Discuss and provide direction to City staff.

18. **Purchase of Mobile Data Computers for Six Police Vehicles, Mobile Command Unit and Detective Bureau**

Recommended Action:

Approve the purchase of eight (8) Panasonic Toughbooks, Cradlepoint IBR900 first net routers with Wi-Fi, low profile shark fin 2G/3G/4G LTE Antennas and cables for a cost of $68,919.10 from CDCE Mobile;
Approve the purchase of 14 SIM cards (8 from Verizon and 6 from AT&T) to be used in the MDCs for connectivity at a yearly price of $6,720; and
Also approve the purchase of Net Motion to enhance the connectivity of the entire patrol fleet for at a yearly cost of $4,000.

19. **Discussion and Position Direction on Assembly Constitutional Amendment 7 (ACA 7) and Initiative 21-0016**

Recommended Action:

Hold discussion and provide direction on taking a position on ACA 7.

20. **Consider Establishing a Formal Position of the City Council Regarding the Riverside County Supervisory Redistricting Plan and Authorize Mayor Lara to Submit a Position Letter to the Riverside County Board of Supervisors**

Recommended Action:

City staff recommends that the City Council take a position to oppose redistricting scenarios that would split the Cities of Banning, Beaumont, and Calimesa into multiple supervisory districts and authorize Mayor Lara to execute and submit the draft letter included in Attachment G of this memorandum.

LEGISLATIVE UPDATES AND DISCUSSION

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

21. **Pending Litigation Status List**

CITY MANAGER REPORT

FUTURE AGENDA ITEMS

COUNCIL REPORTS

- **Santos**
- **Fenn**
- **Martinez**
- **White**
- **Lara**

CLOSED SESSION

1. **Annual Public Employee Performance Evaluation Pursuant to Government Code Section 54957. Title: City Manager**

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, November 16, 2021, at 5:00 p.m., unless otherwise posted.

Beaumont City Hall – Online **www.BeaumontCa.gov**

AGENDA ITEM NO.

BEAUMONT
CALIFORNIA

WARRANTS TO BE RATIFIED

Monday, October 18, 2021

Printed Checks	110406-110480	$	294,429.51	FY 21/22
ACH	510-514	$	1,907,787.89	
	A/P Total	$	2,202,217.40	
Wires	Sedgwick	$	92,320.68	Transfer for Workers Comp
Bank Drafts	Guardian	$	23,413.41	Paydate 10/08/21
	Return Settle	$	6,848.84	Utility Draft Returns
	Kaiser Foundation	$	178.00	FSA Paydate 10/08/21

I DO HEREBY CERTIFY THIS WARRANT LIST HAS BEEN COMPILED AND PREPARED TO MEET THE DAILY OPERATIONS FOR THE FISCAL YEAR JULY 1, 2021 - JUNE 30, 2022

SIGNATURE: _____
TITLE: CITY TREASURER

SIGNATURE: _____
TITLE: FINANCE DIRECTOR

City of Beaumont, CA

Check Report

By Check Number

Date Range: 10/08/2021 - 10/18/2021

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Bank Code: APBNK-AP Bank						
1036	ALBERT A. WEBB ASSOCIATES	10/18/2021	EFT	0.00	45,853.75	510
Payable #	**Payable Type**	**Post Date**	**Payable Description**	**Discount Amount**	**Payable Amount**	
	Account Number	**Account Name**	**Item Description**	**Distribution Amount**		
213455	Invoice	10/15/2021	Engineering Services During Construction	0.00	43,468.75	
	710-0000-7068-0000	CONTRACTUAL SERVICE	ENGINEERING SERVICES	43,468.75		
213456	Invoice	10/15/2021	Engineering Services During Construction	0.00	1,287.90	
	710-0000-7068-0000	CONTRACTUAL SERVICE	ENGINEERING SERVICES	1,287.90		
213456-2	Invoice	10/15/2021	Engineering Services During Const. - BRIN	0.00	1,097.10	
	710-0000-7068-0000	CONTRACTUAL SERVICE	ENGINEERING SERVICES DURIN	1,097.10		
2540	WESTERN RIVERSIDE COUNTY REGIONAL CONS	10/18/2021	EFT	0.00	163,404.98	511
Payable #	**Payable Type**	**Post Date**	**Payable Description**	**Discount Amount**	**Payable Amount**	
	Account Number	**Account Name**	**Item Description**	**Distribution Amount**		
SEPTEMBER 2021	Invoice	10/15/2021	MSHCP FEES	0.00	163,404.98	
	570-0000-2005-0000	DUE TO WRCRCA (MSHCP	MSHCP FEES	163,404.98		
3101	WRCOG	10/18/2021	EFT	0.00	570,666.00	512
Payable #	**Payable Type**	**Post Date**	**Payable Description**	**Discount Amount**	**Payable Amount**	
	Account Number	**Account Name**	**Item Description**	**Distribution Amount**		
SEPTEMBER 2021	Invoice	10/15/2021	TUMF FEES	0.00	570,666.00	
	570-0000-2010-0000	DUE TO WRCOG (TUMF)	TUMF FEES	570,666.00		
3503	CITIZENS BUSINESS BANK	10/18/2021	EFT	0.00	56,393.16	513
Payable #	**Payable Type**	**Post Date**	**Payable Description**	**Discount Amount**	**Payable Amount**	
	Account Number	**Account Name**	**Item Description**	**Distribution Amount**		
APPLICATION 32	Invoice	10/18/2021	W LYLES RETENTION ESCROW	0.00	56,393.16	
	710-0000-8030-0000	CAPITAL IMPROVEMENT	W LYLES RETENTION ESCROW	56,393.16		
3396	W.M. LYLES CO.	10/18/2021	EFT	0.00	1,071,470.00	514
Payable #	**Payable Type**	**Post Date**	**Payable Description**	**Discount Amount**	**Payable Amount**	
	Account Number	**Account Name**	**Item Description**	**Distribution Amount**		
APPLICATION 32	Invoice	10/18/2021	WWTP SALT MITIGATION UPGRADE - CON	0.00	1,071,470.00	
	710-0000-7068-0000	CONTRACTUAL SERVICE	WWTP SALT MITIGATION	95,556.60		
	710-0000-7068-0000	CONTRACTUAL SERVICE	WWTP SALT MITIGATION	408.86		
	710-0000-8030-0000	CAPITAL IMPROVEMENT	WWTP SALT MITIGATION	35,493.81		
	710-0000-8030-0000	CAPITAL IMPROVEMENT	WWTP SALT MITIGATION	667,487.82		
	710-0000-8030-0000	CAPITAL IMPROVEMENT	WWTP SALT MITIGATION	113,100.05		
	710-0000-8030-0000	CAPITAL IMPROVEMENT	WWTP SALT MITIGATION	159,422.86		
4447	Alameda County DCSS	10/12/2021	Regular	0.00	619.38	110406
Payable #	**Payable Type**	**Post Date**	**Payable Description**	**Discount Amount**	**Payable Amount**	
	Account Number	**Account Name**	**Item Description**	**Distribution Amount**		
INV0000239	Invoice	10/08/2021	[redacted]	0.00	619.38	
	100-0000-2105-0000	PAYROLL SUSPENSE	[redacted]	619.38		
4448	CA State Disbursement Unit	10/12/2021	Regular	0.00	276.92	110407
Payable #	**Payable Type**	**Post Date**	**Payable Description**	**Discount Amount**	**Payable Amount**	
	Account Number	**Account Name**	**Item Description**	**Distribution Amount**		
INV0000238	Invoice	10/08/2021	[redacted]	0.00	276.92	
	100-0000-2105-0000	PAYROLL SUSPENSE	[redacted]	276.92		
4450	Riverside County Sheriff	10/12/2021	Regular	0.00	113.87	110408

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
INV0000241	Invoice	10/08/2021	[redacted]	0.00	113.87	
	100-0000-2105-0000	PAYROLL SUSPENSE	[redacted]	113.87		
4449	State Of California FTB	10/12/2021	Regular	0.00	150.00	110409
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
INV0000240	Invoice	10/08/2021	[redacted]	0.00	150.00	
	100-0000-2105-0000	PAYROLL SUSPENSE	[redacted]	150.00		
3849	AKEL ENGINEERING GROUP, INC	10/18/2021	Regular	0.00	6,271.25	110410
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
19553-21	Invoice	10/15/2021	Development of Wastewater Master Plan	0.00	6,271.25	
	710-0000-7068-0000	CONTRACTUAL SERVICE	Wastewater Master Plan	6,271.25		
1050	AMAZON CAPITAL SERVICES	10/18/2021	Regular	0.00	402.45	110411
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
17W1-YT6W-H66	Invoice	10/14/2021	COMPUTER SUPPLIES	0.00	71.42	
	100-1230-7072-0000	COMPUTER SUPPLIES/MA	COMPUTER SUPPLIES	71.42		
1PYY-1WTN-VMD	Invoice	10/14/2021	EMPLOYEE UNIFORMS	0.00	331.03	
	100-1200-7065-0000	UNIFORMS	EMPLOYEE UNIFORMS	14.21		
	100-1200-7065-0000	UNIFORMS	EMPLOYEE UNIFORMS	13.75		
	100-1200-7065-0000	UNIFORMS	EMPLOYEE UNIFORMS	20.67		
	100-1225-7065-0000	UNIFORMS	EMPLOYEE UNIFORMS	11.10		
	100-1225-7065-0000	UNIFORMS	EMPLOYEE UNIFORMS	10.79		
	100-1230-7065-0000	UNIFORMS	EMPLOYEE UNIFORMS	21.35		
	100-1350-7065-0000	UNIFORMS	EMPLOYEE UNIFORMS	36.64		
	100-1350-7065-0000	UNIFORMS	EMPLOYEE UNIFORMS	19.80		
	100-3100-7065-0000	UNIFORMS	EMPLOYEE UNIFORMS	11.23		
	100-3100-7065-0000	UNIFORMS	EMPLOYEE UNIFORMS	12.63		
	100-3100-7065-0000	UNIFORMS	EMPLOYEE UNIFORMS	20.67		
	100-3100-7065-0000	UNIFORMS	EMPLOYEE UNIFORMS	11.74		
	100-3100-7065-0000	UNIFORMS	EMPLOYEE UNIFORMS	11.74		
	100-3100-7065-0000	UNIFORMS	EMPLOYEE UNIFORMS	18.12		
	700-4050-7065-0000	UNIFORMS	EMPLOYEE UNIFORMS	20.66		
	750-7000-7065-0000	UNIFORMS	EMPLOYEE UNIFORMS	11.77		
	750-7000-7065-0000	UNIFORMS	EMPLOYEE UNIFORMS	11.77		
	750-7100-7065-0000	UNIFORMS	EMPLOYEE UNIFORMS	14.64		
	750-7400-7065-0000	UNIFORMS	EMPLOYEE UNIFORMS	11.23		
	750-7600-7065-0000	UNIFORMS	EMPLOYEE UNIFORMS	11.88		
	750-7800-7065-0000	UNIFORMS	EMPLOYEE UNIFORMS	14.64		
3302	APGN INC / APG NEUROS	10/18/2021	Regular	0.00	5,418.66	110412
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
14493	Invoice	10/15/2021	WWTP DEPT SUPPLIES	0.00	5,418.66	
	700-4050-7070-0000	SPECIAL DEPT SUPPLIES	WWTP DEPT SUPPLIES	5,418.66		
3820	AXON ENTERPRISE, INC	10/18/2021	Regular	0.00	4,094.50	110413
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
INUS015738	Invoice	10/14/2021	DEPT SUPPLIES	0.00	4,094.50	
	100-2050-7070-0000	SPECIAL DEPT SUPPLIES	DEPT SUPPLIES	4,094.50		
3129	BC RENTALS, INC	10/18/2021	Regular	0.00	527.44	110414

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
0063183-IN	Invoice	10/14/2021	DEPT SUPPLIES	0.00	527.44	
	700-4050-7070-0000	SPECIAL DEPT SUPPLIES	DEPT SUPPLIES	527.44		
1127	BEAUMONT DO IT BEST HOME CENTER	10/18/2021	Regular	0.00	48.92	110415
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
505883	Invoice	10/14/2021	DEPT SUPPLIES	0.00	48.92	
	100-2050-7070-0000	SPECIAL DEPT SUPPLIES	DEPT SUPPLIES	48.92		
1133	BEAUMONT INTERACT CLUB	10/18/2021	Regular	0.00	5,000.00	110416
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
10/30/21	Invoice	10/14/2021	BMT COMMUNITY CLEAN-UP EVENT	0.00	5,000.00	
	240-2370-7080-0000	CAL-RECYCLE COSTS	BMT COMMUNITY CLEAN-UP E	5,000.00		
3800	BEAUMONT LIONS CLUB	10/18/2021	Regular	0.00	500.00	110417
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
001	Invoice	10/14/2021	4TH OF JULY EVENT	0.00	500.00	
	100-1550-7049-0000	SPECIAL COMMUNITY EV	4TH OF JULY EVENT	500.00		
1140	BEAUMONT SAFE & LOCK	10/18/2021	Regular	0.00	582.90	110418
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
75424	Invoice	10/14/2021	DEPT SUPPLIES	0.00	370.31	
	100-2050-7070-0000	SPECIAL DEPT SUPPLIES	DEPT SUPPLIES	241.31		
	100-2050-7070-0000	SPECIAL DEPT SUPPLIES	DEPT SUPPLIES	129.00		
75533	Invoice	10/14/2021	DEPT SUPPLIES	0.00	133.59	
	100-6050-7070-5050	SPEC DEPT EXP - DEFORG	DEPT SUPPLIES	64.59		
	100-6050-7070-5050	SPEC DEPT EXP - DEFORG	DEPT SUPPLIES	69.00		
75542	Invoice	10/14/2021	DEPT SUPPLIES	0.00	79.00	
	100-6050-7070-5050	SPEC DEPT EXP - DEFORG	DEPT SUPPLIES	79.00		
3602	BURRTEC WASTE GROUP, INC	10/18/2021	Regular	0.00	34,487.73	110419
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
10042021-1	Invoice	10/15/2021	SLUDGE HAULING SERVICES	0.00	34,487.73	
	700-4050-7068-0000	CONTRACTUAL SERVICES	SLUDGE HAULING SERVICES	34,487.73		
1238	CDW GOVERNMENT, INC.	10/18/2021	Regular	0.00	6,590.99	110420
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
K329898	Invoice	10/14/2021	COMPUTER SUPPLIES	0.00	6,590.99	
	100-1230-7072-6040	COMPUTER SUPPLIES/MA	COMPUTER SUPPLIES	6,590.99		
1287	CITY OF CALIMESA	10/18/2021	Regular	0.00	1,100.00	110421
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
SEPTEMBER 2021	Invoice	10/14/2021	CALIMESA PERMIT AGREEMENT FEES	0.00	1,100.00	
	100-0000-2230-0000	DEVELOPMENT FEE - DUE	CALIMESA PERMIT AGREEMENT	1,100.00		
1296	CLARK'S TOWING	10/18/2021	Regular	0.00	225.00	110422
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
S4779	Invoice	10/14/2021	VEHICLE MAINTENANCE	0.00	225.00	
	100-2100-7037-0000	VEHICLE MAINTENANCE	VEHICLE MAINTENANCE	225.00		
4116	COZAD & FOX, INC	10/18/2021	Regular	0.00	6,841.80	110423

Check Report **Date Range: 10/08/202 - 021**

Vendor Number / Payable #	Vendor Name / Payable Type / Account Number	Post Date / Account Name	Payment Date / Payable Description / Item Description	Payment Type	Discount Amount / Discount Amount / Distribution Amount	Payment Amount / Payable Amount / Distribution Amount	Number
	Payable # / Payable Type / Account Number	**Post Date / Account Name**	**Payment Date / Payable Description / Item Description**	**Payment Type**	**Discount Amount / Discount Amount / Distribution Amount**	**Payment Amount / Payable Amount / Distribution Amount**	**Number**
17918	Invoice	10/15/2021	2nd Street Professional Engineering Servi		0.00	6,841.80	
	500-0000-8990-0000	CAPITAL OUTLAY	2nd Street Professional Enginee		6,841.80		
3905	DANIEL GARCIA MONTOYA		10/18/2021	Regular	0.00	126.00	110424
	Payable # / Payable Type / Account Number	**Post Date / Account Name**	**Payment Date / Payable Description / Item Description**		**Discount Amount / Discount Amount / Distribution Amount**	**Payment Amount / Payable Amount / Distribution Amount**	
230303	Invoice	10/14/2021	EQUIPMENT MAINTENANCE		0.00	126.00	
	100-6050-7090-5999	EQUIP SUPPLIES/MAINT -	EQUIPMENT MAINTENANCE		126.00		
1237	DANIEL WILLIAM DOPP		10/18/2021	Regular	0.00	220.00	110425
	Payable # / Payable Type / Account Number	**Post Date / Account Name**	**Payment Date / Payable Description / Item Description**		**Discount Amount / Discount Amount / Distribution Amount**	**Payment Amount / Payable Amount / Distribution Amount**	
109 09/23/21	Invoice	10/14/2021	EMERGENCY SERVICES		0.00	220.00	
	100-2030-7039-0000	CODE ENFORCEMENT	EMERGENCY SERVICES		220.00		
1398	DEPARTMENT OF ENVIORNMENTAL HEALTH		10/18/2021	Regular	0.00	1,782.00	110426
	Payable # / Payable Type / Account Number	**Post Date / Account Name**	**Payment Date / Payable Description / Item Description**		**Discount Amount / Discount Amount / Distribution Amount**	**Payment Amount / Payable Amount / Distribution Amount**	
IN0425774	Invoice	10/14/2021	HEALTH PERMIT		0.00	1,782.00	
	700-4050-7022-0000	LICENSE, PERMITS, FEES	HEALTH PERMIT		1,782.00		
1422	DICK'S ALL AUTO REPAIR, INC		10/18/2021	Regular	0.00	51.75	110427
	Payable # / Payable Type / Account Number	**Post Date / Account Name**	**Payment Date / Payable Description / Item Description**		**Discount Amount / Discount Amount / Distribution Amount**	**Payment Amount / Payable Amount / Distribution Amount**	
25668	Invoice	10/14/2021	VEHICLE MAINTENANCE		0.00	51.75	
	100-2030-7037-0000	VEHICLE MAINTENANCE	VEHICLE MAINTENANCE		51.75		
1424	DIRECTV		10/18/2021	Regular	0.00	630.24	110428
	Payable # / Payable Type / Account Number	**Post Date / Account Name**	**Payment Date / Payable Description / Item Description**		**Discount Amount / Discount Amount / Distribution Amount**	**Payment Amount / Payable Amount / Distribution Amount**	
035168908X2109	Invoice	10/14/2021	BUILDING UTILITY		0.00	65.69	
	100-6000-7010-6060	UTILITIES - 713 W 4TH ST	BUILDING UTILITY		65.69		
035168915X2109	Invoice	10/14/2021	BUILDING UTILITY		0.00	88.24	
	100-6000-7010-6065	UTILITIES - 550 CALIF AVE	BUILDING UTILITY		88.24		
039668521X2110	Invoice	10/14/2021	BUILDING UTILITY		0.00	192.68	
	100-6000-7010-6055	UTILITIES - FIRE STATION	BUILDING UTILITY		192.68		
045085274X2110	Invoice	10/14/2021	BUILDING UTILITY		0.00	92.81	
	100-6000-7010-6040	UTILITIES - POLICE DEPT	BUILDING UTILITY		92.81		
051553347X2110	Invoice	10/14/2021	BUILDING UTILITY		0.00	65.69	
	100-6000-7010-6025	UTILITIES - CITY HALL	BUILDING UTILITY		65.69		
051553389X2109	Invoice	10/14/2021	BUILDING UTILITY		0.00	59.44	
	100-6000-7010-6028	UTILITIES - CITY HALL BLD	BUILDING UTILITY		59.44		
063515264X2110	Invoice	10/14/2021	BUILDING UTILITY		0.00	65.69	
	100-6000-7010-6041	UTILITIES - POLICE ANNEX	BUILDING UTILITY		65.69		
1428	DIVISION OF STATE ARCHITECT		10/18/2021	Regular	0.00	135.20	110429
	Payable # / Payable Type / Account Number	**Post Date / Account Name**	**Payment Date / Payable Description / Item Description**		**Discount Amount / Discount Amount / Distribution Amount**	**Payment Amount / Payable Amount / Distribution Amount**	
2021 Q3	Invoice	10/14/2021	SB1186 FEES		0.00	135.20	
	100-0000-2235-0000	BUSINESS LICENSE-SB118	SB1186 FEES		135.20		
1479	ENTENMANN-ROVIN CO		10/18/2021	Regular	0.00	1,333.47	110430
	Payable # / Payable Type / Account Number	**Post Date / Account Name**	**Payment Date / Payable Description / Item Description**		**Discount Amount / Discount Amount / Distribution Amount**	**Payment Amount / Payable Amount / Distribution Amount**	
0161501-IN	Invoice	10/14/2021	EMPLOYEE UNIFORM		0.00	1,333.47	
	100-2050-7065-0000	UNIFORMS	EMPLOYEE UNIFORM		1,333.47		

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Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
1499	EVIDENT	10/18/2021	Regular	0.00	429.53	110431
Payable #	**Payable Type**	**Post Date**	**Payable Description**	**Discount Amount**	**Payable Amount**	
	Account Number	**Account Name**	**Item Description**	**Distribution Amount**		
183105A	Invoice	10/14/2021	DEPT SUPPLIES	0.00	429.53	
	100-2050-7070-0000	SPECIAL DEPT SUPPLIES	DEPT SUPPLIES	429.53		
1501	FAIRVIEW FORD	10/18/2021	Regular	0.00	2,498.23	110432
Payable #	**Payable Type**	**Post Date**	**Payable Description**	**Discount Amount**	**Payable Amount**	
	Account Number	**Account Name**	**Item Description**	**Distribution Amount**		
C90234	Invoice	10/14/2021	VEHICLE MAINTENANCE	0.00	2,498.23	
	100-2050-7037-0000	VEHICLE MAINTENANCE	VEHICLE MAINTENANCE	2,498.23		
1509	FEDEX	10/18/2021	Regular	0.00	10.82	110433
Payable #	**Payable Type**	**Post Date**	**Payable Description**	**Discount Amount**	**Payable Amount**	
	Account Number	**Account Name**	**Item Description**	**Distribution Amount**		
7-503-87188	Invoice	10/14/2021	OFFICE SUPPLIES	0.00	10.82	
	100-2050-7025-0000	OFFICE SUPPLIES	OFFICE SUPPLIES	10.82		
1509	FEDEX	10/18/2021	Regular	0.00	30.90	110434
Payable #	**Payable Type**	**Post Date**	**Payable Description**	**Discount Amount**	**Payable Amount**	
	Account Number	**Account Name**	**Item Description**	**Distribution Amount**		
8075756194	Invoice	10/14/2021	SHIPPING	0.00	30.90	
	100-2050-7025-0000	OFFICE SUPPLIES	SHIPPING	30.90		
4400	FROG ENVIRONMENTAL INC	10/18/2021	Regular	0.00	390.00	110435
Payable #	**Payable Type**	**Post Date**	**Payable Description**	**Discount Amount**	**Payable Amount**	
	Account Number	**Account Name**	**Item Description**	**Distribution Amount**		
INV-003991	Invoice	10/15/2021	SWPPP & NOI SERVICES	0.00	195.00	
	700-4050-7068-0000	CONTRACTUAL SERVICES	SWPPP & NOI SERVICES	195.00		
INV-004267	Invoice	10/15/2021	SWPPP & NOI SERVICES	0.00	195.00	
	700-4050-7068-0000	CONTRACTUAL SERVICES	SWPPP & NOI SERVICES	195.00		
1533	FRONTIER COMMUNICATIONS	10/18/2021	Regular	0.00	2,875.82	110436
Payable #	**Payable Type**	**Post Date**	**Payable Description**	**Discount Amount**	**Payable Amount**	
	Account Number	**Account Name**	**Item Description**	**Distribution Amount**		
213-181-1343-03	Invoice	10/14/2021	PHONE UTILITY	0.00	69.47	
	700-4050-7015-0000	TELEPHONE	PHONE UTILITY	69.47		
323-156-8188-02	Invoice	10/14/2021	PHONE UTILITY	0.00	85.98	
	100-1230-7015-6060	TELEPHONE (4th ST YARD	PHONE UTILITY	85.98		
951-197-0624-08	Invoice	10/14/2021	PHONE UTILITY	0.00	250.93	
	100-1230-7015-6040	TELEPHONE (POLICE DPT)	PHONE UTILITY	250.93		
951-197-0863-06	Invoice	10/14/2021	PHONE UTILITY	0.00	356.12	
	700-4050-7015-0000	TELEPHONE	PHONE UTILITY	356.12		
951-769-6032-08	Invoice	10/14/2021	PHONE UTILITY	0.00	69.42	
	100-1230-7015-5400	TELEPHONE - SPORTS PAR	PHONE UTILITY	69.42		
951-769-8500-01	Invoice	10/14/2021	PHONE UTILITY	0.00	1,378.16	
	100-1230-7015-6040	TELEPHONE (POLICE DPT)	PHONE UTILITY	1,378.16		
951-769-8520-01	Invoice	10/14/2021	PHONE UTILITY	0.00	207.00	
	100-1230-7015-6025	TELEPHONE (CITY HALL)	PHONE UTILITY	207.00		
951-769-8530-06	Invoice	10/14/2021	PHONE UTILITY	0.00	237.96	
	750-7000-7015-0000	TELEPHONE	PHONE UTILITY	237.96		
951-769-8533-09	Invoice	10/14/2021	PHONE UTILITY	0.00	53.45	
	750-7300-7015-0000	TELEPHONE	PHONE UTILITY	53.45		
951-769-8539-04	Invoice	10/14/2021	PHONE UTILITY	0.00	167.33	
	100-1230-7015-6045	TELEPHONE (COMM CTR)	PHONE UTILITY	167.33		
1553	GALLS INC.	10/18/2021	Regular	0.00	264.83	110437

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
BC1460212	Invoice	10/14/2021	EMPLOYEE UNIFORMS	0.00	264.83	
	100-2050-7065-0000	UNIFORMS	EMPLOYEE UNIFORMS	264.83		
4457	GARY R SHEARER	10/18/2021	Regular	0.00	244.69	110438
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
04500	Invoice	10/14/2021	DEPT SUPPLIES	0.00	244.69	
	100-6050-7070-5999	SPEC DEPT EXP - ALL PAR	DEPT SUPPLIES	244.69		
1585	GRAINGER	10/18/2021	Regular	0.00	832.60	110439
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
9043435941	Invoice	10/14/2021	DEPT SUPPLIES	0.00	832.60	
	700-4050-7070-0000	SPECIAL DEPT SUPPLIES	DEPT SUPPLIES	832.60		
1603	HACH COMPANY	10/18/2021	Regular	0.00	5,581.45	110440
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
12636232	Invoice	10/15/2021	WWTP EQUIP/MAINTENANCE/SUPPLIES	0.00	5,581.45	
	700-4050-7070-0000	SPECIAL DEPT SUPPLIES	WWTP EQUIP/MAINTENANCE/S	5,581.45		
3515	HD SUPPLY FACILITIES MAINTENANCE LTD	10/18/2021	Regular	0.00	1,141.70	110441
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
715268	Invoice	10/15/2021	WWTP DEPT SUPPLIES	0.00	549.02	
	700-4050-7070-0000	SPECIAL DEPT SUPPLIES	WWTP DEPT SUPPLIES	549.02		
728318	Invoice	10/15/2021	WWTP DEPT SUPPLIES	0.00	83.04	
	700-4050-7070-0000	SPECIAL DEPT SUPPLIES	WWTP DEPT SUPPLIES	83.04		
728322	Invoice	10/15/2021	WWTP DEPT SUPPLIES	0.00	295.27	
	700-4050-7070-0000	SPECIAL DEPT SUPPLIES	WWTP DEPT SUPPLIES	295.27		
729531	Invoice	10/15/2021	WWTP DEPT SUPPLIES	0.00	214.37	
	700-4050-7070-0000	SPECIAL DEPT SUPPLIES	WWTP DEPT SUPPLIES	214.37		
1610	HDL COREN & CONE	10/18/2021	Regular	0.00	480.03	110442
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
SIN011483	Invoice	10/14/2021	AUDIT SERVICES - PROPERTY TAX	0.00	480.03	
	100-1200-7068-0000	CONTRACTUAL SERVICES	AUDIT SERVICES - PROPERTY TA	480.03		
1624	HIGH TECH IRRIGATION,INC.	10/18/2021	Regular	0.00	155.17	110443
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
686163-2	Invoice	10/14/2021	DEPT SUPPLIES	0.00	155.17	
	100-6050-7070-5350	SPEC DEPT EXP - SHADO	DEPT SUPPLIES	155.17		
1628	HINDERLITER, de LLAMAS, & ASSOC	10/18/2021	Regular	0.00	1,225.82	110444
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
SIN011199	Invoice	10/15/2021	HdL	0.00	1,225.82	
	100-1200-7068-0000	CONTRACTUAL SERVICES	HdL	1,225.82		
1643	HUNTINGTON COURT REPORTERS & TRANSCRI	10/18/2021	Regular	0.00	508.28	110445
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
34055	Invoice	10/15/2021	Huntington Transcription Servcies for FY 2	0.00	508.28	
	100-2050-7068-0000	CONTRACTUAL SERVICES	Huntington Transcription Servci	508.28		
1679	INTERWEST CONSULTING GRP, INC.	10/18/2021	Regular	0.00	6,067.49	110446

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Vendor Number / Payable # / Account Number	Vendor Name / Payable Type / Account Name	Post Date	Payment Date / Payable Description / Item Description	Payment Type	Discount Amount / Discount Amount / Distribution Amount	Payment Amount / Payable Amount	Number
69202	Invoice	10/14/2021	GIS SOFTWARE		0.00	2,573.33	
100-1230-7071-0000	SOFTWARE		GIS SOFTWARE		2,573.33		
70656	Invoice	10/14/2021	GIS SOFTWARE		0.00	1,165.83	
100-1230-7071-0000	SOFTWARE		GIS SOFTWARE		1,165.83		
72694	Invoice	10/14/2021	SOFTWARE		0.00	2,328.33	
100-1230-7071-0000	SOFTWARE		SOFTWARE		2,328.33		
2527	JESUS CAMACHO		10/18/2021	Regular	0.00	270.00	110447
888306	Invoice	10/14/2021	VEHICLE MAINTENANCE		0.00	150.00	
100-2030-7037-0000	VEHICLE MAINTENANCE		VEHICLE MAINTENANCE		150.00		
888307	Invoice	10/14/2021	VEHICLE MAINTENANCE		0.00	120.00	
100-2030-7037-0000	VEHICLE MAINTENANCE		VEHICLE MAINTENANCE		120.00		
1806	KONICA MINOLTA PREMIER FINANCE		10/18/2021	Regular	0.00	4,243.90	110448
454139478	Invoice	10/14/2021	EQUIPMENT RENTAL		0.00	3,643.73	
100-1230-7075-6025	EQUIPMENT LEASING/RE		EQUIPMENT RENTAL		769.70		
100-1230-7075-6026	EQUIPMENT LEASING/RE		EQUIPMENT RENTAL		394.87		
100-1230-7075-6040	EQUIPMENT LEASING/RE		EQUIPMENT RENTAL		1,214.04		
100-1230-7075-6041	EQUIPMENT LEASING/RE		EQUIPMENT RENTAL		386.67		
700-4050-7075-0000	EQUIPMENT LEASING/RE		EQUIPMENT RENTAL		493.60		
750-7000-7075-0000	EQUIPMENT LEASING/RE		EQUIPMENT RENTAL		384.85		
454298076	Invoice	10/14/2021	EQUIPMENT RENTAL		0.00	600.17	
100-1230-7075-6026	EQUIPMENT LEASING/RE		EQUIPMENT RENTAL		420.12		
700-4050-7075-0000	EQUIPMENT LEASING/RE		EQUIPMENT RENTAL		180.05		
4462	LAQUISE WALTON		10/18/2021	Regular	0.00	40.00	110449
RCT R01185052	Invoice	10/14/2021	DEPOSIT REFUND		0.00	40.00	
100-0000-4591-0000	PARKS RENTAL		DEPOSIT REFUND		40.00		
1831	LAURA'S CUSTOM EMBROIDERY		10/18/2021	Regular	0.00	138.00	110450
3687	Invoice	10/14/2021	EMPLOYEE UNIFORMS		0.00	138.00	
100-1200-7065-0000	UNIFORMS		EMPLOYEE UNIFORMS		18.00		
100-1225-7065-0000	UNIFORMS		EMPLOYEE UNIFORMS		12.00		
100-1230-7065-0000	UNIFORMS		EMPLOYEE UNIFORMS		6.00		
100-1350-7065-0000	UNIFORMS		EMPLOYEE UNIFORMS		12.00		
100-3100-7065-0000	UNIFORMS		EMPLOYEE UNIFORMS		36.00		
700-4050-7065-0000	UNIFORMS		EMPLOYEE UNIFORMS		6.00		
750-7000-7065-0000	UNIFORMS		EMPLOYEE UNIFORMS		48.00		
1856	LEXISNEXIS RISK SOLUTIONS		10/18/2021	Regular	0.00	171.70	110451
1535776-202109	Invoice	10/14/2021	MONTHLY SUBSCRIPTION		0.00	171.70	
100-2050-7030-0000	DUES & SUBSCRIPTIONS		MONTHLY SUBSCRIPTION		171.70		
1895	M BREY ELECTRIC INC		10/18/2021	Regular	0.00	193.12	110452

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7076	Invoice	10/15/2021 WW ELECTRICAL SERVICES	0.00	193.12	
700-4050-7068-0000	CONTRACTUAL SERVICES	WW ELECTRICAL SERVICES	193.12		
3024	MUNICIPAL CODE CORPORATION	10/18/2021 Regular	0.00	1,074.00	110453
0036758	Invoice	10/14/2021 PROFESSIONAL SERVICES	0.00	1,074.00	
100-1150-7068-0000	CONTRACTUAL SERVICES	PROFESSIONAL SERVICES	1,074.00		
3186	MWH CONSTRUCTORS INC	10/18/2021 Regular	0.00	26,674.23	110454
21-30505107-24	Invoice	10/15/2021 BRINE LINE INSTALLATION CONSTRUCTIO	0.00	26,674.23	
710-0000-8030-0000	CAPITAL IMPROVEMENT	BRINE LINE INSTALLATION CONS	26,674.23		
1984	NAPA AUTO PARTS	10/18/2021 Regular	0.00	700.14	110455
162536	Invoice	10/14/2021 VEHICLE MAINTENANCE	0.00	559.01	
100-2050-7037-0000	VEHICLE MAINTENANCE	VEHICLE MAINTENANCE	559.01		
162752	Invoice	10/14/2021 VEHICLE MAINTENANCE	0.00	141.13	
100-2050-7037-0000	VEHICLE MAINTENANCE	VEHICLE MAINTENANCE	141.13		
2009	O'REILLY AUTO PARTS	10/18/2021 Regular	0.00	170.41	110456
2678-383962	Invoice	10/14/2021 VEHICLE MAINTENANCE	0.00	170.41	
100-2050-7037-0000	VEHICLE MAINTENANCE	VEHICLE MAINTENANCE	170.41		
4186	PARAGON TRADERS, LLC	10/18/2021 Regular	0.00	60.00	110457
43629	Invoice	10/14/2021 VEHICLE MAINTENANCE	0.00	60.00	
100-2050-7037-0000	VEHICLE MAINTENANCE	VEHICLE MAINTENANCE	60.00		
2039	PARKHOUSE TIRE, INC.	10/18/2021 Regular	0.00	230.10	110458
2030204740	Invoice	10/14/2021 VEHICLE MAINTENANCE	0.00	230.10	
100-2050-7037-0000	VEHICLE MAINTENANCE	VEHICLE MAINTENANCE	230.10		
2064	PITNEY BOWES GLOBAL FINANCIAL SERVICES LI	10/18/2021 Regular	0.00	513.52	110459
3105024619	Invoice	10/14/2021 EQUIPMENT LEASE	0.00	513.52	
100-1200-7075-0000	EQUIPMENT LEASING/RE	EQUIPMENT LEASE	513.52		
3652	PRUDENTIAL OVERALL SUPPLY	10/18/2021 Regular	0.00	89.43	110460
23218274	Invoice	10/15/2021 WW - Prudential Uniforms	0.00	89.43	
700-4050-7065-0000	UNIFORMS	WW - Prudential Uniforms	89.43		
2092	PURCHASE POWER-2540	10/18/2021 Regular	0.00	1,005.00	110461

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8000-9000-0098-	Invoice	10/14/2021	POSTAGE		0.00	1,005.00	
	100-1200-7025-0000		OFFICE SUPPLIES	POSTAGE		1,005.00	
2098	QUILL CORPORATON		10/18/2021	Regular	0.00	533.29	110462
19363145	Invoice	10/14/2021	OFFICE SUPPLIES		0.00	218.74	
	100-1200-7025-0000		OFFICE SUPPLIES	OFFICE SUPPLIES		56.87	
	700-4050-7025-0000		OFFICE SUPPLIES	OFFICE SUPPLIES		161.87	
19398085	Invoice	10/14/2021	OFFICE SUPPLIES		0.00	314.55	
	100-1200-7025-0000		OFFICE SUPPLIES	OFFICE SUPPLIES		72.35	
	100-1225-7025-0000		OFFICE SUPPLIES	OFFICE SUPPLIES		56.62	
	100-1230-7090-0000		EQUIPMENT SUPPLIES/M	OFFICE SUPPLIES		185.58	
4461	RIVERSIDE COUNTY OFFICE ON AGING		10/18/2021	Regular	0.00	45.00	110463
RCT R01180771	Invoice	10/14/2021	DEPOSIT REFUND		0.00	45.00	
	100-0000-4591-0000		PARKS RENTAL	DEPOSIT REFUND		45.00	
4115	SAN BERNARDINO VALLEY MUNICIPAL WATER		10/18/2021	Regular	0.00	13,565.63	110464
3720	Invoice	10/15/2021	O&M CHARGE AND	PER GALLON DISCHAR	0.00	13,565.63	
	700-4050-7089-0000		BRINE LINE MAINTENANC	O&M CHARGE AND PER GALLO		13,565.63	
2026	SECURITY SIGNAL DEVICES, INC		10/18/2021	Regular	0.00	1,234.70	110465
R-00320858	Invoice	10/14/2021	SECURITY SERVICES		0.00	179.55	
	700-4050-7087-007A		SECURITY SERVICES	SECURITY SERVICES		179.55	
R-00320874	Invoice	10/14/2021	SECURITY SERVICES		0.00	58.25	
	100-6000-7087-6040		SECURITY - POLICE DEPT	SECURITY SERVICES		58.25	
R-00321765	Invoice	10/14/2021	SECURITY SERVICES		0.00	186.50	
	100-6000-7087-6045		SECURITY - COMMUNITY	SECURITY SERVICES		186.50	
R-00321804	Invoice	10/14/2021	SECURITY SERVICES		0.00	55.65	
	750-7000-7087-0000		SECURITY SERVICES	SECURITY SERVICES		55.65	
R-00321979	Invoice	10/14/2021	SECURITY SERVICES		0.00	163.50	
	700-4050-7087-005X		SECURITY SERVICES	SECURITY SERVICES		163.50	
R-00323025	Invoice	10/14/2021	SECURITY SERVICES		0.00	113.25	
	100-6000-7087-6040		SECURITY - POLICE DEPT	SECURITY SERVICES		113.25	
R-00323241	Invoice	10/14/2021	SECURITY SERVICES		0.00	218.65	
	100-6000-7087-6025		SECURITY - CITY HALL	SECURITY SERVICES		158.40	
	100-6000-7087-6026		SECURITY- CITY HALL BLD	SECURITY SERVICES		60.25	
R-00323438	Invoice	10/14/2021	SECURITY SERVICES		0.00	138.00	
	700-4050-7087-005X		SECURITY SERVICES	SECURITY SERVICES		138.00	
R-00323890	Invoice	10/14/2021	SECURITY SERVICES		0.00	59.85	
	700-4050-7087-0000		SECURITY SERVICES	SECURITY SERVICES		59.85	
R-00325037	Invoice	10/14/2021	SECURITY SERVICES		0.00	61.50	
	750-7300-7087-0000		SECURITY SERVICES	SECURITY SERVICES		61.50	
2311	SOUTHERN CALIFORNIA EDISON		10/18/2021	Regular	0.00	39,562.81	110466

Check Report

Date Range: 10/08/202 - 21

Vendor Number / Payable # / Account Number	Vendor Name / Payable Type / Account Name	Post Date / Payable Description / Item Description	Payment Date / Payment Type / Discount Amount / Payable Amount / Distribution Amount	Payment Amount	Number
10/14/21	Invoice	10/14/2021 ELECTRIC UTILITY	0.00	39,562.81	
100-3250-7010-0000	UTILITIES	ELECTRIC UTILITY	12,950.17		
100-3250-7010-003X	UTILITIES (IA 3)	ELECTRIC UTILITY	2,866.95		
100-3250-7010-004X	UTILITIES (IA 4)	ELECTRIC UTILITY	291.84		
100-3250-7010-006B	UTILITIES (IA 6B)	ELECTRIC UTILITY	2,139.36		
100-3250-7010-007A	UTILITIES (IA 7A)	ELECTRIC UTILITY	142.34		
100-3250-7010-007B	UTILITIES (IA 7B)	ELECTRIC UTILITY	29.54		
100-3250-7010-007D	UTILITIES (IA 7D)	ELECTRIC UTILITY	94.14		
100-3250-7010-008A	UTILITIES (IA 8A)	ELECTRIC UTILITY	432.30		
100-3250-7010-008B	UTILITIES (IA 8B)	ELECTRIC UTILITY	93.56		
100-3250-7010-008C	UTILITIES (IA 8C)	ELECTRIC UTILITY	612.81		
100-3250-7010-008D	UTILITIES (IA 8D)	ELECTRIC UTILITY	21.66		
100-3250-7010-010A	UTILITIES (IA 10)	ELECTRIC UTILITY	41.17		
100-3250-7010-011A	UTILITIES (IA 11A)	ELECTRIC UTILITY	82.00		
100-3250-7010-012A	UTILITIES (IA 12)	ELECTRIC UTILITY	94.12		
100-3250-7010-014X	UTILITIES (IA 14)	ELECTRIC UTILITY	1,550.72		
100-3250-7010-019A	UTILITIES (IA 19A)	ELECTRIC UTILITY	215.68		
100-3250-7010-019C	UTILITIES (IA 19C)	ELECTRIC UTILITY	3,701.63		
100-3250-7010-06A1	UTILITIES (IA 6A1)	ELECTRIC UTILITY	426.85		
100-6000-7010-6045	UTILITIES - COMMUNITY	ELECTRIC UTILITY	5,420.25		
100-6050-7010-0000	UTILITIES	ELECTRIC UTILITY	574.44		
100-6050-7010-005X	UTILITIES IA 5	ELECTRIC UTILITY	7,329.55		
100-6050-7010-007A	UTILITIES IA 7A	ELECTRIC UTILITY	36.67		
100-6050-7010-5400	UTILITIES, PARK (SPORTS	ELECTRIC UTILITY	342.73		
100-6050-7010-5500	UTILITIES, PARK (STEWAR	ELECTRIC UTILITY	72.33		
2365	SUN BADGE CO.	10/18/2021 Regular	0.00	1,818.28	110467
406870	Invoice	10/14/2021 DEPT SUPPLIES	0.00	1,818.28	
100-2050-7070-0000	SPECIAL DEPT SUPPLIES	DEPT SUPPLIES	1,818.28		
2407	THE GAS COMPANY	10/18/2021 Regular	0.00	99.99	110468
03822937417 10/	Invoice	10/15/2021 GAS UTILITY	0.00	26.16	
100-6000-7010-6041	UTILITIES - POLICE ANNEX	GAS UTILITY	26.16		
05789544425 10/	Invoice	10/15/2021 GAS UTILITY	0.00	15.75	
100-6000-7010-6045	UTILITIES - COMMUNITY	GAS UTILITY	15.75		
10552230004 10/	Invoice	10/15/2021 GAS UTILITY	0.00	15.78	
750-7300-7010-0000	UTILITIES	GAS UTILITY	15.78		
12604948096 10/	Invoice	10/15/2021 GAS UTILITY	0.00	42.30	
700-4050-7010-0000	UTILITIES	GAS UTILITY	42.30		
3874	THE PAPE GROUP INC	10/18/2021 Regular	0.00	10,385.13	110469
7016392	Invoice	10/15/2021 Generator Maintenance	0.00	8,796.90	
100-6000-7090-6025	EQUIPMENT SUPPLIES/M	Generator Maintenance	7,325.00		
100-6000-7090-6025	EQUIPMENT SUPPLIES/M	GENERATOR MAINTENANCE	1,471.90		
7019905	Invoice	10/15/2021 Generator Maintenance	0.00	1,588.23	
100-6000-7090-6025	EQUIPMENT SUPPLIES/M	GENERATOR MAINTENANCE	1,588.23		
2417	THE RADAR SHOP	10/18/2021 Regular	0.00	431.00	110470

Check Report **Date Range: 10/08/202 21**

Vendor Number / Payable #	Vendor Name / Payable Type / Account Number	Post Date / Account Name	Payment Date / Payable Description / Item Description	Payment Type	Discount Amount / Discount Amount / Distribution Amount	Payment Amount / Payable Amount	Number
13848	Invoice	10/14/2021	DEPT SUPPLIES		0.00	431.00	
	100-2050-7070-0000	SPECIAL DEPT SUPPLIES	DEPT SUPPLIES		431.00		
3265	TOWNSEND PUBLIC AFFAIRS, INC		10/18/2021	Regular	0.00	2,000.00	110471
17604	Invoice	10/15/2021	CONSULTING SERVICES		0.00	2,000.00	
	100-1200-7068-0000	CONTRACTUAL SERVICES	CONSULTING SERVICES		2,000.00		
2457	TYLER WORKS - TECHNOLOGIES		10/18/2021	Regular	0.00	50.00	110472
025-350050	Invoice	10/15/2021	MONTHLY FEE		0.00	50.00	
	100-1230-7071-0000	SOFTWARE	MONTHLY FEE		50.00		
2472	UPS		10/18/2021	Regular	0.00	11.91	110473
000087R790391	Invoice	10/15/2021	SHIPPING SERVICES		0.00	11.91	
	100-2050-7025-0000	OFFICE SUPPLIES	SHIPPING SERVICES		11.91		
2484	VERIZON		10/18/2021	Regular	0.00	18,219.65	110474
9889133049	Invoice	10/15/2021	PHONE UTILITY - PD AIRCARDS		0.00	13,119.59	
	100-1230-7015-0000	TELEPHONE	PHONE UTILITY - PD AIRCARDS		13,119.59		
9889337090	Invoice	10/15/2021	PHONE UTILITY - DEPT CELL PHONES		0.00	4,897.08	
	100-1230-7015-0000	TELEPHONE	PHONE UTILITY - DEPT CELL PH		4,353.36		
	700-4050-7015-0000	TELEPHONE	PHONE UTILITY - DEPT CELL PH		309.81		
	750-7000-7015-0000	TELEPHONE	PHONE UTILITY - DEPT CELL PH		233.91		
9889337092	Invoice	10/15/2021	IPADS - 1550		0.00	76.02	
	100-1230-7015-0000	TELEPHONE	IPADS - 1550		76.02		
9889337093	Invoice	10/15/2021	IPADS - 3100		0.00	76.02	
	100-1230-7015-0000	TELEPHONE	IPADS - 3100		76.02		
9889337094	Invoice	10/15/2021	IPADS - 1550/6050		0.00	50.94	
	100-1230-7015-0000	TELEPHONE	IPADS - 1550/6050		50.94		
2490	VERIZON BUSINESS SERVICE		10/18/2021	Regular	0.00	9.62	110475
71952519	Invoice	10/15/2021	PHONE UTILITY		0.00	9.62	
	100-1230-7015-6040	TELEPHONE (POLICE DPT)	PHONE UTILITY		9.62		
2517	VOYAGER		10/18/2021	Regular	0.00	53,384.60	110476

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
8690650032139	Invoice	10/15/2021	FUEL EXPENSE	0.00	53,384.60	
	100-2000-7050-0000	FUEL	FUEL EXPENSE		941.23	
	100-2030-7050-0000	FUEL	FUEL EXPENSE		191.42	
	100-2050-7050-0000	FUEL	FUEL EXPENSE		18,816.36	
	100-2100-7050-0000	FUEL	FUEL EXPENSE		154.93	
	100-2150-7050-0000	FUEL	FUEL EXPENSE		196.57	
	100-3100-7050-0000	FUEL	FUEL EXPENSE		583.22	
	100-3250-7050-0000	FUEL	FUEL EXPENSE		2,132.90	
	100-6050-7050-0000	FUEL	FUEL EXPENSE		8,529.56	
	700-4050-7050-0000	FUEL	FUEL EXPENSE		2,868.43	
	750-7100-7050-0000	FUEL	FUEL EXPENSE		686.23	
	750-7300-7050-0000	FUEL	FUEL EXPENSE		228.46	
	750-7400-7050-0000	FUEL	FUEL EXPENSE		6,144.33	
	750-7600-7050-0000	FUEL	FUEL EXPENSE		4,763.96	
	750-7800-7050-0000	FUEL	FUEL EXPENSE		1,809.51	
	750-7900-7050-0000	FUEL	FUEL EXPENSE		568.89	
	750-8100-7050-0000	FUEL	FUEL EXPENSE		734.69	
	750-8200-7050-0000	FUEL	FUEL EXPENSE		1,127.76	
	750-8300-7050-0000	FUEL	FUEL EXPENSE		2,906.15	
3422	WAXIE SANITARY SUPPLY	10/18/2021	Regular	0.00	182.49	110477
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
80340453	Invoice	10/15/2021	DEPT SUPPLIES	0.00	182.49	
	215-0000-7036-0000	GRANT SPECIFIC COSTS	DEPT SUPPLIES		182.49	
2911	WILMINGTON TRUST, N.A.	10/18/2021	Regular	0.00	4,750.00	110478
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
20210812-11197	Invoice	10/15/2021	TRUSTEE FEES	0.00	2,000.00	
	250-0000-7051-0000	TRUSTEE FEES	TRUSTEE FEES		2,000.00	
20210812-11197	Invoice	10/15/2021	TRUSTEE FEES	0.00	750.00	
	250-0000-7051-0000	TRUSTEE FEES	TRUSTEE FEES		750.00	
20210922-11215	Invoice	10/15/2021	TRUSTEE FEES	0.00	2,000.00	
	250-0000-7051-0000	TRUSTEE FEES	TRUSTEE FEES		2,000.00	
2555	XYLEM DEWATERING SOLUTIONS U.S.A INC	10/18/2021	Regular	0.00	7,734.03	110479
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
401117280	Invoice	10/15/2021	MARSHALL LIFT STATION PUMP RENTAL	0.00	7,734.03	
	700-4050-7075-0000	EQUIPMENT LEASING/RE	MARSHALL LIFT STATION PUMP		2,393.29	
	700-4050-7075-0000	EQUIPMENT LEASING/RE	MARSHALL LIFT STATION PUMP		5,340.74	
2556	XYLEM WATER SOLUTIONS, INC	10/18/2021	Regular	0.00	4,570.00	110480

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
3556B90873	Invoice	10/15/2021	WWTP EQUIP/MAINTENANCE/SUPPLIES	0.00	4,570.00	
	700-4050-7070-0000	SPECIAL DEPT SUPPLIES	WWTP EQUIP/MAINTENANCE/S		4,570.00	

Bank Code APBNK Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	122	75	0.00	294,429.51
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	7	5	0.00	1,907,787.89
	129	**80**	**0.00**	**2,202,217.40**

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Bank Code: PYBANK-BANK OF HEMET - PAYROLL						
4446	California State Payroll Taxes	10/08/2021	Bank Draft	0.00	23,553.98	DFT0003250

Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount
	Account Number	**Account Name**	**Item Description**	**Distribution Amount**	
INV0000242	Invoice	10/08/2021	State Withholding	0.00	23,553.98
	100-0000-2105-0000	PAYROLL SUSPENSE	State Withholding	23,553.98	

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
4445	Federal Deposit	10/08/2021	Bank Draft	0.00	75,709.78	DFT0003251

Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount
	Account Number	**Account Name**	**Item Description**	**Distribution Amount**	
INV0000243	Invoice	10/08/2021	Federal Deposit	0.00	75,709.78
	100-0000-2105-0000	PAYROLL SUSPENSE	Federal Withholding	58,725.69	
	100-0000-2105-0000	PAYROLL SUSPENSE	Medicare	16,984.09	

Bank Code PYBANK Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	0	0	0.00	0.00
Manual Checks	0	0	0.00	0.00
Voided Checks	0	0	0.00	0.00
Bank Drafts	2	2	0.00	99,263.76
EFT's	0	0	0.00	0.00
	2	**2**	**0.00**	**99,263.76**

All Bank Codes Check Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	122	75	0.00	294,429.51
Manual Checks	0	0	0.00	0.00
Voided Checks	0	0	0.00	0.00
Bank Drafts	2	2	0.00	99,263.76
EFT's	7	5	0.00	1,907,787.89
	131	**82**	**0.00**	**2,301,481.16**

Fund Summary

Fund	Name	Period	Amount
999	POOLED CASH	10/2021	2,301,481.16
			2,301,481.16

AGENDA ITEM NO.

BEAUMONT
CALIFORNIA

WARRANTS TO BE RATIFIED

Friday, October 22, 2021

Printed Checks	110481-110531	$	1,134,918.05	FY 21/22
ACH	515	$	29,924.18	
	A/P Total	$	1,164,842.23	
Wires	Bank of Hemet	$	2,000,000.00	Replenish Payroll Funds
Bank Drafts	MG Trust	$	25,811.02	457 Paydate 10/08/21
		$	3,664.54	401a Paydate 10/08/21
		$	482.27	FICA Paydate 10/08/21
	CalPERS	$	48,026.55	742 Classic
		$	46,837.46	743 Classic
		$	16,905.24	27308 PEPRA
		$	16,136.21	25763 PEPRA
		$	652.56	27308 PEPRA

I DO HEREBY CERTIFY THIS WARRANT LIST HAS BEEN COMPILED AND PREPARED TO MEET THE DAILY OPERATIONS FOR THE FISCAL YEAR JULY 1, 2021 - JUNE 30, 2022

SIGNATURE: _____
TITLE: CITY TREASURER

SIGNATURE: _____
TITLE: FINANCE DIRECTOR

City of Beaumont, CA

Check Report

By Check Number

Date Range: 10/19/2021 - 10/22/2021

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Bank Code: APBNK-AP Bank						
2295	SLOVAK BARON EMPEY MURPHY & PINKNEY	10/22/2021	EFT	0.00	29,924.18	515
Payable #	Payable Type / Post Date / Payable Description			Discount Amount	Payable Amount	
	Account Number / Account Name / Item Description			Distribution Amount		
67079	Invoice / 10/21/2021 / LEGAL SERVICES			0.00	29,924.18	
	100-1300-7068-000B / CONTRACTUAL SERVICES / LEGAL SERVICES			29,924.18		
1023	ADVANCED WORKPLACE STRATEGIES	10/22/2021	Regular	0.00	129.00	110481
Payable #	Payable Type / Post Date / Payable Description			Discount Amount	Payable Amount	
	Account Number / Account Name / Item Description			Distribution Amount		
489233	Invoice / 10/21/2021 / HIRING COSTS			0.00	129.00	
	100-1240-6050-0000 / RECRUITMENT AND HIRI / HIRING COSTS			129.00		
1034	ALADTEC, INC	10/22/2021	Regular	0.00	373.58	110482
Payable #	Payable Type / Post Date / Payable Description			Discount Amount	Payable Amount	
	Account Number / Account Name / Item Description			Distribution Amount		
2021-3177	Invoice / 10/21/2021 / SOFTWARE			0.00	373.58	
	100-1230-7071-6040 / SOFTWARE (POLICE DEPT / SOFTWARE			373.58		
1050	AMAZON CAPITAL SERVICES	10/22/2021	Regular	0.00	78.25	110483
Payable #	Payable Type / Post Date / Payable Description			Discount Amount	Payable Amount	
	Account Number / Account Name / Item Description			Distribution Amount		
11CP-F1XY-97PG	Invoice / 10/21/2021 / OFFICE SUPPLIES			0.00	37.66	
	100-1200-7025-0000 / OFFICE SUPPLIES / OFFICE SUPPLIES			37.66		
19VF-3VXR-MPPY	Invoice / 10/21/2021 / OFFICE SUPPLIES			0.00	40.59	
	700-4050-7025-0000 / OFFICE SUPPLIES / OFFICE SUPPLIES			40.59		
1053	AMERICAN FORENSIC NURSES	10/22/2021	Regular	0.00	696.55	110484
Payable #	Payable Type / Post Date / Payable Description			Discount Amount	Payable Amount	
	Account Number / Account Name / Item Description			Distribution Amount		
74953	Invoice / 10/21/2021 / PROFESSIONAL SERVICES			0.00	696.55	
	100-2050-7068-0000 / CONTRACTUAL SERVICES / PROFESSIONAL SERVICES			696.55		
3831	ANIMAL PEST MANAGEMENT SERVICES, INC	10/22/2021	Regular	0.00	960.00	110485
Payable #	Payable Type / Post Date / Payable Description			Discount Amount	Payable Amount	
	Account Number / Account Name / Item Description			Distribution Amount		
622882	Invoice / 10/21/2021 / Pest Control for City Buildings			0.00	685.00	
	100-6000-7068-6025 / CONTRACTUAL SVC - CITY / PEST CONTROL FOR CITY BUILDI			130.00		
	100-6000-7068-6026 / CONTRACTUAL SVC - CITY / PEST CONTROL FOR CITY BUILDI			65.00		
	100-6000-7068-6032 / CONTRACTUAL SVC- CITY / PEST CONTROL FOR CITY BUILDI			45.00		
	100-6000-7068-6040 / CONTRACTUAL SVC- POLI / PEST CONTROL FOR CITY BUILDI			75.00		
	100-6000-7068-6041 / CONTRACTUAL SVC- POLI / PEST CONTROL FOR CITY BUILDI			45.00		
	100-6000-7068-6045 / CONTRACTUAL SVC- COM / PEST CONTROL FOR CITY BUILDI			130.00		
	100-6000-7068-6055 / CONTRACTUAL SVC- FIRE / PEST CONTROL FOR CITY BUILDI			65.00		
	750-7000-7068-0000 / CONTRACTUAL SERVICES / PEST CONTROL FOR CITY BUILDI			65.00		
	750-7300-7068-0000 / CONTRACTUAL SERVICES / PEST CONTROL FOR CITY BUILDI			65.00		
649178	Invoice / 10/21/2021 / Pest Control for City Buildings			0.00	275.00	
	100-6000-7068-6040 / CONTRACTUAL SVC- POLI / PEST CONTROL FOR CITY BUILDI			275.00		
1086	ARROWHEAD RADIOLOGY MEDICAL	10/22/2021	Regular	0.00	50.00	110486

Check Report **Date Range: 10/19/202 21**

Vendor Number	Vendor Name		Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Payable #	Payable Type	Post Date	Payable Description		Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description		Distribution Amount		
4455 2038683.1	Invoice	10/21/2021	EMPLOYEE MEDICAL SERVICES		0.00	50.00	
	100-2050-6019-0000	FIRST AID	EMPLOYEE MEDICAL SERVICES		50.00		
2618	AT&T MOBILITY		10/22/2021	Regular	0.00	1,735.28	110487
Payable #	Payable Type	Post Date	Payable Description		Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description		Distribution Amount		
287302055450X1	Invoice	10/21/2021	PHONE UTILITY		0.00	885.28	
	100-1230-7015-6040	TELEPHONE (POLICE DPT)	PHONE UTILITY		885.28		
401716	Invoice	10/21/2021	DEPT SUPPLIES		0.00	850.00	
	100-2050-7070-0000	SPECIAL DEPT SUPPLIES	DEPT SUPPLIES		850.00		
1109	BANK OF HEMET		10/22/2021	Regular	0.00	7,640.22	110488
Payable #	Payable Type	Post Date	Payable Description		Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description		Distribution Amount		
1280837350 10/1	Invoice	10/21/2021	Batwing/Lawnmower FY 22		0.00	7,640.22	
	100-6050-8040-0000	EQUIPMENT	Batwing/Lawnmower FY 22		7,640.22		
1123	BEAUMONT BASIN WATERMASTER		10/22/2021	Regular	0.00	6,012.84	110489
Payable #	Payable Type	Post Date	Payable Description		Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description		Distribution Amount		
B-228	Invoice	10/21/2021	Task Order No. 27		0.00	6,012.84	
	700-4050-7022-0000	LICENSE, PERMITS, FEES	Task Order No. 27		6,012.84		
1147	BEAUMONT CHERRY VALLEY WATER DIST.		10/22/2021	Regular	0.00	104,803.17	110490

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
11/08/21	Invoice	10/21/2021	WATER UTILITY	0.00	104,803.17	
	100-3250-7010-0000	UTILITIES	WATER UTILITY	9,026.57		
	100-3250-7010-007A	UTILITIES (IA 7A)	WATER UTILITY	1,370.03		
	100-3250-7010-007B	UTILITIES (IA 7B)	WATER UTILITY	544.72		
	100-3250-7010-008A	UTILITIES (IA 8A)	WATER UTILITY	386.67		
	100-3250-7010-008B	UTILITIES (IA 8B)	WATER UTILITY	975.47		
	100-3250-7010-010A	UTILITIES (IA 10)	WATER UTILITY	1,350.68		
	100-3250-7010-012A	UTILITIES (IA 12)	WATER UTILITY	1,090.25		
	100-3250-7010-014X	UTILITIES (IA 14)	WATER UTILITY	10,276.61		
	100-3250-7010-015X	UTILITIES (IA 15)	WATER UTILITY	2,096.97		
	100-3250-7010-016X	UTILITIES (IA 16)	WATER UTILITY	1,391.85		
	100-3250-7010-018X	UTILITIES (IA 18)	WATER UTILITY	907.89		
	100-3250-7010-019A	UTILITIES (IA 19A)	WATER UTILITY	2,287.83		
	100-3250-7010-019C	UTILITIES (IA 19C)	WATER UTILITY	82.83		
	100-3250-7010-06A1	UTILITIES (IA 6A1)	WATER UTILITY	5,830.01		
	100-6000-7010-6045	UTILITIES - COMMUNITY	WATER UTILITY	1,222.78		
	100-6050-7010-0000	UTILITIES	WATER UTILITY	2,040.41		
	100-6050-7010-003X	UTILITIES IA 3	WATER UTILITY	6,777.31		
	100-6050-7010-007A	UTILITIES IA 7A	WATER UTILITY	734.38		
	100-6050-7010-008A	UTILITIES IA 8A (SUNDAN	WATER UTILITY	12,608.12		
	100-6050-7010-008C	UTILITIES IA 8C	WATER UTILITY	29.15		
	100-6050-7010-008D	UTILITIES IA 8D	WATER UTILITY	158.98		
	100-6050-7010-008E	UTILITIES IA 8E	WATER UTILITY	163.87		
	100-6050-7010-014A	UTILITIES IA 14A (OAK VA	WATER UTILITY	852.22		
	100-6050-7010-014B	UTILITIES IA 14B	WATER UTILITY	3,910.40		
	100-6050-7010-017A	UTILITIES IA 17A (TOURN	WATER UTILITY	2,684.54		
	100-6050-7010-018X	UTILITIES IA 18	WATER UTILITY	29.15		
	100-6050-7010-019C	UTILITIES IA 19C	WATER UTILITY	307.71		
	100-6050-7010-020X	UTILITIES IA 20	WATER UTILITY	719.04		
	100-6050-7010-06A1	UTILITIES IA 6A1	WATER UTILITY	499.00		
	100-6050-7010-1601	UTILITIES IA 1601	WATER UTILITY	4,198.63		
	100-6050-7010-5050	UTILITIES, PARK (DEFORG	WATER UTILITY	1,216.16		
	100-6050-7010-5200	UTILITIES, PARK (PALMER)	WATER UTILITY	15.43		
	100-6050-7010-5250	UTILITIES, PARK (RANGEL)	WATER UTILITY	1,206.88		
	100-6050-7010-5350	UTILITIES, PARK (SHADO	WATER UTILITY	29.15		
	100-6050-7010-5400	UTILITIES, PARK (SPORTS	WATER UTILITY	9,433.89		
	100-6050-7010-5450	UTILITIES, PARK (STETSON	WATER UTILITY	7,416.20		
	100-6050-7010-5500	UTILITIES, PARK (STEWAR	WATER UTILITY	4,554.87		
	100-6050-7010-5600	UTILITIES, PARK (TREVINO	WATER UTILITY	79.49		
	100-6050-7010-5650	UTILITIES, PARK (VETERA	WATER UTILITY	117.89		
	100-6050-7010-5700	UTILITIES, PARK (WILD FL	WATER UTILITY	2,531.99		
	700-4050-7010-0000	UTILITIES	WATER UTILITY	3,627.15		
	700-4050-7010-019C	UTILTIIES (IA 19C)	WATER UTILITY	20.00		
4392	CAL-LINE EQUIPMENT, INC	10/22/2021	Regular	0.00	35,589.83	110491
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
04600378	Invoice	10/21/2021	Stump Grinder	0.00	35,589.83	
	600-5100-8040-0000	EQUIPMENT REPLACEME	Stump Grinder	35,589.83		
1289	CITY OF INDIO/FINANCE	10/22/2021	Regular	0.00	239,636.40	110492
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
1219	Invoice	10/21/2021	ERICA JPA	0.00	239,636.40	
	100-2050-7057-0000	ERICA	ERICA JPA	239,636.40		
1302	CLINICAL LABORATORY OF SAN BERNARDINO, I	10/22/2021	Regular	0.00	6,749.00	110493

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
2100958	Invoice	10/21/2021	Clinical Labs	0.00	6,749.00	
	700-4050-7068-0000	CONTRACTUAL SERVICES	Clinical Labs	6,749.00		
4209	COMMERCIAL CLEANING SOLUTIONS INC	10/22/2021	Regular	0.00	16,415.00	110494
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
36649	Invoice	10/21/2021	Janitorial Services	0.00	16,415.00	
	100-6000-7068-6025	CONTRACTUAL SVC - CITY	JANITORIAL SERVICE	5,792.00		
	100-6000-7068-6026	CONTRACTUAL SVC - CITY	JANITORIAL SERVICE	490.00		
	100-6000-7068-6031	CONTRACTUAL SVC- CITY	JANITORIAL SERVICE	265.00		
	100-6000-7068-6040	CONTRACTUAL SVC- POLI	JANITORIAL SERVICE	2,105.00		
	100-6000-7068-6041	CONTRACTUAL SVC- POLI	JANITORIAL SERVICE	265.00		
	100-6000-7068-6045	CONTRACTUAL SVC- COM	JANITORIAL SERVICE	6,295.00		
	100-6000-7068-6060	CONTRACTUAL SVC- 713	JANITORIAL SERVICE	85.00		
	700-4050-7068-0000	CONTRACTUAL SERVICES	JANITORIAL SERVICE	490.00		
	750-7000-7068-0000	CONTRACTUAL SERVICES	JANITORIAL SERVICE	498.00		
	750-7300-7068-0000	CONTRACTUAL SERVICES	JANITORIAL SERVICE	130.00		
1344	CREATIVE BUS SALES, INC	10/22/2021	Regular	0.00	455,876.68	110495
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
1546281	Invoice	10/21/2021	EV Shuttles	0.00	227,938.34	
	760-0000-1625-0000	VEHICLES	EV Shuttles	227,938.34		
1546564	Invoice	10/21/2021	EV Shuttles	0.00	227,938.34	
	760-0000-1625-0000	VEHICLES	EV Shuttles	227,938.34		
1398	DEPARTMENT OF ENVIORNMENTAL HEALTH	10/22/2021	Regular	0.00	3,600.00	110496
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
IN0423246	Invoice	10/21/2021	HEALTH PERMIT	0.00	900.00	
	700-4050-7022-019C	LICENSE, PERMITS, FEES	HEALTH PERMIT	900.00		
IN0423247	Invoice	10/21/2021	HEALTH PERMIT	0.00	900.00	
	700-4050-7022-019C	LICENSE, PERMITS, FEES	HEALTH PERMIT	900.00		
IN0423248	Invoice	10/21/2021	HEALTH PERMIT	0.00	900.00	
	700-4050-7022-06A1	LICENSE, PERMITS, FEES	HEALTH PERMIT	900.00		
IN0423249	Invoice	10/21/2021	HEALTH PERMIT	0.00	900.00	
	700-4050-7022-003X	LICENSE, PERMITS, FEES	HEALTH PERMIT	900.00		
1402	DEPARTMENT OF JUSTICE	10/22/2021	Regular	0.00	1,851.00	110497
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
536067	Invoice	10/21/2021	PROFESSIONAL SERVICES	0.00	1,851.00	
	100-2050-7031-0000	LIVE SCAN-FINGERPRINTI	PROFESSIONAL SERVICES	1,851.00		
1445	DUDEK	10/22/2021	Regular	0.00	3,250.00	110498
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
202107443	Invoice	10/21/2021	GROUNDWATER AND SURFACE WATER M	0.00	3,250.00	
	700-4050-7068-0000	CONTRACTUAL SERVICES	GROUNDWATER AND SURFACE	3,250.00		
1501	FAIRVIEW FORD	10/22/2021	Regular	0.00	28,019.44	110499
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
210583	Invoice	10/21/2021	F150 Super Crew Truck replacement	0.00	28,019.44	
	100-6050-8060-0000	VEHICLES	F150 Super Crew Truck replace	28,019.44		
1509	FEDEX	10/22/2021	Regular	0.00	26.28	110500

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
7-518-44127	Invoice	10/21/2021	OFFICE SUPPLIES	0.00	26.28	
	100-2000-7025-0000	OFFICE SUPPLIES	OFFICE SUPPLIES	1.31		
	100-2050-7025-0000	OFFICE SUPPLIES	OFFICE SUPPLIES	24.97		
1533	FRONTIER COMMUNICATIONS	10/22/2021	Regular	0.00	402.74	110501
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
213-180-1992-06	Invoice	10/21/2021	PHONE UTILITY	0.00	280.98	
	100-1230-7015-6045	TELEPHONE (COMM CTR)	PHONE UTILITY	280.98		
951-845-9839-09	Invoice	10/21/2021	PHONE UTILITY	0.00	121.76	
	100-1230-7015-6041	TELEPHONE (PD ANNEX)	PHONE UTILITY	121.76		
4378	GEORGE HILLS COMPANY, INC	10/22/2021	Regular	0.00	2,785.51	110502
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
INV1020662	Invoice	10/21/2021	RECOVERY SERVICES	0.00	2,785.51	
	100-1240-7081-0000	CLAIM COSTS	RECOVERY SERVICES	2,785.51		
3906	GUY THOMAS	10/22/2021	Regular	0.00	500.00	110503
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
357424	Invoice	10/21/2021	PROFESSIONAL SERVICES	0.00	500.00	
	700-4050-7068-0000	CONTRACTUAL SERVICES	PROFESSIONAL SERVICES	500.00		
1612	HEARD'S INVESTIGATIONS AND POLYGRAPH LL	10/22/2021	Regular	0.00	350.00	110504
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
7246	Invoice	10/21/2021	HIRING COSTS	0.00	350.00	
	100-1240-6050-0000	RECRUITMENT AND HIRI	HIRING COSTS	350.00		
3572	HECTOR ALVARADO	10/22/2021	Regular	0.00	2,030.00	110505
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
1649	Invoice	10/21/2021	Bus Wash and Detail	0.00	2,030.00	
	750-7100-7037-0000	VEHICLE MAINTENANCE	BUS WASH AND DETAIL	100.00		
	750-7400-7037-0000	VEHICLE MAINTENANCE	BUS WASH AND DETAIL	680.00		
	750-7600-7037-0000	VEHICLE MAINTENANCE	BUS WASH AND DETAIL	400.00		
	750-7800-7037-0000	VEHICLE MAINTENANCE	BUS WASH AND DETAIL	250.00		
	750-7900-7037-0000	VEHICLE MAINTENANCE	BUS WASH AND DETAIL	200.00		
	750-8100-7037-0000	VEHICLE MAINTENANCE	BUS WASH AND DETAIL	100.00		
	750-8200-7037-0000	VEHICLE MAINTENANCE	BUS WASH AND DETAIL	100.00		
	750-8300-7037-0000	VEHICLE MAINTENANCE	BUS WASH AND DETAIL	200.00		
1638	HOWARD'S	10/22/2021	Regular	0.00	2,815.00	110506
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
2343	Invoice	10/21/2021	WEED ABATEMENT	0.00	2,815.00	
	100-6050-7156-0000	WEED ABATEMENT	WEED ABATEMENT	2,815.00		
1657	IN GEAR TECHNOLOGY	10/22/2021	Regular	0.00	267.87	110507
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
10/14/21	Invoice	10/21/2021	VEHICLE MAINTENANCE	0.00	267.87	
	100-2050-7037-0000	VEHICLE MAINTENANCE	VEHICLE MAINTENANCE	70.00		
	100-2050-7037-0000	VEHICLE MAINTENANCE	VEHICLE MAINTENANCE	197.87		
1865	LINEAR SYSTEMS INC	10/22/2021	Regular	0.00	1,500.00	110508

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
20219655	Invoice	10/21/2021	SOFTWARE	0.00	1,500.00	
	100-1230-7071-6040	SOFTWARE (POLICE DEPT	SOFTWARE	1,500.00		
4395	LINKO TECHNOLOGY, INC	10/22/2021	Regular	0.00	420.00	110509
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
8795	Invoice	10/21/2021	SOFTWARE SYSTEM FOR PRETREATMENT	0.00	420.00	
	700-4050-7071-0000	SOFTWARE	SOFTWARE SYSTEM FOR PRETRE	420.00		
4290	LISA WISE CONSULTING, INC	10/22/2021	Regular	0.00	5,957.50	110510
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
4048	Invoice	10/21/2021	Housing Element Update	0.00	5,957.50	
	215-0000-7068-0000	CONTRACTUAL SERVICES	Housing Element Update	4,539.16		
	215-0000-7068-0000	CONTRACTUAL SERVICES	Housing Element Update	1,418.34		
1317	OCCUPATIONAL HEALTH CENTERS	10/22/2021	Regular	0.00	695.00	110511
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
72763610	Invoice	10/21/2021	EMPLOYEE MEDICAL SERVICES	0.00	185.00	
	100-1240-6050-0000	RECRUITMENT AND HIRI	EMPLOYEE MEDICAL SERVICES	65.00		
	750-7000-6019-0000	FIRST AID	EMPLOYEE MEDICAL SERVICES	120.00		
72849300	Invoice	10/21/2021	EMPLOYEE MEDICAL SERVICES	0.00	55.00	
	750-8300-6019-0000	FIRST AID	EMPLOYEE MEDICAL SERVICES	55.00		
72926914	Invoice	10/21/2021	HIRING COSTS	0.00	415.00	
	100-1240-6050-0000	RECRUITMENT AND HIRI	HIRING COSTS	415.00		
73005477	Invoice	10/21/2021	EMPLOYEE MEDICAL SERVICES	0.00	40.00	
	750-7600-6019-0000	FIRST AID	EMPLOYEE MEDICAL SERVICES	40.00		
2039	PARKHOUSE TIRE, INC.	10/22/2021	Regular	0.00	397.59	110512
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
2030206449	Invoice	10/21/2021	VEHICLE MAINTENANCE	0.00	397.59	
	700-4050-7037-0000	VEHICLE MAINTENANCE	VEHICLE MAINTENANCE	397.59		
3642	PLACEWORKS, INC	10/22/2021	Regular	0.00	2,573.75	110513
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
76539	Invoice	10/21/2021	Jack Rabbit Trail SP	0.00	1,025.00	
	100-1350-7068-0000	CONTRACTUAL SERVICES	Jack Rabbit Trail SP	1,025.00		
76540	Invoice	10/21/2021	Potrero Logistics PP2020-0273	0.00	1,548.75	
	100-1350-7068-0000	CONTRACTUAL SERVICES	Potrero Logistics PP2020-0273	1,548.75		
2076	PRINTING & PROMOTION PLUS, INC.	10/22/2021	Regular	0.00	633.74	110514
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
80830	Invoice	10/21/2021	OFFICE SUPPLIES	0.00	206.55	
	100-1240-7025-0000	OFFICE SUPPLIES	OFFICE SUPPLIES	206.55		
81008	Invoice	10/21/2021	OFFICE SUPPLIES	0.00	427.19	
	100-2050-7025-0000	OFFICE SUPPLIES	OFFICE SUPPLIES	427.19		
3652	PRUDENTIAL OVERALL SUPPLY	10/22/2021	Regular	0.00	797.11	110515
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
23199754	Invoice	10/21/2021	WW - Prudential Uniforms	0.00	89.43	
	700-4050-7065-0000	UNIFORMS	WW - Prudential Uniforms	89.43		
23221457	Invoice	10/21/2021	Uniform Rental and Cleaning	0.00	122.00	

Vendor Number	Vendor Name		Payment Date	Payment Type	Discount Amount	Payment Amount	Number
	750-7100-7065-0000	UNIFORMS		UNIFORM MAINTENANCE		12.94	
	750-7400-7065-0000	UNIFORMS		UNIFORM MAINTENANCE		29.19	
	750-7600-7065-0000	UNIFORMS		UNIFORM MAINTENANCE		23.24	
	750-7800-7065-0000	UNIFORMS		UNIFORM MAINTENANCE		13.23	
	750-8100-7065-0000	UNIFORMS		UNIFORM MAINTENANCE		12.66	
	750-8200-7065-0000	UNIFORMS		UNIFORM MAINTENANCE		12.94	
	750-8300-7065-0000	UNIFORMS		UNIFORM MAINTENANCE		17.80	
23221491	Invoice		10/21/2021	Uniform Rental and Cleaning	0.00	49.39	
	750-7300-7065-0000	UNIFORMS		UNIFORM MAINTENANCE		49.39	
23221507	Invoice		10/06/2021	Uniform Rental and Cleaning	0.00	93.02	
	100-6050-7065-0000	UNIFORMS		Uniform Rental and Cleaning		93.02	
23221511	Invoice		10/21/2021	WW - Prudential Uniforms	0.00	89.43	
	700-4050-7065-0000	UNIFORMS		WW - Prudential Uniforms		89.43	
23224595	Invoice		10/21/2021	Uniform Rental and Cleaning	0.00	122.00	
	750-7100-7065-0000	UNIFORMS		UNIFORM MAINTENANCE		12.94	
	750-7400-7065-0000	UNIFORMS		UNIFORM MAINTENANCE		29.19	
	750-7600-7065-0000	UNIFORMS		UNIFORM MAINTENANCE		23.24	
	750-7800-7065-0000	UNIFORMS		UNIFORM MAINTENANCE		13.23	
	750-8100-7065-0000	UNIFORMS		UNIFORM MAINTENANCE		12.66	
	750-8200-7065-0000	UNIFORMS		UNIFORM MAINTENANCE		12.94	
	750-8300-7065-0000	UNIFORMS		UNIFORM MAINTENANCE		17.80	
23224625	Invoice		10/21/2021	Uniform Rental and Cleaning	0.00	49.39	
	750-7300-7065-0000	UNIFORMS		UNIFORM MAINTENANCE		49.39	
23224640	Invoice		10/21/2021	Uniform Rental and Cleaning	0.00	93.02	
	100-6050-7065-0000	UNIFORMS		Uniform Rental and Cleaning		93.02	
23224644	Invoice		10/21/2021	WW - Prudential Uniforms	0.00	89.43	
	700-4050-7065-0000	UNIFORMS		WW - Prudential Uniforms		89.43	
4410	Ray Allen Manufacturing, LLC		10/22/2021	Regular	0.00	85.79	110516
Payable #	**Payable Type**	**Post Date**	**Payable Description**		**Discount Amount**	**Payable Amount**	
Account Number		**Account Name**	**Item Description**		**Distribution Amount**		
RINV211989	Invoice		10/21/2021	DEPT SUPPLIES	0.00	85.79	
	100-2080-7070-0000	SPECIAL DEPT SUPPLIES		DEPT SUPPLIES		85.79	
1113	RYAN M. WESTBROOK INC		10/22/2021	Regular	0.00	159.00	110517
Payable #	**Payable Type**	**Post Date**	**Payable Description**		**Discount Amount**	**Payable Amount**	
Account Number		**Account Name**	**Item Description**		**Distribution Amount**		
760088	Invoice		10/21/2021	ANIMAL CARE SERVICES	0.00	135.00	
	100-2000-7068-0000	CONTRACTUAL SERVICES		ANIMAL CARE SERVICES		135.00	
760873	Invoice		10/21/2021	ANIMAL CARE SERVICES	0.00	18.00	
	100-2000-7068-0000	CONTRACTUAL SERVICES		ANIMAL CARE SERVICES		18.00	
761886	Invoice		10/21/2021	ANIMAL CARE SERVICES	0.00	6.00	
	100-2000-7068-0000	CONTRACTUAL SERVICES		ANIMAL CARE SERVICES		6.00	
2238	SAN GORGONIO MEMORIAL HOSPITAL		10/22/2021	Regular	0.00	1,645.23	110518
Payable #	**Payable Type**	**Post Date**	**Payable Description**		**Discount Amount**	**Payable Amount**	
Account Number		**Account Name**	**Item Description**		**Distribution Amount**		
178515-001	Invoice		10/21/2021	EMPLOYEE MEDICAL SERVICES	0.00	1,645.23	
	100-2050-6019-0000	FIRST AID		EMPLOYEE MEDICAL SERVICES		1,645.23	
3716	SCCI, INC		10/22/2021	Regular	0.00	455.00	110519
Payable #	**Payable Type**	**Post Date**	**Payable Description**		**Discount Amount**	**Payable Amount**	
Account Number		**Account Name**	**Item Description**		**Distribution Amount**		
202355	Invoice		10/21/2021	EMPLOYEE TRAINING	0.00	455.00	
	700-4050-7066-0000	TRAVEL, EDUCATION, TRA		EMPLOYEE TRAINING		455.00	
2559	SEDGWICK CLAIMS MANAGEMENT SERVICES, I		10/22/2021	Regular	0.00	9,777.50	110520

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
400000072462	Invoice	10/21/2021	WORKERS COMP CLAIMS	0.00	9,777.50	
	100-1240-7068-0000	CONTRACTUAL SERVICES	WORKERS COMP CLAIMS	9,777.50		
3260	SITEONE LANDSCAPE SUPPLY, LLC	10/22/2021	Regular	0.00	4,345.53	110521
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
113171848-001	Invoice	10/21/2021	Irrigation Materials	0.00	1,566.28	
	100-6050-7070-0000	SPECIAL DEPT SUPPLIES	Irrigation Materials	1,566.28		
113172051-001	Invoice	10/21/2021	Irrigation Materials	0.00	1,165.08	
	100-6050-7070-0000	SPECIAL DEPT SUPPLIES	Irrigation Materials	1,165.08		
113645993-001	Invoice	10/21/2021	Irrigation Materials	0.00	1,614.17	
	100-6050-7070-0000	SPECIAL DEPT SUPPLIES	Irrigation Materials	1,614.17		
2309	SOUTH COAST AQMD	10/22/2021	Regular	0.00	1,748.22	110522
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
3869455	Invoice	10/21/2021	ANNUAL RENEWAL FEES	0.00	440.15	
	700-4050-7022-003X	LICENSE, PERMITS, FEES	ANNUAL RENEWAL FEES	440.15		
3869456	Invoice	10/21/2021	ANNUAL RENEWAL FEES	0.00	440.15	
	700-4050-7022-0000	LICENSE, PERMITS, FEES	ANNUAL RENEWAL FEES	440.15		
3870029	Invoice	10/21/2021	ANNUAL RENEWAL FEES	0.00	440.15	
	700-4050-7022-0000	LICENSE, PERMITS, FEES	ANNUAL RENEWAL FEES	440.15		
3872420	Invoice	10/21/2021	EMISSION FEES	0.00	142.59	
	700-4050-7022-003X	LICENSE, PERMITS, FEES	EMISSION FEES	142.59		
3872421	Invoice	10/21/2021	EMISSIONS FEES	0.00	142.59	
	700-4050-7022-0000	LICENSE, PERMITS, FEES	EMISSIONS FEES	142.59		
3873868	Invoice	10/21/2021	EMISSIONS FEES	0.00	142.59	
	700-4050-7022-0000	LICENSE, PERMITS, FEES	EMISSIONS FEES	142.59		
2311	SOUTHERN CALIFORNIA EDISON	10/22/2021	Regular	0.00	94,248.23	110523
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
10/21/21	Invoice	10/21/2021	ELECTRIC UTILITY	0.00	94,248.23	
	100-3250-7010-0000	UTILITIES	ELECTRIC UTILITY	159.97		
	100-3250-7010-004X	UTILITIES (IA 4)	ELECTRIC UTILITY	121.62		
	100-3250-7010-006B	UTILITIES (IA 6B)	ELECTRIC UTILITY	270.20		
	100-3250-7010-06A1	UTILITIES (IA 6A1)	ELECTRIC UTILITY	106.12		
	100-6000-7010-6025	UTILITIES - CITY HALL	ELECTRIC UTILITY	3,331.19		
	100-6000-7010-6031	UTILITIES - CITY HALL BLD	ELECTRIC UTILITY	1,385.20		
	100-6000-7010-6032	UTILITIES - CITY HALL BLD	ELECTRIC UTILITY	1,385.20		
	100-6000-7010-6040	UTILITIES - POLICE DEPT	ELECTRIC UTILITY	3,986.47		
	100-6000-7010-6041	UTILITIES - POLICE ANNEX	ELECTRIC UTILITY	692.94		
	100-6000-7010-6055	UTILITIES - FIRE STATION	ELECTRIC UTILITY	611.35		
	100-6050-7010-0000	UTILITIES	ELECTRIC UTILITY	319.49		
	100-6050-7010-020X	UTILITIES IA 20	ELECTRIC UTILITY	16.18		
	100-6050-7010-06A1	UTILITIES IA 6A1	ELECTRIC UTILITY	66.85		
	700-4050-7010-0000	UTILITIES	ELECTRIC UTILITY	79,228.32		
	750-7000-7010-0000	UTILITIES	ELECTRIC UTILITY	2,198.91		
	750-7300-7010-0000	UTILITIES	ELECTRIC UTILITY	368.22		
4463	TESLA, INC.	10/22/2021	Regular	0.00	55,290.00	110524
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
RN115393227	Invoice	10/21/2021	Purchase of Clean Air Vehicles for Police D	0.00	55,290.00	
	205-0000-8060-0000	VEHICLES	Model Y Long range SUV	55,290.00		

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
2405	THE COUNSELING TEAM	10/22/2021	Regular	0.00	1,325.00	110525
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
80223	Invoice	10/21/2021	HIRING COST	0.00	325.00	
	100-1240-6050-0000	RECRUITMENT AND HIRI	HIRING COST	325.00		
80274	Invoice	10/21/2021	EMPLOYEE SUPPORT SERVICES	0.00	1,000.00	
	100-1240-7068-0000	CONTRACTUAL SERVICES	EMPLOYEE SUPPORT SERVICES	1,000.00		
2407	THE GAS COMPANY	10/22/2021	Regular	0.00	141.01	110526
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
0971222807 10/2	Invoice	10/21/2021	GAS UTILITY	0.00	22.66	
	100-6000-7010-6025	UTILITIES - CITY HALL	GAS UTILITY	22.66		
10552227000 10/	Invoice	10/21/2021	GAS UTILITY	0.00	24.23	
	100-6000-7010-6040	UTILITIES - POLICE DEPT	GAS UTILITY	24.23		
13912227587 10/	Invoice	10/21/2021	GAS UTILITY	0.00	3.68	
	100-6000-7010-6026	UTILITIES - CITY HALL BLD	GAS UTILITY	3.68		
15382227021 10/	Invoice	10/21/2021	GAS UTILITY	0.00	34.70	
	750-7000-7010-0000	UTILITIES	GAS UTILITY	34.70		
19782338008 10/	Invoice	10/21/2021	GAS UTILITY	0.00	55.74	
	100-6000-7010-6055	UTILITIES - FIRE STATION	GAS UTILITY	55.74		
2416	THE PRESS-ENTERPRISE	10/22/2021	Regular	0.00	2,337.80	110527
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
0011485180	Invoice	10/21/2021	ADVERTISING	0.00	385.20	
	100-1350-7020-0000	ADVERTISING	ADVERTISING	385.20		
0011486885	Invoice	10/21/2021	ADVERTISING	0.00	394.00	
	100-1350-7020-0000	ADVERTISING	ADVERTISING	394.00		
0011487246	Invoice	10/21/2021	ADVERTISING	0.00	182.80	
	100-1150-7020-0000	ADVERTISING	ADVERTISING	182.80		
0011487948	Invoice	10/21/2021	ADVERTISING	0.00	363.20	
	100-1350-7020-0000	ADVERTISING	ADVERTISING	363.20		
0011488304	Invoice	10/21/2021	ADVERTISING	0.00	165.80	
	100-1350-7020-0000	ADVERTISING	ADVERTISING	165.80		
0011489086	Invoice	10/21/2021	ADVERTISING	0.00	413.00	
	100-1350-7020-0000	ADVERTISING	ADVERTISING	413.00		
0011490187	Invoice	10/21/2021	ADVERTISING	0.00	185.00	
	100-1350-7020-0000	ADVERTISING	ADVERTISING	185.00		
011490713	Invoice	10/21/2021	ADVERTISING	0.00	248.80	
	100-1150-7020-0000	ADVERTISING	ADVERTISING	248.80		
4267	THERESA MICHEL INVESTIGATIONS	10/22/2021	Regular	0.00	750.00	110528
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
33	Invoice	10/21/2021	HIRING COSTS	0.00	750.00	
	100-1240-6050-0000	RECRUITMENT AND HIRI	HIRING COSTS	750.00		
2516	VOHNE LICHE KENNELS INC	10/22/2021	Regular	0.00	125.00	110529
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number	Account Name	Item Description	Distribution Amount		
17429	Invoice	10/21/2021	DEPT SUPPLIES	0.00	125.00	
	100-2080-7070-0000	SPECIAL DEPT SUPPLIES	DEPT SUPPLIES	125.00		
3422	WAXIE SANITARY SUPPLY	10/22/2021	Regular	0.00	1,045.01	110530

Vendor Number / Payable #	Vendor Name / Payable Type / Account Number	Post Date	Payment Date / Payable Description / Account Name	Payment Type / Item Description	Discount Amount / Distribution Amount	Payment Amount / Payable Amount	Number
80214553	Invoice	10/21/2021	BUILDING MAINTENANCE		0.00	179.21	
	100-6000-7085-6040		BLDG MAINT - POLICE DE	BUILDING MAINTENANCE		179.21	
80221080	Invoice	10/21/2021	BUILDING MAINTENANCE		0.00	32.15	
	100-6000-7085-6040		BLDG MAINT - POLICE DE	BUILDING MAINTENANCE		32.15	
80307142	Invoice	10/21/2021	BUILDING MAINTENANCE		0.00	204.26	
	100-6000-7085-6040		BLDG MAINT - POLICE DE	BUILDING MAINTENANCE		204.26	
80325333	Invoice	10/21/2021	BUILDING MAINTENANCE		0.00	193.95	
	100-6000-7085-6040		BLDG MAINT - POLICE DE	BUILDING MAINTENANCE		193.95	
80333206	Invoice	10/21/2021	BUILDING MAINTENANCE		0.00	435.44	
	100-6000-7085-6040		BLDG MAINT - POLICE DE	BUILDING MAINTENANCE		435.44	
4426	ZORAN CONSTRUCTION GROUP INC.		10/22/2021	Regular	0.00	25,821.40	110531
21-T03-02	Invoice	10/21/2021	Walmart Bus Stop Rehabilitation		0.00	22,040.00	
	760-0000-8030-0000		INFRASTRUCTURE IMPRO	Walmart Bus Stop Rehabilitatio		22,040.00	
21-T03-03-FINAL	Invoice	10/21/2021	Walmart Bus Stop Rehabilitation		0.00	3,781.40	
	760-0000-8030-0000		INFRASTRUCTURE IMPRO	Walmart Bus Stop Rehabilitatio		3,781.40	

Bank Code APBNK Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	98	51	0.00	1,134,918.05
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	1	1	0.00	29,924.18
	99	**52**	**0.00**	**1,164,842.23**

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Bank Code: PYBANK-BANK OF HEMET - PAYROLL						
4446	California State Payroll Taxes	10/22/2021	Bank Draft	0.00	23,679.44	DFT0003283

Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount
	Account Number	**Account Name**	**Item Description**	**Distribution Amount**	
INV0000278	Invoice	10/22/2021	State Withholding	0.00	23,679.44
	100-0000-2105-0000	PAYROLL SUSPENSE	State Withholding	23,679.44	

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
4445	Federal Deposit	10/22/2021	Bank Draft	0.00	75,630.00	DFT0003284

Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount
	Account Number	**Account Name**	**Item Description**	**Distribution Amount**	
INV0000279	Invoice	10/22/2021	Federal Deposit	0.00	75,630.00
	100-0000-2105-0000	PAYROLL SUSPENSE	Federal Withholding	58,163.89	
	100-0000-2105-0000	PAYROLL SUSPENSE	Medicare	17,466.11	

Bank Code PYBANK Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	0	0	0.00	0.00
Manual Checks	0	0	0.00	0.00
Voided Checks	0	0	0.00	0.00
Bank Drafts	2	2	0.00	99,309.44
EFT's	0	0	0.00	0.00
	2	**2**	**0.00**	**99,309.44**

All Bank Codes Check Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	98	51	0.00	1,134,918.05
Manual Checks	0	0	0.00	0.00
Voided Checks	0	0	0.00	0.00
Bank Drafts	2	2	0.00	99,309.44
EFT's	1	1	0.00	29,924.18
	101	**54**	**0.00**	**1,264,151.67**

Fund Summary

Fund	Name	Period	Amount
999	POOLED CASH	10/2021	1,264,151.67
			1,264,151.67

Staff Report

TO: City Council

FROM: Robert L. Vestal, Assistant Public Works Director

DATE November 2, 2021

SUBJECT: **Accept Street Improvements for Tract Map No. 37045, Authorize the Mayor to Sign the Certificate of Acceptance, and Authorize City Staff to Issue a Bond Exoneration Letter for Performance and Payment Bond No. 4417666**

Background and Analysis:

The City requires all developers to provide construction security for public improvements consisting of, but not limited to, street improvements, sewer improvements, storm drain improvements, and survey monumentation. After the improvements are constructed, City staff verifies that no liens have been filed and that the improvements are completed in accordance with the project's conditions of approval, design standards, and City requirements. Once verified, City Council may exonerate the construction security and accept a one-year maintenance security.

During the one-year maintenance period, the developer maintains all associated improvements. After the one-year term has elapsed, the developer petitions the City to accept the improvements into the publicly maintained system and exonerate the maintenance security.

After the petition is received by the Public Works Department, City staff verifies that the previously constructed improvements have been maintained in accordance with City standards. Maintenance includes replacing defective materials, repairing defective craftsmanship, replacing missing components, repairing or replacing damaged finishes and surfaces, and repairing any other deficiencies.

<u>Beaumont Highland Springs LLC, Tract Map No. 37045</u>

The developer, Beaumont Highland Springs, LLC has constructed and maintained all work associated with the following improvements:

1. Public Works File No. 2020-0560 and as shown on City File No. 3152, under performance and payment bond No. 4417666. Improvements generally consist of curb and gutter, ac paving, sidewalk, striping, signing, and street lighting; along First Street, Highland Springs Avenue, and Second Street.

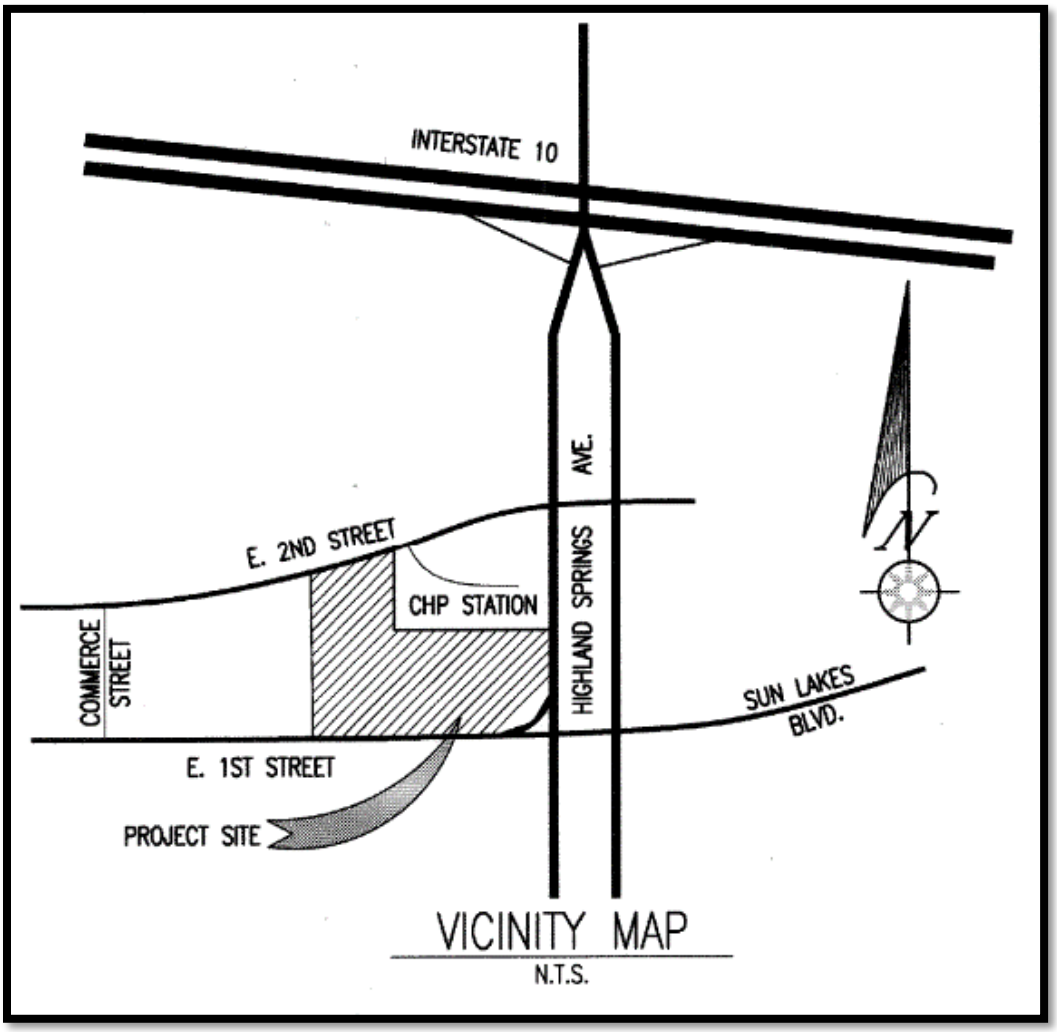


Figure 1 - Vicinity Map

Beaumont Highland Springs, LLC applied to the City to accept the identified improvements and exonerate the respective performance and payment security. Beaumont Highland Springs, LLC elected to retain the performance and payment security in lieu of a maintenance bonds for the one-year maintenance period. City staff has verified that the previously constructed improvements were maintained in accordance with the City standards and are ready to be accepted and included into the publicly maintained system.

The following table is a summary of the bonds.

Table 1 – Tract Map No. 37045 Bond Summary				
#	**Improvement**	**PW No.**	**Performance Bond Number**	**Maintenance Bond Number**
1	Street	2020-0560	4417666	N/A

Therefore, City staff recommends that City Council accept the improvements and authorize City staff to issue a bond exoneration letter for the performance and payment bond.

Fiscal Impact:

The cost of preparing the staff report is estimated to be $350.

Recommended Action:

Accept the street improvements for Tract Map No. 37045,
Authorize the Mayor to sign the Certificate of Acceptance, and
Authorize City staff to issue a Bond Exoneration Letter for Performance and Payment Bond No. 4417666.

Attachments:

A. Certificate of Acceptance
B. PW2020-0560 Bond Exoneration Application

When Recorded Return
Original To:

City of Beaumont
550 East 6th Street
Beaumont, CA 92223

NO RECORDING FEE REQUIRED PER
GOVERNMENT CODE SECTION 27383

CERTIFICATE OF ACCEPTANCE

NOTICE is hereby given that the CITY OF BEAUMONT, 550 East 6th Street, Beaumont, California, 92223, a municipal corporation, is owner in fee of easements in the properties hereinafter described. Said owner hereby ACCEPTS the maintenance of following improvements:

Street Improvements for Tract Map No. 37045, Public Works file No. 17-4299, and City file No. 3152 on the property hereinafter described and that was COMPLETED prior to November 02, 2020 by Beaumont Highland Springs, LLC, owner.

The property on which said work of improvement was completed in the City of Beaumont, County of Riverside, and State of California lying in Section 11, Township 3 South, Range 1 West.

_____ _____

Date Mike Lara,
Mayor of the City of Beaumont, CA

VERIFICATION:
I the undersigned am the Mayor of the City of Beaumont, the declaring of the foregoing Notice of Completion. I have read the said Notice of Completion and know the contents thereof: The same is true of my knowledge. I declare under penalty of perjury that the foregoing is true and correct.

_____ _____

Date Mike Lara,
Mayor of the City of Beaumont, CA

City of Beaumont

550 E. 6th Street
Beaumont, CA 92223
(951) 769-8520
www.ci.beaumont.ca.us

Case No. PW2020-0560
Receipt No. R0118333
Fee $ 484.43 | 3,000 Insp
Date Paid 10/9/20

BOND EXONERATION APPLICATION

Bond Type: ☒Performance ☐Maintenance ☐Final Monument Inspection ☐Other:_____

1. Contact's Name Cosbey Watson Phone 310-907-6999

2. Contact's Address 500 S. Sepulveda Blvd. Suite 304, Manhattan Beach, CA 90266
City/State/Zip

5. Contact's E-mail cwatson@richdevelopment.com

3. Developer Name Beaumont Highland Springs, LLC Phone 310-547-3326
(If corporation or partnership application must include names of principal officers or partners)

4. Developer Address 1000 N. Western Ave. suite 200 San Pedro, CA 90732
City/St/Zip

5. Description of Bonds (including Bond Number, Tract Map/Application number, Lot number, and description of improvements covered):
~~Security for Improvements for Tract Map 37045. $188,277.40~~

6. **CERTIFICATION OF ACCURACY AND COMPLETENESS:** I hereby certify that to the best of my knowledge the information in this application and all attached answers and exhibits are true, complete, and correct.

Cosbey Watson Cosbey Watson 10-5=2020
Print Name and Sign – Contact/Applicant Date

7. Contractor shall indemnify, defend, and hold harmless the City and its officers, officials, employees and volunteers from and against any and all liability, loss, damage, expense, costs (including without limitation costs and fees of litigation) of every nature arising out of or in connection with contractor's performance of work hereunder or its failure to comply with any of its obligations for which this Bond exoneration is requested, except for such loss or damage which was caused by the active negligence of the City.

Print Name and Sign – Contact/Applicant Date

8. Developer/Contractor has completed all the following items prior to requesting release or has included them in the application.

- Remove and replace concrete and AC as needed where lifting.
- Provide AC crack fill as needed. Crack fill/seal shall be hot asphaltic emulsion.
- Provide Type II slurry coat for all road surfaces.
- Restore/Verify pavement striping/markings.
- Restore/Verify blue dots and signage as needed.
- Clean and camera sewer. Provide report and video copy of camera survey.
- Provide all final geotechnical reports.
- Provide Engineers' certification for line and grade within Right-of-Way.
- Provide Landscape Architects Certification as required.

Cosbey Watson Cosbey Watson 10-5-2020

Print Name and Sign – Contact/Applicant Date

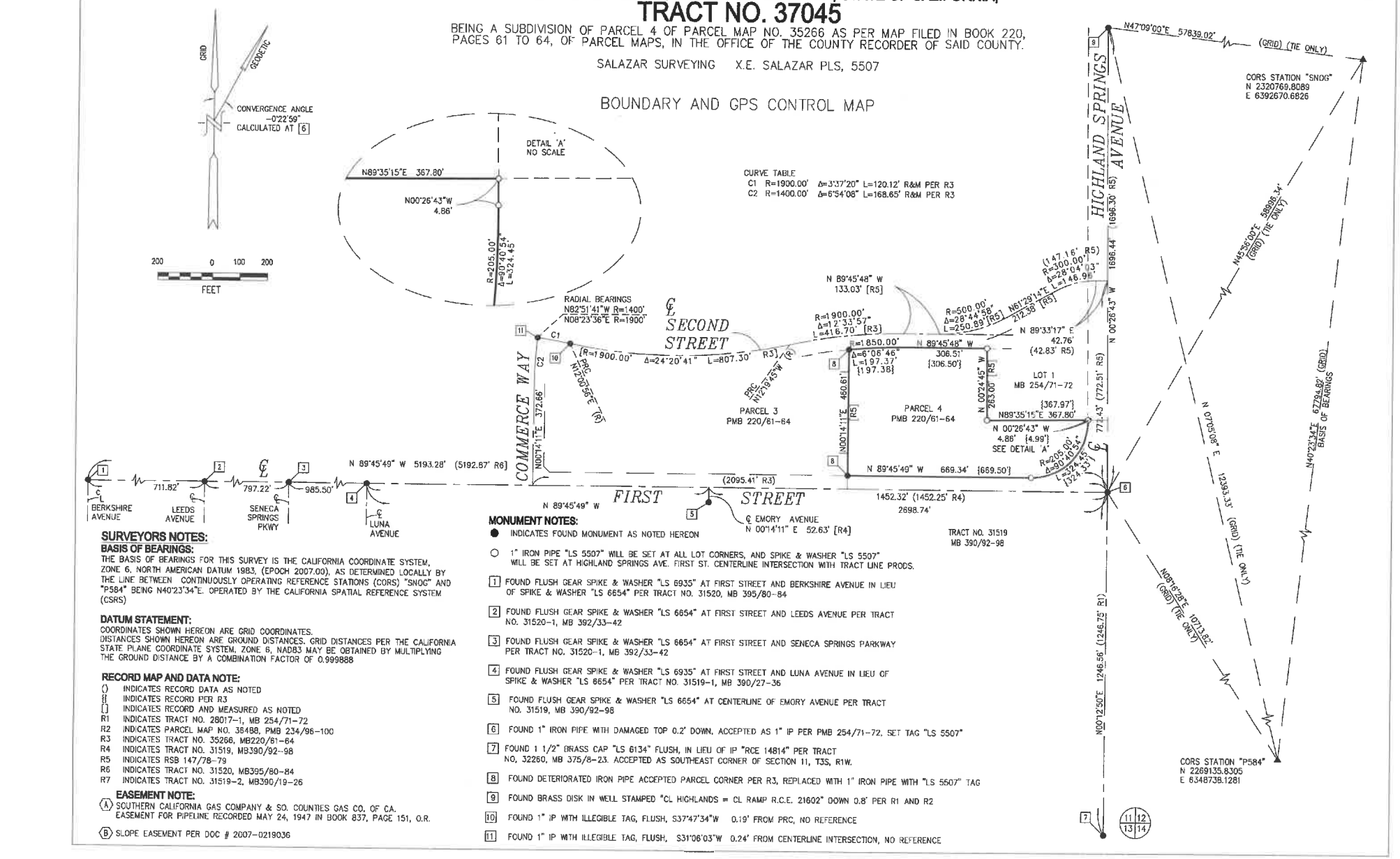
IN THE CITY OF BEAUMONT, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA,

TRACT NO. 37045

BEING A SUBDIVISION OF PARCEL 4 OF PARCEL MAP NO. 35266 AS PER MAP FILED IN BOOK 220, PAGES 61 TO 64, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

SALAZAR SURVEYING X.E. SALAZAR PLS, 5507

BOUNDARY AND GPS CONTROL MAP



SURVEYORS NOTES:

BASIS OF BEARINGS:
THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA COORDINATE SYSTEM, ZONE 6, NORTH AMERICAN DATUM 1983, (EPOCH 2007.00), AS DETERMINED LOCALLY BY THE LINE BETWEEN CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS) "SNOG" AND "P584" BEING N40°23'34"E. OPERATED BY THE CALIFORNIA SPATIAL REFERENCE SYSTEM (CSRS)

DATUM STATEMENT:
COORDINATES SHOWN HEREON ARE GRID COORDINATES.
DISTANCES SHOWN HEREON ARE GROUND DISTANCES. GRID DISTANCES PER THE CALIFORNIA STATE PLANE COORDINATE SYSTEM, ZONE 6, NAD83 MAY BE OBTAINED BY MULTIPLYING THE GROUND DISTANCE BY A COMBINATION FACTOR OF 0.999888

RECORD MAP AND DATA NOTE:
() INDICATES RECORD DATA AS NOTED
{} INDICATES RECORD PER R3
[] INDICATES RECORD AND MEASURED AS NOTED
R1 INDICATES TRACT NO. 28017-1, MB 254/71-72
R2 INDICATES PARCEL MAP NO. 36488, PMB 234/96-100
R3 INDICATES TRACT NO. 35266, MB220/61-64
R4 INDICATES TRACT NO. 31519, MB390/92-98
R5 INDICATES RSB 147/78-79
R6 INDICATES TRACT NO. 31520, MB395/80-84
R7 INDICATES TRACT NO. 31519-2, MB390/19-26

EASEMENT NOTE:
(A) SOUTHERN CALIFORNIA GAS COMPANY & SO. COUNTIES GAS CO. OF CA. EASEMENT FOR PIPELINE RECORDED MAY 24, 1947 IN BOOK 837, PAGE 151, O.R.

(B) SLOPE EASEMENT PER DOC # 2007-0219036

MONUMENT NOTES:

● INDICATES FOUND MONUMENT AS NOTED HEREON

○ 1" IRON PIPE "LS 5507" WILL BE SET AT ALL LOT CORNERS, AND SPIKE & WASHER "LS 5507" WILL BE SET AT HIGHLAND SPRINGS AVE. FIRST ST. CENTERLINE INTERSECTION WITH TRACT LINE PRODS.

[1] FOUND FLUSH GEAR SPIKE & WASHER "LS 6935" AT FIRST STREET AND BERKSHIRE AVENUE IN LIEU OF SPIKE & WASHER "LS 6654" PER TRACT NO. 31520, MB 395/80-84

[2] FOUND FLUSH GEAR SPIKE & WASHER "LS 6654" AT FIRST STREET AND LEEDS AVENUE PER TRACT NO. 31520-1, MB 392/33-42

[3] FOUND FLUSH GEAR SPIKE & WASHER "LS 6654" AT FIRST STREET AND SENECA SPRINGS PARKWAY PER TRACT NO. 31520-1, MB 392/33-42

[4] FOUND FLUSH GEAR SPIKE & WASHER "LS 6935" AT FIRST STREET AND LUNA AVENUE IN LIEU OF SPIKE & WASHER "LS 6654" PER TRACT NO. 31519-1, MB 390/27-36

[5] FOUND FLUSH GEAR SPIKE & WASHER "LS 6654" AT CENTERLINE OF EMORY AVENUE PER TRACT NO. 31519, MB 390/92-98

[6] FOUND 1" IRON PIPE WITH DAMAGED TOP 0.2' DOWN, ACCEPTED AS 1" IP PER PMB 254/71-72, SET TAG "LS 5507"

[7] FOUND 1 1/2" BRASS CAP "LS 6134" FLUSH, IN LIEU OF IP "RCE 14814" PER TRACT NO. 32260, MB 375/8-23. ACCEPTED AS SOUTHEAST CORNER OF SECTION 11, T3S, R1W.

[8] FOUND DETERIORATED IRON PIPE ACCEPTED PARCEL CORNER PER R3, REPLACED WITH 1" IRON PIPE WITH "LS 5507" TAG

[9] FOUND BRASS DISK IN WELL STAMPED "CL HIGHLANDS = CL RAMP R.C.E. 21602" DOWN 0.8' PER R1 AND R2

[10] FOUND 1" IP WITH ILLEGIBLE TAG, FLUSH, S37°47'34"W 0.19' FROM PRC, NO REFERENCE

[11] FOUND 1" IP WITH ILLEGIBLE TAG, FLUSH, S31°06'03"W 0.24' FROM CENTERLINE INTERSECTION, NO REFERENCE

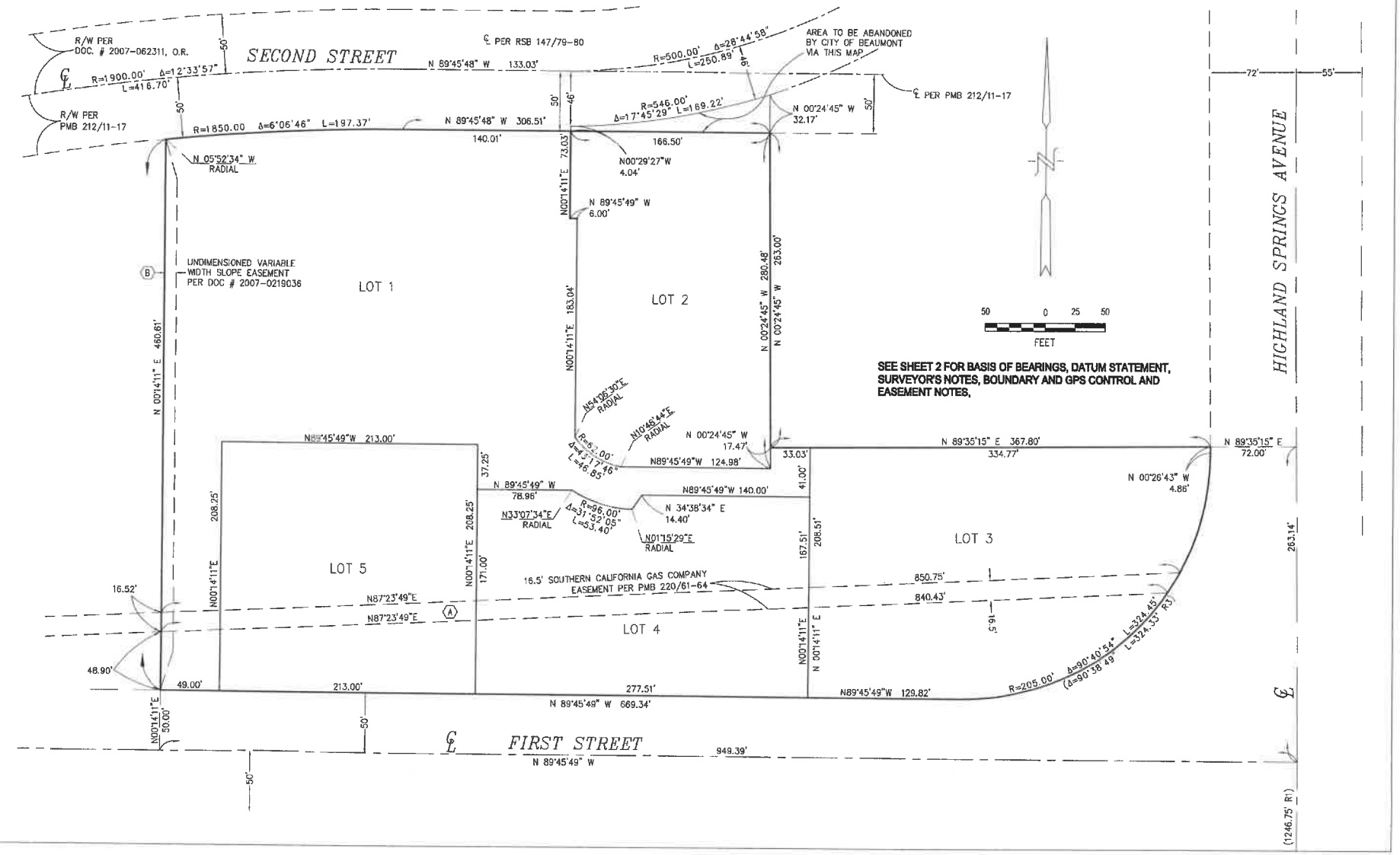
IN THE CITY OF BEAUMONT, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA,

TRACT NO. 37045

SHEET 3 OF 3

BEING A SUBDIVISION OF PARCEL 4 OF PARCEL MAP NO. 35266 AS PER MAP FILED IN BOOK 220, PAGES 61 TO 64, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

SALAZAR SURVEYING X.E. SALAZAR PLS, 5507



THIS SUBDIVISION CONTAINS:
5 NUMBERED LOTS
7.02 ACRES GROSS

IN THE CITY OF BEAUMONT, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA,
TRACT NO. 37045

BEING A SUBDIVISION OF PARCEL 4 OF PARCEL MAP NO. 35266 AS PER MAP FILED IN BOOK 220, PAGES 61 TO 64, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

SALAZAR SURVEYING X.E. SALAZAR LS5507 JUNE, 2017

RECORDER'S STATEMENT:
FILED THIS ____DAY OF _____, 2017
AT _____M.
IN BOOK _____OF MAPS, AT PAGES _____,
AT THE REQUEST OF THE CITY CLERK OF
THE CITY OF BEAUMONT.

FEE: $_____
NO. _____

PETER ALDANA, ASSESSOR, COUNTY CLERK, RECORDER

BY: _____, DEPUTY

SUBDIVISION GUARANTEED BY:
CHICAGO TITLE COMPANY

OWNER'S STATEMENT:

WE HEREBY STATE THAT WE ARE OWNERS OF THE LAND INCLUDED WITHIN THE SUBDIVISION SHOWN HEREON; THAT WE ARE THE ONLY PERSONS 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.

LOMA LINDA UNIVERSITY, A CORPORATION

BY: _____ BY: _____
RODNEY NEAL KEVIN FISCHER

TITLE: _____ TITLE: _____

NOTARY ACKNOWLEDGMENT:

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA)
)SS
COUNTY OF _____)

ON _____, BEFORE ME, _____, NOTARY PUBLIC
PERSONALLY APPEARED _____
WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HERS/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.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT

WITNESS MY HAND

SIGNATURE_____ _____
PRINT NAME

NOTARY PUBLIC, STATE OF CALIFORNIA. COMMISSION NO._____

MY COMMISSION EXPIRES _____

COUNTY OF PRINCIPAL PLACE OF BUSINESS_____

ABANDONMENT NOTE

PURSUANT TO THE PROVISIONS OF SECTION 66434 AND 66499.20.2 OF THE SUBDIVISION MAP ACT, THE APPROVAL AND RECORDATION OF THIS TRACT MAP CONSTITUTES ABANDONMENT OF A PORTION OF THE SECOND STREET RIGHT OF WAY SHOWN ON PARCEL MAP NO. 35266, PMB 220/61-64, AS OUTLINED ON SHEET 3 OF THIS MAP.

SIGNATURE OMISSIONS:

PURSUANT TO THE PROVISIONS OF SECTION 66436(a)(3)(A) OF THE SUBDIVISION MAP ACT, THE FOLLOWING SIGNATURES HAVE BEEN OMITTED:

SOUTHERN CALIFORNIA GAS COMPANY AN UNDIVIDED 3/4 INTEREST AND SOUTHERN COUNTIES GAS CO. OF CALIFORNIA AND UNDIVIDED 1/4 INTEREST HOLDERS OF AN EASEMENT FOR PIPELINE RECORDED MAY 24, 1947 IN BOOK 837, PAGE 151, O.R.

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 PROPERTY SHOWN ON THE WITHIN MAP FOR UNPAID STATE, COUNTY, MUNICIPAL OR LOCAL TAXES OR SPECIAL ASSESSMENTS COLLECTED AS TAXES, EXCEPT TAXES OR SPECIAL ASSESSMENTS COLLECTED AS TAXES NOW A LIEN BUT NOT YET PAYABLE, WHICH ARE ESTIMATED TO BE $_____.

DON KENT
COUNTY TREASURER-TAX COLLECTOR

BY: _____ _____
DEPUTY DATED

TAX BOND CERTIFICATE

I HEREBY CERTIFY THAT A BOND IN THE SUM OF $ _____ 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.

DATE: _____, 2017

CASH OR SURETY BOND
DON KENT
COUNTY TAX COLLECTOR

BY: _____, DEPUTY

NOTARY ACKNOWLEDGMENT:

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA)
)SS
COUNTY OF _____)

ON _____, BEFORE ME, _____, NOTARY PUBLIC
PERSONALLY APPEARED _____
WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HERS/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.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT

WITNESS MY HAND

SIGNATURE_____ _____
PRINT NAME

NOTARY PUBLIC, STATE OF CALIFORNIA. COMMISSION NO._____

MY COMMISSION EXPIRES _____

COUNTY OF PRINCIPAL PLACE OF BUSINESS_____

SURVEYOR'S STATEMENT:

THIS MAP WAS PREPARED BY ME OR UNDER MY SUPERVISION AND IS BASED ON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF LOMA LINDA UNIVERSITY ON MARCH 25, 2016. I HEREBY STATE THAT ALL MONUMENTS ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED, OR THAT THEY WILL BE SET IN ACCORDANCE WITH THE TERMS OF THE MONUMENT AGREEMENT FOR THE MAP AND THAT THE MONUMENTS ARE, OR WILL BE, SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, AND THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO APPROVED TENTATIVE MAP. THIS SURVEY IS TRUE AND COMPLETE AS SHOWN.

DATED _____

_____
XICOTENCATL E. SALAZAR, LS 5507
LICENSE EXPIRES SEPTEMBER 30, 2018

CITY SURVEYOR'S STATEMENT:

THIS MAP CONFORMS TO THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCES. I HEREBY STATE THAT THIS MAP HAS BEEN EXAMINED BY ME OR UNDER MY SUPERVISION AND FOUND TO BE SUBSTANTIALLY THE SAME AS IT APPEARED ON THE TENTATIVE MAP OF TRACT NO. 37045 AS FILED AND APPROVED BY THE CITY COUNCIL ON APRIL 18, 2017, THE EXPIRATION DATE BEING APRIL 18, 2019, AND THAT I AM SATISFIED THIS MAP IS TECHNICALLY CORRECT.

DATED _____

_____
ROBERT C. OLLERTON, CITY SURVEYOR, LS7731

BEAUMONT CITY COUNCIL CERTIFICATE:

THE CITY OF BEAUMONT, STATE OF CALIFORNIA BY ITS CITY COUNCIL, HEREBY APPROVES TRACT MAP NO. 37045.

DATED: _____ _____
CITY CLERK, CITY OF BEAUMONT,
RIVERSIDE COUNTY, CALIFORNIA

Rev. 02/25/2015

Basic Gov (Sales Force) # 17-4299
File # 3152

AGREEMENT TO PROVIDE SECURITY FOR IMPROVEMENTS FOR TRACT MAP OR PARCEL MAP OR PLOT PLAN
(Tract Map/Parcel Map/Plot Plan No. 37045)

THIS SECURITY AGREEMENT is made by and between CITY OF BEAUMONT ("CITY") and Beaumont Highland Springs, LLC, a California limited liability company ("DEVELOPER").

RECITALS

A. DEVELOPER has applied to the CITY for permission to develop certain real property, pursuant to Tract Map/Parcel Map/Plot Plan # _____, ("Map"). DEVELOPER has also asked the CITY to accept the dedication of the street or streets and other proposed public rights-of-way, parks and recreation facilities, and easements as depicted on the Map and to otherwise approve the Map so that it may be recorded as required by law; and

B. The CITY requires, as a condition precedent to the acceptance and approval of the Map and the dedication of the public rights-of-way and easements depicted thereon, that such rights-of-way be improved with (for example) grading, paving, curbs, gutters, sidewalks, street lights, stormdrains, sanitary sewers and appurtenances thereto, street name signs, survey monuments, electrical and telecommunications, water pipes, water mains, fire hydrants and appurtenances thereto, and landscaping, including any warranty work for all such improvements (collectively, "Improvements"); and

C. The Improvements have not yet been constructed and completed and it is the purpose of this Security Agreement to set forth the terms and conditions by which the DEVELOPER shall guarantee that such Improvements shall be constructed and completed within the time set forth herein.

AGREEMENT

NOW, THEREFORE, in consideration of the acceptance of the DEVELOPER's offer of dedication and the approval of the Map for filing and recording as provided and required by law, the CITY and the DEVELOPER hereby agree as follows:

1. Provision of Improvements. DEVELOPER shall provide, at the DEVELOPER's sole cost and expense, all necessary labor and materials to complete the construction of the Improvements depicted on the Map and described in the conditions of approval of the Map within one (1) year of the date of this Security Agreement.

2. Inspection by the CITY. The CITY shall inspect, at the DEVELOPER's sole cost and expense, all of the work, labor and materials performed and provided by the DEVELOPER in connection with the Improvements.

3. Compliance with Plans and Specifications. The Improvements shall be constructed and installed in strict accordance with the CITY-approved plans and specifications.

4. Security for Performance. Concurrently with the execution of this Security Agreement by DEVELOPER, DEVELOPER shall deliver to the CITY a performance bond issued by a corporate surety in substantially the form attached hereto as **Exhibit "A"**, in an amount that is not less than 100% of the total estimated cost of the Improvements and any warranty therefor. The performance bond shall be issued by an "admitted" corporate surety insurer authorized to do business in the State of California and the surety insurer shall have an A.M. Best rating of at least "A, XV". The surety insurer shall have assets exceeding its liabilities in the amount equal to or in excess of the amount of the bond, and the bond shall not be in excess of 10% of the surety insurer's assets. The security or bond shall also insure against any and all defects in the Improvements for a period of not less than one full year after the date of acceptance thereof by the CITY. The bond shall be duly executed and shall meet all the requirements of Section 995.660 of the California Code of Civil Procedure.

5. Security for Contractors, Subcontractors, Laborers and Materialmen. The DEVELOPER shall also provide a payment bond issued by a corporate surety for the security of laborers and materialmen, which bond or bonds shall be in substantially the form attached hereto as **Exhibit "B"** and made a part hereof. The amount of the bond(s) shall be no less than 100% of the total estimated amount needed to secure payment to the contractor, to the subcontractors, and to the persons furnishing labor, materials, or equipment to them for the Improvements. The laborers and materialmen bond shall be provided by an "admitted" corporate surety insurer authorized to transact surety insurance in the State of California with an A.M. Best rating of "A, XV", and with assets exceeding its liabilities in the amount equal to or in excess of the amount of the bond, and the bond shall not be in excess of 10% of the surety insurer's assets. The bond shall be duly executed and shall meet all the requirements of Section 995.660 of the California Code of Civil Procedure.

6. General Liability and Worker's Compensation Insurance. The DEVELOPER shall, before commencing any work, obtain commercial general liability insurance (primary) of not less than $2,000,000.00 per occurrence for all coverages and $2,000,000.00 general aggregate. The CITY and its employees and agents shall be added as additional insureds. Coverage shall apply on a primary non-contributing basis in relation to any other insurance or self-insurance, primary or excess, available to the CITY or any employee or agent of the CITY. Coverage shall not be limited to the vicarious liability or supervisory role of any additional insured. Coverage shall contain no contractors' limitation endorsement. There shall be no endorsement or modification limiting the scope of coverage for liability arising from pollution, explosion, collapse, underground property damage or employment-related practices. Such insurance shall not prohibit the DEVELOPER, and its employees or agents, from waiving the right of subrogation prior to a loss. The DEVELOPER waives its right of subrogation against the CITY. Unless otherwise approved by the CITY, the DEVELOPER's insurance shall be written by insurers authorized to do business in the State of California and with a minimum A.M. Best rating of "A, XV." Self-insurance shall not be considered to comply with these insurance specifications. The DEVELOPER agrees to require all contractors, subcontractors and other parties hired for the Improvements to purchase and maintain insurance of the types specified

herein, naming as additional insureds all of the parties to this Security Agreement. The DEVELOPER shall, before commencing any work, obtain Worker's Compensation Insurance in an amount required by law and, failing to do so, the CITY may procure such insurance at the cost of the DEVELOPER.

7. Comprehensive Commercial General and Automobile Liability Insurance. The DEVELOPER, before commencing any work shall, at its own expense, maintain comprehensive commercial general and automobile liability insurance issued by a California-admitted surety company with an A.M. Best rating of no less than "A, XV" for $2,000,000 per occurrence. Coverage shall be for the entire duration of the permitted activities. Such liability insurance policy shall name, by endorsement, the City as an additional insured.

8. Indemnification. Notwithstanding the provisions of Government Code, Section 66474.9 or any other statutes of similar import, and to the full extent permitted by law, the DEVELOPER shall defend, indemnify and hold harmless the CITY, its employees, agents, officials and attorneys, from and against any liability, claims, suits, actions, arbitration proceedings, administrative proceedings, regulatory proceedings, losses, expenses or costs of any kind or nature, whether actual, alleged or threatened, reasonable attorneys' fees, court costs, interest, expert witness fees and any other costs or expenses of any kind whatsoever, without restriction or limitation, incurred in relation to, as a consequence of, or arising out of or in any way attributable actually, allegedly or impliedly, in whole or in part, to the Map, the Improvements, this Agreement, or any matter related to the same; provided, however, that the indemnification to be provided by DEVELOPER to the CITY pursuant to the terms of this paragraph shall not be applicable where the aforementioned liability, claim, suit, action, etcetera, is the result of the sole negligence or sole willful misconduct of the CITY.

9. Procedure for Release of Performance Bond Security. The security furnished by the DEVELOPER shall be released in whole or in part in the following manner:

a. Security shall be released upon final completion and acceptance of the Improvements. If the security furnished by the DEVELOPER is a documentary evidence of security, such as a surety bond, the CITY shall release the documentary evidence and return the original to the Surety upon final completion and acceptance of the Improvements. In the event the CITY is unable to return the original documentary evidence to the Surety, the security shall be released by written notice sent by certified mail to the DEVELOPER and to the Surety within 30 days of the City's acceptance of the Improvements. The written notice shall contain a statement that the work for which security was furnished has been completed and accepted, a description of the Improvements, and the notarized signature of an authorized CITY official.

b. At such time as the DEVELOPER believes that the work for which the security was required is complete and makes payment of a partial exoneration fee of $350 to the CITY, the DEVELOPER shall notify the CITY in writing of the completed work, including a list of work completed. Upon receipt of the written notice, the CITY shall have 45 days to review and comment or approve the completion of the Improvements. If the CITY does not agree that all work has been completed in accordance with the plans

and specifications for the Improvements, it shall supply a list of all remaining work to be completed.

c. Within 45 days of receipt of the CITY's list of remaining work, the DEVELOPER may then provide cost estimates for all remaining work for review and approval by the CITY.

d. Upon receipt of the cost estimates, the CITY shall then have 45 days to review, comment, and approve, modify or disapprove those cost estimates. The CITY shall not be required to engage in this process of partial release more than once between the start of work and the completion and acceptance of all work.

e. The DEVELOPER shall complete the works of Improvement until all remaining items are accepted by the CITY. Upon completion of the Improvements, the DEVELOPER shall be notified in writing by the CITY within 45 days and, within 45 days of the date of the CITY's notice, the release of any remaining performance security shall be made within 60 days of the recording of the Notice of Completion.

10. Procedure for Release of Payment Bond Security. Security securing the payment to the contractor, his or her subcontractors and persons furnishing labor, materials or equipment may, after passage of the time within which mechanic's liens and stop notices are required to be recorded and after acceptance of the Improvements, be reduced by Surety to an amount equal to the total claimed by all claimants for whom mechanic's liens and stop notices have been recorded and notice thereof given in writing to the CITY, and if no claims have been recorded, the security may be released in full.

11. Security for One-Year Warranty Period. The release procedures described in paragraphs 9 and 10 above shall not apply to any required guarantee and warranty period nor to the amount of the performance bond security deemed necessary by the CITY for the guarantee and warranty period nor to costs and reasonable expenses and fees, including reasonable attorneys' fees.

12. Binding Effect. This Security Agreement shall be binding upon and shall inure to the benefit of the parties hereto, their legal representatives and their successors and assigns.

13. Authority to Execute. The DEVELOPER hereby warrants and represents to the CITY that the individual signing this Security Agreement on behalf of the DEVELOPER is vested with the unconditional authority to do so pursuant to, and in accordance with, all applicable legal requirements, and has the authority bind the DEVELOPER hereto.

14. No Assignment. The DEVELOPER may not assign this Security Agreement, or any part thereof, to another without the prior written consent of the CITY.

15. Attorneys' Fees. In the event of legal action to enforce or interpret this Agreement or any of its provisions, the prevailing party shall be entitled, in addition to any other form of relief, to recover its reasonable attorneys' fees and costs of suit.

16. Execution in Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original, but which together shall constitute a single agreement.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed on the dates listed below.

CITY OF BEAUMONT

By _____
Mayor

June 21, 2018
Date

DEVELOPER BEAUMONT HIGHLAND SPRINGS, LLC

By _____
Joseph W. Rich

1.25.2018
Date

Title: Manager

Address: 1000 N Western Avenue, Suite 200
San Pedro, CA 90732

EXHIBIT "B"

PAYMENT BOND

WHEREAS, the City Council of the City of Beaumont, State of California, and Beaumont Highland Springs, LLC (hereafter designated as "the Principal") have entered into Agreement To Provide Security For Improvements For Tract Map Or Parcel Map Or Plot Plan, dated October 24, 20 17, whereby Principal agrees to install and complete certain designated public improvements itemized and described on Tract Map, Parcel Map or Plot Plan No. 37045, which is hereby incorporated herein and made a part hereof; and

WHEREAS, under the terms of the said agreement, the Principal is required before entering upon the performance of the work, to file a good and sufficient payment bond with the City of Beaumont to secure the claims to which reference is made in Section 8000, et seq., of the Civil Code of the State of California.

NOW, THEREFORE, the Principal and the undersigned as corporate surety, are held firmly bound unto the City of Beaumont and all contractors, subcontractors, laborers, materialmen, and other persons employed in the performance of the said agreement and referred to at Section 8000, et seq., of the Civil Code in the sum of One Hundred Eighty Eight Thousand Two Hundred Seventy Seven and 40/100 dollars ($188,277.40), for materials furnished or labor thereon of any kind, or for amounts due under the Unemployment Insurance Act with respect to this work or labor, that the Surety will pay the same in an amount not exceeding the amount hereinabove set forth, and also in case suit is brought upon this bond, will pay, in addition to the face amount thereof, costs and reasonable expenses and fees, including reasonable attorney's fees, incurred by the City in successfully enforcing this obligation, to be awarded and fixed by the court, and to be taxed as costs and to be included in the judgment therein rendered.

It is hereby expressly stipulated and agreed that this bond shall inure to the benefit of any and all persons, companies, and corporations entitled to file claims under Section 8000, et seq., of the Civil Code, so as to give a right of action to them or their assigns in any suit brought upon this bond.

Should the condition of this bond be fully performed, then this obligation shall become null and void, otherwise it shall be and remain in full force and effect.

The Surety hereby stipulates and agrees that no change, extension of time, alteration, or addition to the terms of the agreement or the specifications accompanying the same shall in any manner affect its obligations on this bond, and it does hereby waive notice of any such change, extension, alteration, or addition.

IN WITNESS WHEREOF, this instrument has been duly executed by the Principal and Surety above named, on January 12, , 20 18 .

PRINCIPAL: Beaumont Highland Springs, LLC

By _____

Title _____

SURETY: SureTec Insurance Company

By _____

Title Andrew Sysyn, Attorney-in-Fact

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT **CIVIL CODE § 1189**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Orange)

On January 12, 2018 before me, Pamela R. Goetsch, Notary Public,
Date *Here Insert Name and Title of the Officer*

personally appeared Andrew Sysyn
Name(s) of Signer(s)

who 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.

PAMELA R. GOETSCH
Notary Public - California
Orange County
Commission # 2221718
My Comm. Expires Nov 12, 2021

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Pamela R. Goetsch
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: _____ Document Date: _____

Number of Pages: _____ Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____	Signer's Name: _____
☐ Corporate Officer — Title(s): _____	☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General	☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact	☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator	☐ Trustee ☐ Guardian or Conservator
☐ Other: _____	☐ Other: _____
Signer Is Representing: _____	Signer Is Representing: _____

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POA #: 510001

SureTec Insurance Company
LIMITED POWER OF ATTORNEY

Know All Men by These Presents, That SURETEC INSURANCE COMPANY (the "Company"), a corporation duly organized and existing under the laws of the State of Texas, and having its principal office in Houston, Harris County, Texas, does by these presents make, constitute and appoint

Andrew Sysyn, Pamela Goetsch

its true and lawful Attorney-in-fact, with full power and authority hereby conferred in its name, place and stead, to execute, acknowledge and deliver any and all bonds, recognizances, undertakings or other instruments or contracts of suretyship to include waivers to the conditions of contracts and consents of surety for, providing the bond penalty does not exceed

Five Million and 00/100 Dollars ($5,000,000.00)

and to bind the Company thereby as fully and to the same extent as if such bond were signed by the President, sealed with the corporate seal of the Company and duly attested by its Secretary, hereby ratifying and confirming all that the said Attorney-in-Fact may do in the premises. Said appointment shall continue in force until 12/31/2019 and is made under and by authority of the following resolutions of the Board of Directors of the SureTec Insurance Company:

Be it Resolved, that the President, any Vice-President, any Assistant Vice-President, any Secretary or any Assistant Secretary shall be and is hereby vested with full power and authority to appoint any one or more suitable persons as Attorney(s)-in-Fact to represent and act for and on behalf of the Company subject to the following provisions:

Attorney-in-Fact may be given full power and authority for and in the name of and of behalf of the Company, to execute, acknowledge and deliver, any and all bonds, recognizances, contracts, agreements or indemnity and other conditional or obligatory undertakings and any and all notices and documents canceling or terminating the Company's liability thereunder, and any such instruments so executed by any such Attorney-in-Fact shall be binding upon the Company as if signed by the President and sealed and effected by the Corporate Secretary.

Be it Resolved, that the signature of any authorized officer and seal of the Company heretofore or hereafter affixed to any power of attorney or any certificate relating thereto by facsimile, and any power of attorney or certificate bearing facsimile signature or facsimile seal shall be valid and binding upon the Company with respect to any bond or undertaking to which it is attached. *(Adopted at a meeting held on 20th of April, 1999.)*

In Witness Whereof, SURETEC INSURANCE COMPANY has caused these presents to be signed by its President, and its corporate seal to be hereto affixed this 29th day of March , A.D. 2017 .

SURETEC INSURANCE COMPANY

By: _____
John Knox Jr., President

State of Texas ss:
County of Harris

On this 29th day of March , A.D. 2017 before me personally came John Knox Jr., to me known, who, being by me duly sworn, did depose and say, that he resides in Houston, Texas, that he is President of SURETEC INSURANCE COMPANY, the company described in and which executed the above instrument; that he knows the seal of said Company; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Company; and that he signed his name thereto by like order.

XENIA CHAVEZ
Notary Public, State of Texas
Comm. Expires 09-10-2020
Notary ID 129117659

_____
Xenia Chavez, Notary Public
My commission expires September 10, 2020

I, M. Brent Beaty, Assistant Secretary of SURETEC INSURANCE COMPANY, do hereby certify that the above and foregoing is a true and correct copy of a Power of Attorney, executed by said Company, which is still in full force and effect; and furthermore, the resolutions of the Board of Directors, set out in the Power of Attorney are in full force and effect.

Given under my hand and the seal of said Company at Houston, Texas this 12th day of January 2018 , A.D.

_____
M. Brent Beaty, Assistant Secretary

Any instrument issued in excess of the penalty stated above is totally void and without any validity.
For verification of the authority of this power you may call (713) 812-0800 any business day between 8:00 am and 5:00 pm CST.

Bond No. 4417666

Basic Gov (Sales Force) # 17-4299
File # 3152

EXHIBIT "A"

PERFORMANCE BOND

WHEREAS, the City Council of the City of Beaumont, State of California, and Beaumont Highland Springs, LLC (hereinafter designated as "Principal") have entered into Agreement To Provide Security For Improvements For Tract Map Or Parcel Map Or Plot Plan, dated October 24, 20 17 whereby Principal agrees to install and complete certain designated public improvements itemized and described on Tract Map, Parcel Map or Plot Plan No. 37045, which is hereby incorporated herein and made a part hereof; and

WHEREAS, Principal is required under the terms of the said agreement to furnish a bond for the faithful performance of said agreement.

NOW, THEREFORE, we, the Principal and SureTec Insurance Company, as Surety, are held and firmly bound unto the City of Beaumont (hereinafter called "City"), in the penal sum of One Hundred Eighty Eight Thousand Two Hundred Seventy Seven and 40/100 dollars ($188,277.40) lawful money of the United States, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, successors, executors and administrators, jointly and severally, firmly by these presents.

The condition of this obligation is such that if the Principal, his or its heirs, executors, administrators, successors or assigns, shall in all things stand to and abide by, and well and truly keep and perform the covenants, conditions and provisions in the said agreement and any alteration thereof made as therein provided, on his or their part to be kept and performed at the time and in the manner therein specified, and in all respects according to their true intent and meaning, and shall indemnify and save harmless the City, its officers, agents and employees as therein stipulated, then this obligation shall become null and void; otherwise it shall be and remain in full force and effect.

As part of the obligation secured hereby and in addition to the face amount specified therefor, there shall be included costs and reasonable expenses and fees, including reasonable attorney's fees, incurred by the City in successfully enforcing such obligation, all to be taxed as costs and included in any judgment therein rendered.

The Surety hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the agreement or to the work to be performed thereunder or the specifications accompanying the same shall in any way affect its obligations on this bond, and it does hereby waive notice of any such change, extension of time, alteration or addition to the terms of the agreement or to the work or to the specifications.

IN WITNESS WHEREOF, this instrument has been duly executed by the Principal and Surety above named, on January 12, 20 18.

PRINCIPAL: Beaumont Highland Springs, LLC

By _____

Title _____

SURETY: SureTec Insurance Company

_____

By _____

Title Andrew Sysyn, Attorney-in-Fact

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT **CIVIL CODE § 1189**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Orange)

On January 12, 2018 before me, Pamela R. Goetsch, Notary Public,
Date *Here Insert Name and Title of the Officer*

personally appeared Andrew Sysyn
Name(s) of Signer(s)

who 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.

PAMELA R. GOETSCH
Notary Public - California
Orange County
Commission # 2221718
My Comm. Expires Nov 12, 2021

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Pamela R. Goetsch
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: _____ Document Date: _____

Number of Pages: _____ Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____

Signer's Name: _____
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____

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POA #: 510001

SureTec Insurance Company
LIMITED POWER OF ATTORNEY

Know All Men by These Presents, That SURETEC INSURANCE COMPANY (the "Company"), a corporation duly organized and existing under the laws of the State of Texas, and having its principal office in Houston, Harris County, Texas, does by these presents make, constitute and appoint

Andrew Sysyn, Pamela Goetsch

its true and lawful Attorney-in-fact, with full power and authority hereby conferred in its name, place and stead, to execute, acknowledge and deliver any and all bonds, recognizances, undertakings or other instruments or contracts of suretyship to include waivers to the conditions of contracts and consents of surety for, providing the bond penalty does not exceed

Five Million and 00/100 Dollars ($5,000,000.00)

and to bind the Company thereby as fully and to the same extent as if such bond were signed by the President, sealed with the corporate seal of the Company and duly attested by its Secretary, hereby ratifying and confirming all that the said Attorney-in-Fact may do in the premises. Said appointment shall continue in force until 12/31/2019 and is made under and by authority of the following resolutions of the Board of Directors of the SureTec Insurance Company:

Be it Resolved, that the President, any Vice-President, any Assistant Vice-President, any Secretary or any Assistant Secretary shall be and is hereby vested with full power and authority to appoint any one or more suitable persons as Attorney(s)-in-Fact to represent and act for and on behalf of the Company subject to the following provisions:

Attorney-in-Fact may be given full power and authority for and in the name of and of behalf of the Company, to execute, acknowledge and deliver, any and all bonds, recognizances, contracts, agreements or indemnity and other conditional or obligatory undertakings and any and all notices and documents canceling or terminating the Company's liability thereunder, and any such instruments so executed by any such Attorney-in-Fact shall be binding upon the Company as if signed by the President and sealed and effected by the Corporate Secretary.

Be it Resolved, that the signature of any authorized officer and seal of the Company heretofore or hereafter affixed to any power of attorney or any certificate relating thereto by facsimile, and any power of attorney or certificate bearing facsimile signature or facsimile seal shall be valid and binding upon the Company with respect to any bond or undertaking to which it is attached. *(Adopted at a meeting held on 20th of April, 1999.)*

In Witness Whereof, SURETEC INSURANCE COMPANY has caused these presents to be signed by its President, and its corporate seal to be hereto affixed this 29th day of March , A.D. 2017 .

SURETEC INSURANCE COMPANY

By: _____
John Knox Jr., President

State of Texas ss:
County of Harris

On this 29th day of March , A.D. 2017 before me personally came John Knox Jr., to me known, who, being by me duly sworn, did depose and say, that he resides in Houston, Texas, that he is President of SURETEC INSURANCE COMPANY, the company described in and which executed the above instrument; that he knows the seal of said Company; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Company; and that he signed his name thereto by like order.

XENIA CHAVEZ
Notary Public, State of Texas
Comm. Expires 09-10-2020
Notary ID 129117659

_____
Xenia Chavez, Notary Public
My commission expires September 10, 2020

I, M. Brent Beaty, Assistant Secretary of SURETEC INSURANCE COMPANY, do hereby certify that the above and foregoing is a true and correct copy of a Power of Attorney, executed by said Company, which is still in full force and effect; and furthermore, the resolutions of the Board of Directors, set out in the Power of Attorney are in full force and effect.

Given under my hand and the seal of said Company at Houston, Texas this 12th day of January 2018 , A.D.

_____
M. Brent Beaty, Assistant Secretary

Any instrument issued in excess of the penalty stated above is totally void and without any validity.
For verification of the authority of this power you may call (713) 812-0800 any business day between 8:00 am and 5:00 pm CST.

GENERAL NOTES:

1. THIS PLAN SUPERSEDES ALL OTHER PLANS PREVIOUSLY APPROVED BY THE CITY OF BEAUMONT REGARDING IMPROVEMENTS SHOWN ON THIS SET OF PLANS.

2. APPROVAL OF THIS PLAN DOES NOT LESSEN OR WAIVE ANY PORTION OF THE BEAUMONT MUNICIPAL CODE, RESOLUTION OF CONDITIONAL APPROVAL, CITY STANDARDS OR OTHER ADDITIONAL DOCUMENTS LISTED HEREIN AS THEY MAY PERTAIN TO THIS PROJECT. THE ENGINEER IN RESPONSIBLE CHARGE SHALL REVISE THESE PLANS WHEN NON-CONFORMANCE IS DISCOVERED.

3. CITY APPROVAL OF PLANS DOES NOT RELIEVE THE DEVELOPER OR ENGINEER-OF-WORK FROM RESPONSIBILITY FOR THE CORRECTION OF ERRORS AND OMISSIONS DISCOVERED DURING CONSTRUCTION. ALL PLAN REVISIONS SHALL BE PROMPTLY SUBMITTED TO THE CITY ENGINEER FOR APPROVAL.

4. A RIGHT-OF-WAY PERMIT FROM BUILDING & SAFETY DEPARTMENT WILL BE REQUIRED FOR ANY WORK IN THE PUBLIC RIGHT-OF-WAY. PRIOR TO PERMIT ISSUANCE, A CERTIFICATE OF INSURANCE MUST BE FILED NAMING THE CITY OF BEAUMONT AS AN ADDITIONAL INSURED ON THE PERMITTEE'S POLICY IN THE MINIMUM AMOUNT OF $1,000,000.00 FOR EACH OCCURANCE OF LIABILITY. THE INSURANCE COMPANY WRITING THE POLICY MUST HAVE A RATING OF "A-" OR BETTER AND A SIZE CATEGORY OF CLASS VII OR BETTER AS ESTABLISHED BY "BESTS" KEY RATING GUIDE.

5. NO WORK SHALL BE COMMENCED UNTIL ALL PERMITS HAVE BEEN OBTAINED FROM THE CITY AND OTHER APPROPRIATE AGENCIES.

6. REVISION OF THESE PLANS MAY BE REQUIRED IF THE PROPOSED IMPROVEMENTS ARE NOT CONSTRUCTED PRIOR TO THE DEADLINE DATE OF THE IMPROVEMENT AGREEMENT.

7. NO REVISIONS WILL BE MADE TO THESE PLANS WITHOUT THE WRITTEN APPROVAL OF THE CITY ENGINEER, NOTED WITHIN THE REVISION BLOCK, ON THE APPROPRIATE SHEET OF THE PLANS AND TITLE SHEET.

8. ORIGINAL DRAWINGS SHALL BECOME THE PROPERTY OF THE CITY UPON BEING SIGNED BY THE CITY ENGINEER.

9. THE ORIGINAL DRAWING SHALL BE REVISED TO REFLECT AS-BUILT CONDITIONS BY THE ENGINEER-OF-WORK PRIOR TO FINAL ACCEPTANCE OF THE WORK BY THE CITY.

10. ACCESS FOR FIRE AND OTHER EMERGENCY VEHICLES SHALL BE MAINTAINED TO THE PROJECT SITE AT ALL TIMES DURING CONSTRUCTION.

11. WHERE TRENCHES ARE WITHIN CITY EASEMENTS, A SOILS REPORT COMPRISED OF:

A. SUMMARY SHEET.
B. LABORATORY WORK SHEETS.
C. COMPACTION CURVES SHALL BE SUBMITTED BY A PROFESSIONAL ENGINEER OF THE STATE OF CALIFORNIA, PRINCIPALLY DOING BUSINESS IN THE FIELD OF APPLIED SOIL MECHANICS. THE SOILS REPORT WILL BE SUBMITTED TO THE CITY ENGINEERING INSPECTOR WITHIN TWO (2) WORKING DAYS OF COMPLETION OF FIELD TESTS. THE WRITTEN FIELD COMPACTION REPORT(S) SHALL BE IMMEDIATELY SUBMITTED TO THE CITY ENGINEERING INSPECTOR UPON COMPLETION OF THE FIELD TESTS.

12. A PRE-CONSTRUCTION MEETING SHALL BE HELD AT THE SITE PRIOR TO THE BEGINNING OF WORK AND SHALL BE ATTENDED BY ALL REPRESENTATIVES RESPONSIBLE FOR CONSTRUCTION, INSPECTION, SUPERVISION, TESTING AND ALL OTHER ASPECTS OF THE WORK. THE CONTRACTOR SHALL SCHEDULE THE MEETING BY CALLING THE INSPECTION LINE AT (951) 572-3224 AT LEAST FIVE (5) WORKING DAYS PRIOR TO SCHEDULING.

13. ALL INSPECTION REQUESTS OTHER THAN FOR THE PRE-CONSTRUCTION MEETING WILL BE MADE BY CALLING THE BUILDING & SAFETY INSPECTION REQUEST LINE AT (951) 572-3224. INSPECTION REQUESTS MUST BE RECEIVED PRIOR TO 2:00 PM ON THE DAY BEFORE THE INSPECTION IS NEEDED. INSPECTIONS WILL BE MADE THE NEXT WORK DAY UNLESS YOU REQUEST OTHERWISE. REQUESTS MADE AFTER 2:00 PM WILL BE SCHEDULED FOR TWO (2) FULL WORK DAYS LATER.

14. THE OWNER AND/OR APPLICANT THROUGH THE DEVELOPER AND/OR CONTRACTOR SHALL DESIGN, CONSTRUCT AND MAINTAIN ALL SAFETY DEVICES INCLUDING SHORING, AND SHALL BE SOLELY RESPONSIBLE FOR CONFORMING TO ALL LOCAL, STATE AND FEDERAL SAFETY AND HEALTH STANDARDS, LAWS AND REGULATIONS.

15. THE CONTRACTOR SHALL CONFORM TO LABOR CODE SECTION 6705 BY SUBMITTING A DETAIL PLAN TO THE CITY ENGINEER AND/OR CONCERNED AGENCY SHOWING THE DESIGN OF SHORING, BRACING SLOPE OR OTHER PROVISIONS TO BE MADE OF WORKER PROTECTION FROM THE HAZARD OF CAVING GROUND DURING THE EXCAVATION OF SUCH TRENCH OR TRENCHES FOR DURING THE PIPE INSTALLATION THEREIN. THIS PLAN MUST BE PREPARED FOR ALL TRENCHES FIVE FEET (5') OR MORE IN DEPTH AND APPROVED BY THE CITY ENGINEER AND/OR CONCERNED AGENCY PRIOR TO EXCAVATION. IF THE PLAN VARIES FROM THE SHORING SYSTEM STANDARDS ESTABLISHED BY THE CONSTRUCTION SAFETY ORDERS, TITLE 8, CALIFORNIA ADMINISTRATIVE CODE, THE PLANS SHALL BE PREPARED BY A REGISTERED ENGINEER AT THE CONTRACTOR'S EXPENSE. A COPY OF THE O.S.H.A. EXCAVATION PERMIT MUST BE SUBMITTED TO THE INSPECTOR PRIOR TO EXCAVATION.

16. IF ANY ARCHEOLOGICAL RESOURCES ARE DISCOVERED WITHIN ANY WORK ZONE DURING CONSTRUCTION, OPERATIONS WILL CEASE IMMEDIATELY AND THE PERMITTEE WILL NOTIFY THE CITY ENGINEER. OPERATIONS WILL NOT RESTART UNTIL THE PERMITTEE HAS RECEIVED WRITTEN AUTHORITY FROM THE CITY ENGINEER TO DO SO.

17. ALL OPERATIONS CONDUCTED AT THE SITE OR ADJACENT THERETO SHALL ADHERE TO THE NOISE ORDINANCE SET FORTH BY THE CITY MUNICIPAL CODE. ALL OPERATIONS SHALL BE LIMITED BY THE NOISE ORDINANCE TO THE LEVEL OF DECIBELS SPECIFIED FOR THE AREA AND TIME PERIOD. CONSTRUCTION ACTIVITIES WILL BE LIMITED TO THE PERIOD BETWEEN 7:00 AM AND 6:00 PM EACH DAY, MONDAY THROUGH FRIDAY, UNLESS OTHERWISE PERMITTED.

18. ALL OFF-SITE HAUL ROUTES SHALL BE SUBMITTED BY THE CONTRACTOR TO THE CITY ENGINEER FOR APPROVAL TWO FULL WORKING DAYS PRIOR TO BEGINNING OF WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DEBRIS OR DAMAGE OCCURRING ALONG THE HAUL ROUTE OR ADJACENT STREETS AS A RESULT OF THE GRADING OPERATIONS.

19. NO BLASTING SHALL COMMENCE WITHOUT A CITY ENGINEER-APPROVED BLASTING PROGRAM AND A BLASTING PERMIT.

20. THE EXISTENCE AND LOCATION OF UTILITY STRUCTURES AND FACILITIES SHOWN ON THE CONSTRUCTION PLANS WERE OBTAINED BY A SEARCH OF AVAILABLE RECORDS. ATTENTION IS CALLED TO THE POSSIBLE EXISTENCE OF OTHER UTILITY FACILITIES OR STRUCTURES NOT SHOWN OR IN A LOCATION DIFFERENT FROM THAT SHOWN ON THE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITIES SHOWN ON THE PLANS AND ANY OTHER EXISTING FACILITIES OR STRUCTURES NOT SHOWN.

21. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING FACILITIES (ABOVEGROUND AND UNDERGROUND) WITHIN THE PROJECT SITE SUFFICIENTLY AHEAD OF CONSTRUCTION TO PERMIT THE REVISIONS OF THE CONSTRUCTION PLANS IF IT IS FOUND THAT THE ACTUAL LOCATIONS ARE IN CONFLICT WITH THE PROPOSED WORK.

22. THE CONTRACTOR SHALL NOTIFY AFFECTED UTILITY COMPANIES (SEE BELOW) AT LEAST TWO (2) FULL WORKING DAYS PRIOR TO STARTING CONSTRUCTION NEAR THEIR FACILITIES AND SHALL COORDINATE WORK WITH A COMPANY REPRESENTATIVE.

UNDERGROUND SERVICE ALERT	(800) 422-4133
SOUTHERN CALIFORNIA EDISON	(800) 409-2365
AT&T	(800) 892-0123
TIME WARNER CABLE	(760) 340-2225
COX COMMUNICATIONS	(888) 423-3913

23. IN ACCORDANCE WITH THE CITY STORM WATER STANDARDS, ALL STORM DRAIN INLETS CONSTRUCTED BY THIS PLANS SHALL INCLUDE "STENCILS" BE ADDED TO PROHIBIT WASTE DISCHARGE DOWNSTREAM. STENCILS SHALL BE ADDED TO THE SATISFACTION OF THE CITY ENGINEER.

24. EXISTING SURVEY MONUMENTS SHALL BE PROTECTED & PERPETUATED IN PLACE. DISTURBED OR DESTROYED MONUMENTS SHALL BE RESET BY A REGISTERED CIVIL ENGINEER OR A LICENSED LAND SURVEYOR IN COMPLIANCE WITH THE PROFESSIONAL LAND SURVEYORS ACT.

STREET NOTES:

1. CONTRACTOR SHALL BE RESPONSIBLE FOR CLEARING OF THE PROPOSED WORK AREA & RELOCATION COSTS OF ALL EXISTING UTILITIES. THIS INCLUDES UNDERGROUNDING OF EXISTING OVERHEAD LINES ALONG THE PROJECT FRONTAGE AS REQUIRED BY THE CONDITIONS OF APPROVAL. PERMITTEE MUST INFORM CITY OF CONSTRUCTION SCHEDULE AT LEAST 48 HOURS PRIOR TO BEGINNING OF CONSTRUCTION BY CALLING (951) 769-8520.

2. ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, GREENBOOK, LATEST EDITION AND THE RIVERSIDE COUNTY TRANSPORTATION DEPARTMENT IMPROVEMENT STANDARDS & SPECIFICATIONS "LATEST EDITION", COUNTY ORDINANCE NO. 461 AND SUBSEQUENT AMENDMENTS.

3. ALL UNDERGROUND FACILITIES, WITH LATERALS SHALL BE IN PLACE PRIOR TO PAVING THE STREET SECTION INCLUDING, BUT NOT LIMITED TO THE FOLLOWING: SEWER, WATER, ELECTRIC, GAS AND STORM DRAIN.

4. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR OR DEVELOPER TO INSTALL & MAINTAIN ALL CONSTRUCTION, REGULATORY, GUIDE AND WARNING SIGNS WITHIN THE PROJECT LIMITS AND ITS SURROUNDINGS TO PROVIDE SAFE PASSAGE FOR THE TRAVELING PUBLIC AND WORKERS UNTIL THE FINAL COMPLETION AND ACCEPTANCE OF THE PROJECT BY THE CITY. A TRAFFIC CONTROL PLAN MUST BE SUBMITTED WITH APPROVED STREET PLAN FOR REVIEW TO THE PERMITS SECTION OR INSPECTION SECTION (FOR MAP CASES) PRIOR TO OBTAINING AN ENCROACHMENT PERMIT.

5. ANY PRIVATE DRAINAGE FACILITIES SHOWN ON THESE PLANS ARE FOR INFORMATION ONLY. BY SIGNING THESE IMPROVEMENT PLANS, NO REVIEW OR APPROVAL OF THESE PRIVATE FACILITIES ARE IMPLIED OR INTENDED BY CITY OF BEAUMONT PUBLIC WORKS DEPARTMENT.

6. THE DEVELOPER SHALL INSTALL STREET NAME SIGNS CONFORMING TO R.C.T.D. STD. NO. 816.

7. ALL STREET SECTION ARE TENTATIVE. ADDITIONAL SOIL TESTS SHALL BE TAKEN AFTER ROUGH GRADING TO DETERMINE THE EXACT STREET SECTION REQUIREMENTS. USE R.C.T.D. STANDARD NO. 401 IF EXPANSIVE SOILS ARE ENCOUNTERED.

8. IT SHALL BE THE RESPONSIBILITY OF THE DEVELOPER TO NOTIFY THE ENGINEER TO INSTALL STREET CENTERLINE MONUMENTS AS REQUIRED BY RIVERSIDE COUNTY ORDINANCE NO. 461. IF CONSTRUCTION CENTERLINE DIFFERS, PROVIDE A TIE TO EXISTING CENTERLINE OF RIGHT-OF-WAY. PRIOR TO ROAD CONSTRUCTION, SURVEY MONUMENTS INCLUDING CENTERLINE MONUMENTS, TIE POINTS, PROPERTY CORNERS AND BENCH MARKS SHALL BE REFERENCED OUT AND CORNER RECORDS FILED WITH THE COUNTY SURVEYOR PURSUANT TO SECTION 8771 OF THE BUSINESS & PROFESSIONAL CODE. SURVEY POINTS DESTROYED DURING CONSTRUCTION SHALL BE RESET, AND A SECOND CORNER RECORD FILED FOR THOSE POINTS PRIOR TO COMPLETION AND ACCEPTANCE OF THE IMPROVEMENTS.

9. ASPHALTIC EMULSION (FOG SEAL) SHALL BE APPLIED NOT LESS THAN FOURTEEN DAYS FOLLOWING PLACEMENT OF THE ASPHALT SURFACING. FOG SEAL AND PAINT BINDER SHALL BE APPLIED AT A RATE OF 0.05 AND 0.03 GALLON PER SQUARE YARD, RESPECTIVELY. ASPHALTIC EMULSION SHALL CONFORM TO SECTIONS 37, 39 AND 94 OF THE STATE STANDARD SPECIFICATIONS.

10. PRIME COAT IS REQUIRED PRIOR TO PAVING ALL GRADES IN EXCESS OF TEN PERCENT.

11. CONSTRUCTION PROJECTS DISTURBING MORE THAN ONE ACRE MUST OBTAIN A N.P.D.E.S. (NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM) PERMIT. OWNERS/DEVELOPERS ARE REQUIRED TO FILE A NOTICE OF INTENT (N.O.I.) WITH THE STATE WATER RESOURCES CONTROL BOARD (SWRCB), PREPARE A STORM WATER POLLUTION PREVENTION PLAN (S.W.P.P.P.) AND MONITORING PLAN FOR THE SITE.

12. THE DEVELOPER SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ADDITIONAL SIGNS AND MARKINGS NOT INCLUDED IN THE SIGNING AND STRIPING PLAN WITHIN THE PROJECT AREAS, OR ON ROADWAYS ADJACENT TO THE PROJECT BOUNDARIES, UPON THE REQUEST OF THE DIRECTOR OF PUBLIC WORKS OR HIS DESIGNEE TO IMPROVE TRAFFIC SAFETY ON THE ROADS UNDER THE JURISDICTION OF THE DEVELOPER.

13. IT SHALL BE THE RESPONSIBILITY OF THE DEVELOPER/CONTRACTOR TO SUPPLY TO THE RIVERSIDE COUNTY FLOOD CONTROL (RCFC) FOR PERMITS WHEN ANY DRAIN PIPE NEEDS TO BE CONNECTED WITH A RCFC FACILITY AND ADD PERMITEE # ON THE PLAN.

14. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR OR DEVELOPER TO APPLY TO THE CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) FOR AN ENCROACHMENT PERMIT FOR ALL WORK PERFORMED WITHIN STATE RIGHT-OF-WAY.

15. CURB DEPRESSIONS AND DRIVEWAY APPROACHES WILL BE INSTALLED AND CONSTRUCTED ACCORDING TO COUNTY STANDARDS NO. 206 AND/OR 207, AS DIRECTED IN THE FIELD.

16. STREET LIGHTS SHALL BE INSTALLED IN ACCORDANCE WITH THE APPROVED STREET LIGHTING PLAN PER CITY OF BEAUMONT'S APPROVED STREET LIGHTING SPECIFICATIONS.

17. FOR ALL DRIVEWAY RECONSTRUCTION BEYOND RIGHT-OF-WAY, PROOF OF DRIVEWAY OWNER NOTIFICATION IS REQUIRED PRIOR TO CONSTRUCTION.

18. INSTALL STREET TREES IN ACCORDANCE WITH ORDINANCE NO. 461 AND THE COMPREHENSIVE LANDSCAPING GUIDELINES.

19. THE DEVLOPER SHALL HAVE GEOTECHNICAL/SOILS ENGINEERING FIRM OBSERVE TRENCHING, BACKFILLING AND SOIL COMPACTION OF ALL UTILITY TRENCHES WITHIN ALL EASEMENT AND ROADS RIGHT-OF-WAY. TWO SETS OF COMPACTION REPORTS CERTIFYING THAT WORKS WERE DONE IN CONFORMANCE TO STANDARDS AND GEOTECHNICAL REPORT SHALL BE SUBMITTED AFTER EACH UTILITY TRENCH IS COMPLETED AND CERTIFIED. COMPACTION REPORT MUST BE SUBMITTED TO THE DEPARTMENT OF PUBLIC WORKS AT LEAST TWO (2) WORKING DAYS BEFORE AGGREGATE BASE MATERIALS ARE PLACED ON SITE.

NOTE:

1. APPROVAL OF THESE PLANS APPLIES ONLY WITHIN THE JURISDICTION OF THE CITY OF BEAUMONT.

2. TRENCHING FOR UTILITIES AND STRUCTURES IS NOT ALLOWED UNTIL SOIL COMPACTION REPORT IS SUBMITTED AND APPROVED BY THE PUBLIC WORKS DEPARTMENT.

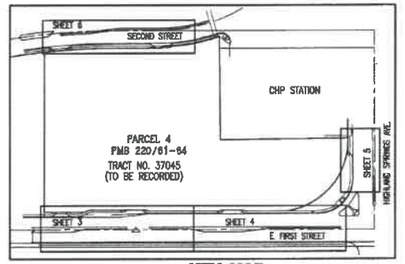
3. THE CITY RESERVES THE RIGHT TO REQUIRE REVISION OF THE APPROVED PLANS TO CONFORM WITH CURRENT STANDARDS AND TO POST A NEW BOND IF CONSTRUCTION HAS NOT COMMENCED WITHIN TWO YEARS AFTER PLANS WERE APPROVED.

4. SIDEWALK AND DRIVEWAY APPROACHES WILL BE POURED/CONSTRUCTED ONLY AFTER DRIVEWAY LOCATIONS ARE DETERMINED.

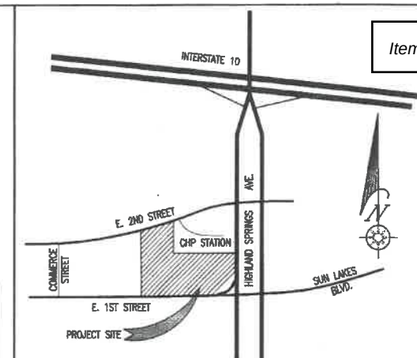
STREET IMPROVEMENT PLANS

CENTERPOINTE COMMERCIAL CENTER
1620 E. FIRST STREET, BEAUMONT, CA

FIRST STREET WEST OF HIGHLAND SPRINGS AVE.
HIGHLAND SPRINGS AVE. (DRIVEWAY NORTH OF 1ST ST.)
SECOND STREET WEST OF PASEO BEAUMONT



KEY MAP
SCALE: 1"=200'



VICINITY MAP
N.T.S.

PRIVATE ENGINEER'S NOTICE TO CONTRACTOR(S):

1. THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES OR STRUCTURES SHOWN ON THESE PLANS ARE OBTAINED BY A SEARCH OF AVAILABLE RECORDS. TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO EXISING UTILITIES EXCEPT THOSE SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE ALL PRECAUTIONARY MEASURES TO PROTECT THE UTILITIES SHOWN, AND ANY OTHER LINES OR STRUCTURES NOT SHOWN ON THESE PLANS, AND IS RESPONSIBLE FOR THE PROTECTION OF AND ANY DAMAGE TO THESE LINES OR STRUCTURES.

2. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE OWNER OF ALL UTILITIES OR STRUCTURES CONCERNED BEFORE STARTING WORK.

3. QUANTITIES SHOWN HEREON ARE PROVIDED FOR BIDDING PURPOSES ONLY. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL QUANTITIES PRIOR TO BIDDING FOR CONSTRUCTION.

4. THE PRIVATE ENGINEER SIGNING THESE PLANS IS RESPONSIBLE FOR ASSURING THE ACCURACY AND ACCEPTABILITY OF THE DESIGN HEREIN. IN THE EVENT OF DISCREPANCIES ARISING AFTER CITY APPROVAL OR DURING CONSTRUCTION, THE PRIVATE ENGINEER SHALL BE RESPONSIBLE FOR DETERMINING AN ACCEPTABLE SOLUTION AND REVISING THE PLANS FOR APPROVAL BY THE CITY.

GENERAL STANDARDS OF CONSTRUCTION:

UNLESS OTHERWISE NOTED ON THE PLANS, ALL WORK SHALL CONFORM TO WITH FOLLOWING STANDARD SPECIFICATIONS AND DRAWINGS:

GENERAL STANDARDS OF CONSTRUCTION:

1. COUNTY OF RIVERSIDE, COUNTY ROAD IMPROVEMENTS STANDARDS & SPECIFICATION (RCTD STD.)
2. LATEST REGIONAL SUPPLEMENT TO "GREEN BOOK" LATEST EDITION, SSPWC
3. RIVERSIDE COUNTY FLOOD CONTROL DISTRICT AND WATER CONSERVATION DISTRICT
4. STANDARD PROVISIONS
5. CALIFORNIA DEPARTMENT OF TRANSPORTATION "MANUAL OF TRAFFIC CONTROLS FOR CONSTRUCTION AND MAINTENANCE WORK ZONES", LATEST EDITION.

"DECLARATION OF RESPONSIBLE CHARGE"

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THE PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONS CODE, AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS. I UNDERSTAND THAT THE CHECK OF PROJECT DRAWINGS AND SPECIFICATIONS BY THE CITY OF BEAUMONT DOES NOT RELIEVE ME AS ENGINEER OF WORK OF MY RESPONSIBILITIES FOR PROJECT DESIGN.

FIRM: ANPAK ENGINEERING, LLC
ADDRESS: 25876 THE OLD ROAD #178
CITY, ST.: STEVENSON RANCH, CA 91381
TELEPHONE: (661) 425-1547
BY: JAMSHED I. YAZDANI, PE, RCE 53795, EXP. 6-30-19 DATE: 6-20-17
(NAME OF ENGINEER & RCE)

QUANTITY ESTIMATES

ITEM	UNIT	QTY.
REMOVE AC DIKE	LF	790
REMOVE AC PAVEMENT	SF	4,470
REMOVE CONCRETE CURB & GUTTER	LF	878
REMOVE SIDEWALK	SF	1,354
SAWCUT & REMOVE EX. AC PAVEMENT	LF	1,826
CONSTRUCT AC PAVEMENT	TON	281
CONSTRUCT AGGREGATE BASE, CLASS II	CY	362
CONSTRUCT CONCRETE CURB & GUTTER (A-8)	LF	894
CONSTRUCT CONCRETE CURB	LF	650
CONSTRUCT PCC CROSS-GUTTER & SPANDRELS	SF	2,088
CONSTRUCT PCC SIDEWALK	SF	3,831
CONSTRUCT PCC DRIVE APPROACH	SF	3,205
CONSTRUCT CURB OUTLET DRAINAGE STRUCTURE	EA	3
CONSTRUCT SEWER CLEANOUT	EA	2
CONSTRUCT SEWER LATERAL	LF	99

CONSTRUCTION NOTES

1. CONSTRUCT 4.5" A.C. PAVEMENT OVER 14" C.A.B.
2. CONSTRUCT 5" A.C. PAVEMENT OVER 7.5" C.A.B.
3. CONSTRUCT TYPE A-8 CONCRETE CURB & GUTTER PER RIVERSIDE COUNTY STD. 201.
4. CONSTRUCT 8" TYPE "D" CURB PER RIVERSIDE COUNTY STD. 204.
5. CONSTRUCT 4" PCC SIDEWALK PER RIVERSIDE COUNTY STD. 401.
6. CONSTRUCT COMMERCIAL DRIVEWAY PER RIVERSIDE COUNTY STD. 207A. "W" PER PLAN.
7. CONSTRUCT BUS TURNOUT PER RIVERSIDE COUNTY STD. 814.
8. CONSTRUCT 120' TAPER PER DETAIL ON SHEET 2.
9. CONSTRUCT UNDER SIDEWALK DRAIN PER RIVERSIDE COUNTY STD. 309.
10. DEDICATE R/W FOR DRIVEWAY & SIDEWALK.
11. REMOVE EXISTING CONCRETE CURB & GUTTER.
12. SAWCUT & REMOVE EXISTING A.C. PAVEMENT.
13. REMOVE EXISTING PCC SIDEWALK.
14. REMOVE EXISTING CONCRETE MEDIAN CURB.
15. REMOVE EXISTING A.C. DIKE.
16. REMOVE EXISTING A.C. DRIVEWAY.
17. RELOCATE (BY OTHERS).
18. PROTECT IN PLACE.
19. ADJUST TO GRADE.
20. CONSTRUCT SEWER HOUSE CONNECTION PER RIVERSIDE COUNTY STD. 800.
21. CONSTRUCT SEWER CLEANOUT PER RIVERSIDE COUNTY STD. 603.

UTILITY COMPANIES

ELECTRIC: SOUTHERN CALIFORNIA EDISON 287 TENNESSEE REDLANDS, CA 92373 T: (909) 307-6770	CABLE: TIME WARNER CABLE 300 S. HIGHLAND SPRINGS AVE. #10-B BANNING, CA 92220 T: (760) 340-2225
GAS: SOUTHERN CALIFORNIA GAS CO. 251 E. 1ST ST., BEAUMONT, CA 92223 T: (951) 845-0740	WATER: BEAUMONT CHERRY VALLEY WATER DISTRICT 560 MAGNOLIA AVENUE BEAUMONT, CA 92223 T: (951) 845-9581
TELEPHONE: VERIZON 1980 ORANGE TREE LANE #100 REDLANDS, CA 92374 T: (909) 748-6649	SEWER: CITY OF BEAUMONT 550 EAST SIXTH STREET BEAUMONT, CA 92223 T: (951) 769-8520

SYMBOLS LEGEND

℄	CENTERLINE	HC	HOUSE CONNECTION (6" TYP.)
P.L.	PROPERTY LINE	X	FENCE
T.C.	TOP OF CURB	A.C.	ASPHALT SURFACE
F.L.	FLOWLINE	T.P.O.B.	TRUE POINT OF BEGINNING
F.S.	FINISH SURFACE	P.O.B.	POINT OF BEGINNING
F.F.	FINISH FLOOR		FIRE DEPARTMENT CONNECTION
T.W.	TOP OF WALL		STREET LIGHT
T.E.	TRASH ENCLOSURE		SAWCUT
T.F.	TOP OF FOOTING		BUILDING LINE
F.H.	FIRE HYDRANT		GAS VALVE/PULL BOX/METER
W.V.	WATER VALVE	SD	STORM DRAIN LINE
W.M.	WATER METER	E	ELECTRICAL LINE
P.P.	POWER POLE	G	GAS LINE
S.L.	STREET LIGHT	T	TELEPHONE LINE
S.P.	STAND PIPE	SS	SANITARY SEWER LINE
G.V.	GAS VALVE	W	WATER LINE
M.H.	MANHOLE		AREA LIGHT
	TRAFFIC SIGN		VENT
	WATER VALVE		AC PAVING
	FIRE HYDRANT		
	POWER POLE		

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN IS SITUATED IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

PARCEL I:
PARCEL 4 OF PARCEL MAP NO. 36286, IN THE CITY OF BEAUMONT, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP FILE DIN BOOK 220, PARES 61 TO 64, OR PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL II:
LOT A OF PARCEL MAP 31948, IN THE CITY OF BEAUMONT, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 212, PAGES 11 THROUGH 17, INCLUSIVE, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, WHICH WOULD PASS BY OPERATION OF LAW, WITH THE CONVEYANCE OF SAID LAND.

APN: 419-260-075

WDID NO.: 8 33C380437

SHEET INDEX

TITLE SHEET	SHEET: 1 OF 6
DETAILS & TYPICAL SECTIONS	SHEET: 2 OF 6
FIRST STREET: FROM STA 58+89.68 TO STA 62+95.07	SHEET: 3 OF 6
FIRST STREET: FROM STA 62+95.07 TO STA 66+79.13	SHEET: 4 OF 6
HIGHLAND SPRINGS AVENUE (DRIVEWAY N/O FIRST STREET)	SHEET: 5 OF 6
SECOND STREET: FROM STA 59+04.21 TO STA 62+75.97	SHEET: 6 OF 6

DIGALERT — Call 2 Working Days Before You Dig! 811

BENCHMARK:
COUNTY OF RIVERSIDE BENCHMARK 400 (NGS DX5401)
DESCRIBED BY NGS "IN BANNING, AT THE NORTHWEST BRIDGE ABUTMENT FOR SOUTHERN PACIFIC RAILROAD OVER HIGHLAND SPRINGS AVE., 60 FEET WEST OF THE CENTERLINE OF HIGHLAND SPRINGS AVE., 20 FEET (6.1 M) NORTH OF THE NORTH RAIL OF RAILROAD, FOUND 3 1/4 INCH MWD STANDARD ALUMINUM DISK SET FLUSH IN CONCRETE ABUTMENT NAVD 88/1995 ADJUSTMENT ELEVATION = 2573.37' (NAVD88)

BY	MARK	DESCRIPTION	APPR.	DATE
ENGINEER		REVISIONS	CITY	

ANPAK ENGINEERING, LLC
ENGINEERS – PLANNERS – SURVEYORS
25876 THE OLD ROAD #178
STEVENSON RANCH, CA 91381
T: (661) 425-1547
E-mail: anpakengineering@gmail.com

SEAL: REGISTERED PROFESSIONAL ENGINEER — JAMSHED I. YAZDANI — No. C53795 EXP. 6-30-19 — CIVIL — STATE OF CALIFORNIA

Jazdani 11/22/17
ENGINEER OF WORK DATE
R.C.E. 53795

DESIGN BY:	JY
DRAWN BY:	SW
CHECKED BY:	JY
SCALE:	AS SHOWN
DATE:	
JOB NUMBER:	9986

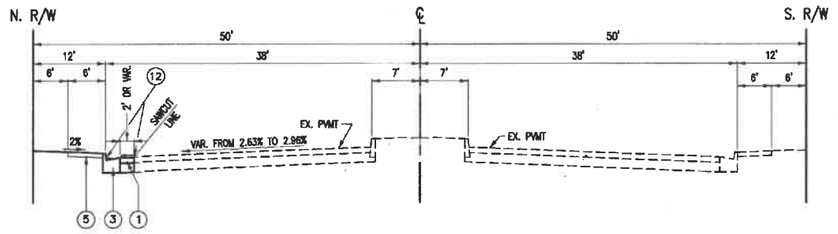
Reviewed By: _____ Date: 12/20/17
City Engineer
Recommended for Approval By: _____ Date: 12/20/17
Administrative Engineer
Approved By: _____ Date: 12/20/17
City Engineer/Director of Public Works

CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
550 E. 6TH ST. BEAUMONT, CA 92223 T: (951) 769-8520 F: (951) 769-8526

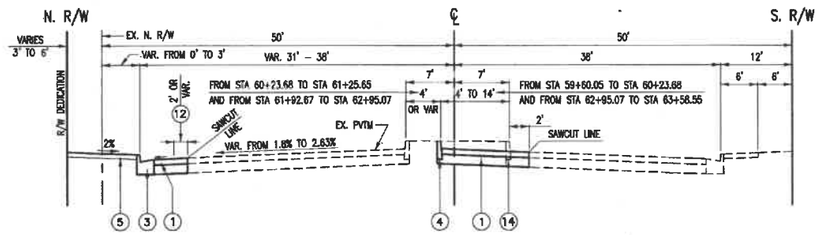
CITY OF BEAUMONT, CALIFORNIA
IMPROVEMENT PLANS FOR:
CENTERPOINTE COMMERCIAL CENTER
1620 E. FIRST STREET
BEAUMONT, CA
PROJECT NO. 15-PP-03
STREET IMPROVEMENT PLAN – TITLE SHEET

SHEET 1 OF 6 SHEETS
FILE NO: 3152

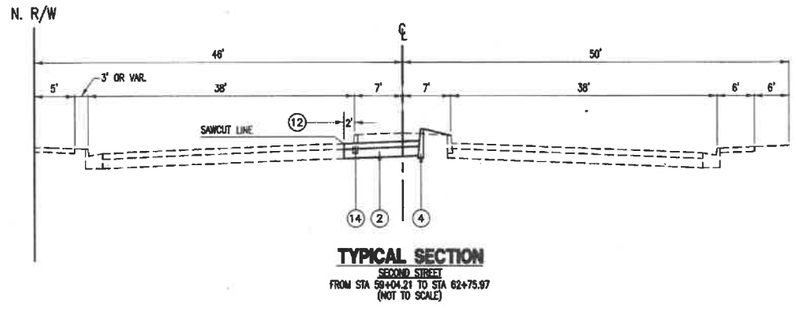
17-4299



TYPICAL SECTION
FIRST STREET
FROM STA 58+89.68 TO STA 59+71.68
(NOT TO SCALE)



TYPICAL SECTION
FIRST STREET
FROM STA 59+60.05 TO STA 66+77.72
(NOT TO SCALE)



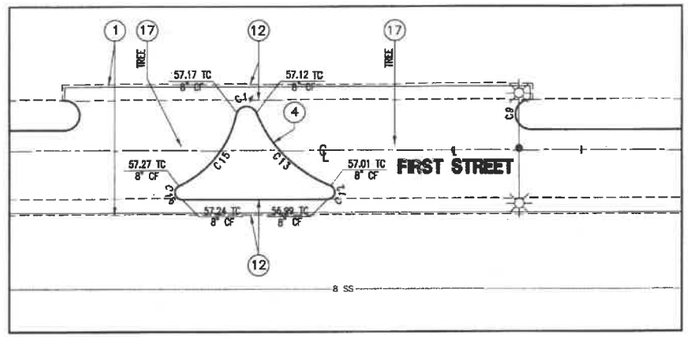
TYPICAL SECTION
SECOND STREET
FROM STA 59+04.21 TO STA 62+75.97
(NOT TO SCALE)

CONSTRUCTION NOTES

1. CONSTRUCT 4.5" A.C. PAVEMENT OVER 14" C.A.B.
2. CONSTRUCT 5" A.C. PAVEMENT OVER 7.5" C.A.B.
3. CONSTRUCT TYPE A-8 CONCRETE CURB & GUTTER PER RIVERSIDE COUNTY STD. 201.
4. CONSTRUCT 8" TYPE "D" CURB PER RIVERSIDE COUNTY STD. 204.
5. CONSTRUCT 4" PCC SIDEWALK PER RIVERSIDE COUNTY STD. 401.
12. SAWCUT & REMOVE EXISTING A.C. PAVEMENT.
14. REMOVE EXISTING CONCRETE MEDIAN CURB.
17. RELOCATE (BY OTHERS)

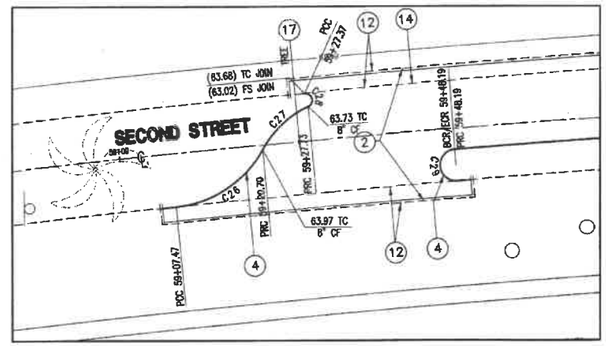
CURVE DATA

NO.	DELTA	R '	L '	T '
C9	180°00'00"	2.17	6.28	--
C12	157°57'13"	1.00	2.76	5.13
C13	45°11'06"	19.80	15.45	8.15
C14	144°28'15"	1.50	3.78	4.68
C15	51°45'00"	15.19	13.72	7.37
C16	154°30'39"	1.00	2.70	4.42
C26	55°44'43"	16.00	15.57	8.46
C27	35°28'29"	14.75	9.13	4.72
C28	159°16'36"	1.00	2.78	5.47
C29	180°00'00"	2.30	7.23	--

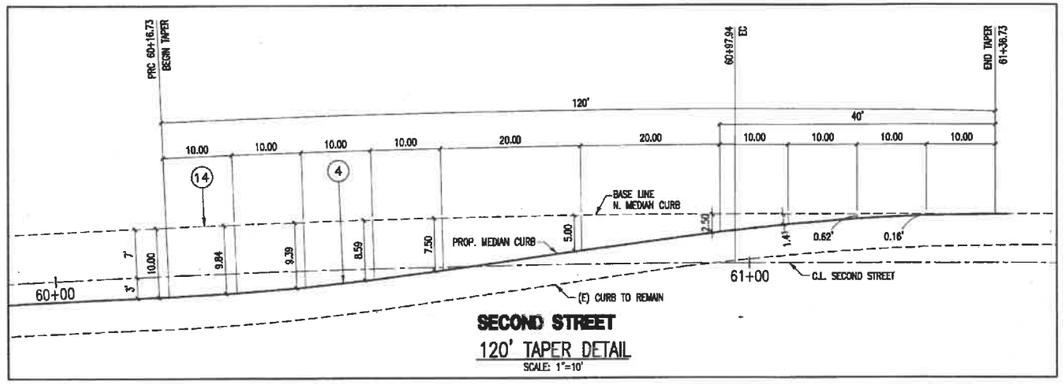


DETAIL "A"
SCALE: 1"=10'

NOTE:
ADD 2500 FT. TO ALL ELEVATIONS



DETAIL "B"
SCALE: 1"=10'



SECOND STREET
120' TAPER DETAIL
SCALE: 1"=10'

DIGALERT — Call 2 Working Days Before You Dig! 811

BENCHMARK:
COUNTY OF RIVERSIDE BENCHMARK 400 (NGS DX5401)
DESCRIBED BY NGS "IN BANNING, AT THE NORTHWEST BRIDGE ABUTMENT FOR SOUTHERN PACIFIC RAILROAD OVER HIGHLAND SPRINGS AVE., 60 FEET WEST OF THE CENTERLINE OF HIGHLAND SPRINGS AVE., 20 FEET (6.1 M) NORTH OF THE NORTH RAIL OF RAILROAD, FOUND 3 1/4 INCH NMD STANDARD ALUMINUM DISK SET FLUSH IN CONCRETE ABUTMENT
NAVD 88/1995 ADJUSTMENT ELEVATION = 2573.37' (NAVD88)

BY	MARK	DESCRIPTION	APPR.	DATE
ENGINEER		REVISIONS	CITY	

ANPAK ENGINEERING, LLC
ENGINEERS – PLANNERS – SURVEYORS
25876 THE OLD ROAD #178
STEVENSON RANCH, CA 91381
T: (661) 425-1547
E-mail: anpakengineering@gmail.com

11/22/17
ENGINEER OF WORK DATE
R.C.E. 51795

SEAL: No. C51795 REG. 6-30-19 CIVIL STATE OF CALIFORNIA

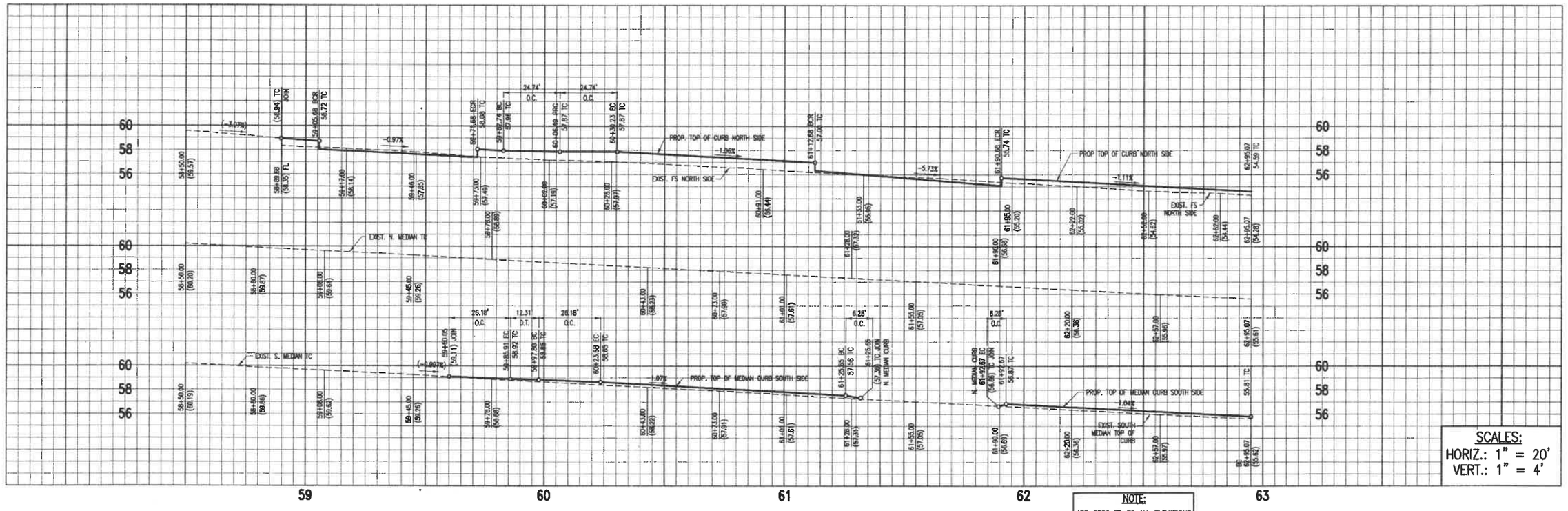
DESIGN BY: JY
DRAWN BY: SE
CHECKED BY: JY
SCALE: AS SHOWN
DATE:
JOB NUMBER: 9986

Reviewed By: _____ Date: 12/27/17
Staff Engineer
Recommended for Approval By: _____ Date: 12/27/17
Administrative Engineer
Approved By: _____ Date: 12/28/17
City Engineer/Director of Public Works

CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
550 E 6th St.
BEAUMONT, CA 92223
T: (951) 769-8520
F: (951) 769-8526

CITY OF BEAUMONT, CALIFORNIA
IMPROVEMENT PLANS FOR:
DETAILS & TYPICAL SECTIONS
PROJECT NO. 15-PP-03
STREET IMPROVEMENT PLAN

SHEET 2 OF 6 SHEETS
FILE NO: 3152



SCALES:
HORIZ.: 1" = 20'
VERT.: 1" = 4'

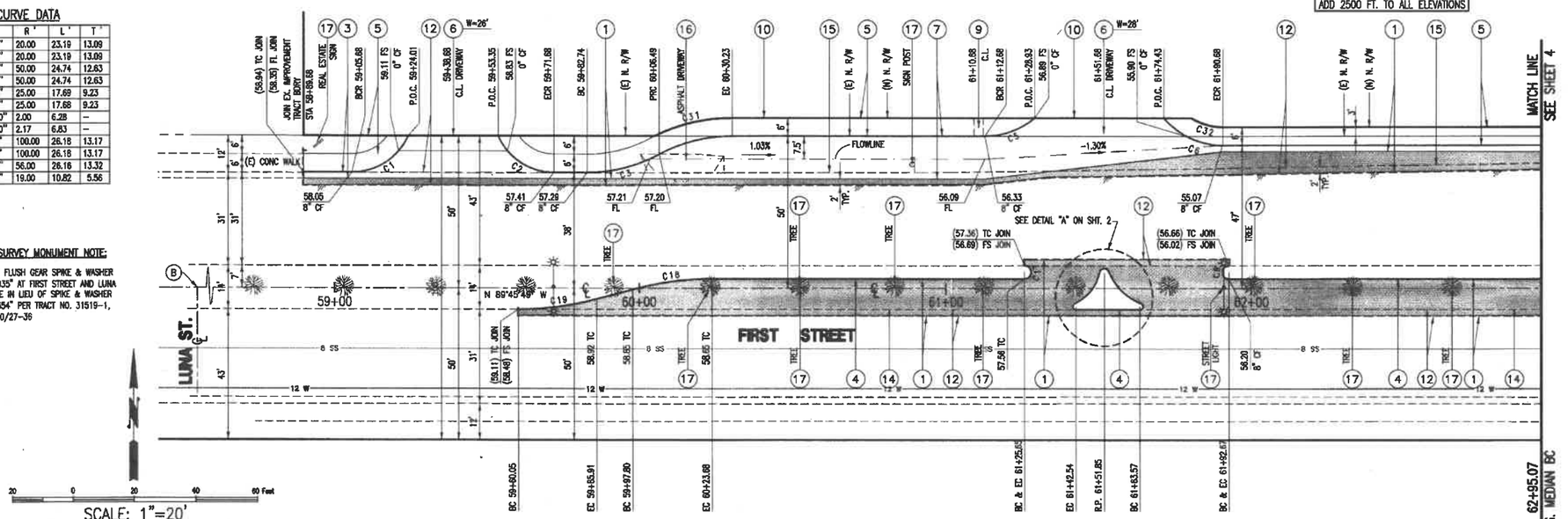
NOTE:
ADD 2500 FT. TO ALL ELEVATIONS

CURVE DATA

NO.	DELTA	R '	L '	T '
C1	66°25'19"	20.00	23.19	13.09
C2	66°25'19"	20.00	23.19	13.09
C3	28°21'11"	50.00	24.74	12.63
C4	28°21'11"	50.00	24.74	12.63
C5	40°32'09"	25.00	17.69	9.23
C6	40°31'31"	25.00	17.68	9.23
C9	180°00'00"	2.00	6.28	--
C17	180°00'00"	2.17	6.83	--
C18	15°00'00"	100.00	26.18	13.17
C19	15°00'00"	100.00	26.18	13.17
C31	28°45'58"	56.00	26.18	13.32
C32	32°38'02"	19.00	10.82	5.56

FOUND SURVEY MONUMENT NOTE:

(B) FOUND FLUSH GEAR SPIKE & WASHER "LS 6935" AT FIRST STREET AND LUNA AVENUE IN LIEU OF SPIKE & WASHER "LS 6654" PER TRACT NO. 31519-1, MB 390/27-36



SCALE: 1"=20'

WARNING: DWG. IS NOT TO SCALE IF THIS LINE IS NOT 1" LONG.

CONSTRUCTION NOTES

1. CONSTRUCT 4.5" PAVEMENT OVER 14" CAB.
3. CONSTRUCT TYPE A-6 CONCRETE CURB & GUTTER PER RIVERSIDE COUNTY STD. 201.
4. CONSTRUCT 8" TYPE "D" CURB PER RIVERSIDE COUNTY STD. 204.
5. CONSTRUCT 4" P.C.C. SIDEWALK PER RIVERSIDE COUNTY STD. 401.
6. CONSTRUCT COMMERCIAL DRIVEWAY PER RIVERSIDE COUNTY STD. 207A.
7. CONSTRUCT BUS TURNOUT PER RIVERSIDE COUNTY STD. 814.
9. CONSTRUCT UNDER SIDEWALK DRAIN PER RIVERSIDE COUNTY STD. 309.
10. DEDICATE R/W FOR DRIVEWAY & SIDEWALK.
12. SAWCUT & REMOVE EXISTING A.C. PAVEMENT.
14. REMOVE EXISTING CONCRETE MEDIAN CURB.
15. REMOVE EXISTING A.C. DIKE.
16. REMOVE EXISTING A.C. DRIVEWAY.
17. RELOCATE (BY OTHERS).

DIGALERT
Call 2 Working Days Before You Dig!
811

BENCHMARK:
COUNTY OF RIVERSIDE BENCHMARK 400 (NGS DX5401)
DESCRIBED BY NGS "IN BANNING, AT THE NORTHWEST BRIDGE ABUTMENT FOR SOUTHERN PACIFIC RAILROAD OVER HIGHLAND SPRINGS AVE., 80 FEET WEST OF THE CENTERLINE OF HIGHLAND SPRINGS AVE., 20 FEET (6.1 M) NORTH OF THE NORTH RAIL OF RAILROAD, FOUND 3 1/4 INCH IWD STANDARD ALUMINUM DISK SET FLUSH IN CONCRETE ABUTMENT NAVD 88/1995 ADJUSTMENT ELEVATION = 2573.37' (NAVD88)

BY	MARK	DESCRIPTION	APPR.	DATE
ENGINEER		REVISIONS	CITY	

ANPAK ENGINEERING, LLC
ENGINEERS – PLANNERS – SURVEYORS
25876 THE OLD ROAD #178
STEVENSON RANCH, CA 91381
T: (661) 425-1547
E-mail: anpakengineering@gmail.com

ENGINEER OF WORK R.C.E. 53795 — 11/22/17 DATE

SEAL: REGISTERED PROFESSIONAL ENGINEER — No. C53795 EXP. 6-30-19 — CIVIL — STATE OF CALIFORNIA

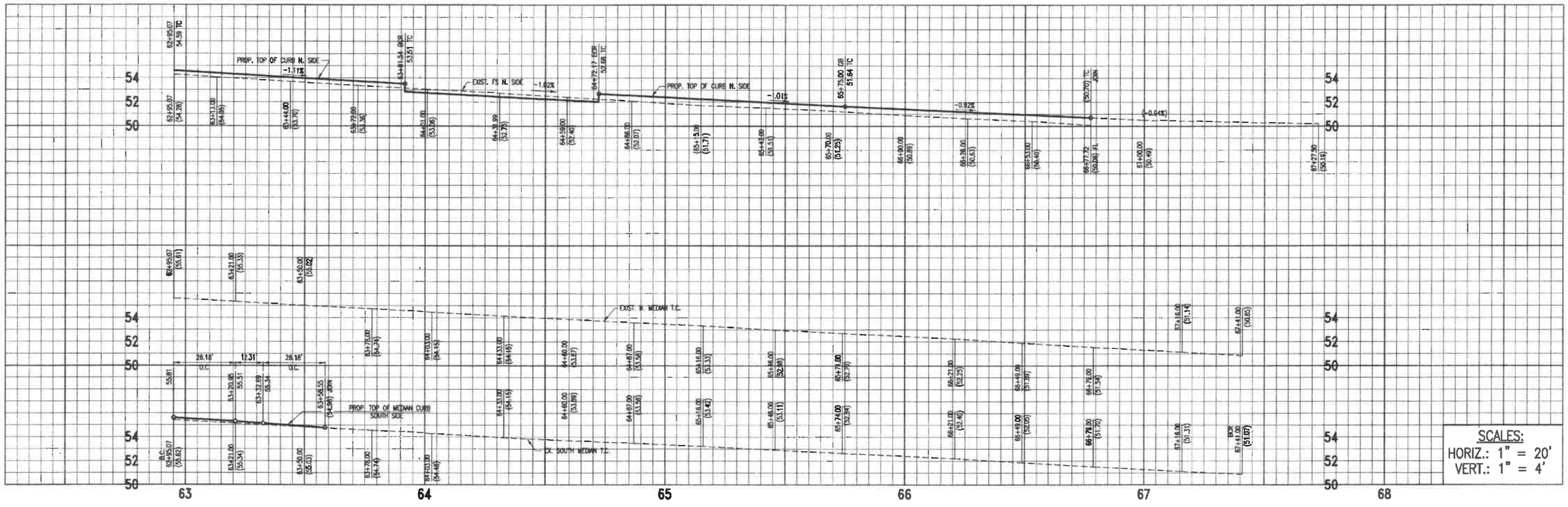
DESIGN BY:	JY
DRAWN BY:	SE
CHECKED BY:	JY
SCALE:	AS SHOWN
DATE:	
JOB NUMBER:	9986

Reviewed By: _____ Date: 12/19/17
Recommended for Approval By: _____ Date: 12/19/17
Approved By: _____ Date: 12/20/17
City Engineer/Director of Public Works

CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
550 E. 6TH ST. BEAUMONT, CA 92223 T: (951) 769-8520 F: (951) 769-8526

CITY OF BEAUMONT, CALIFORNIA
IMPROVEMENT PLANS FOR:
FIRST STREET
PLAN & PROFILE
FROM STA 58+89.68 TO STA 62+95.07
PROJECT NO. 15-PP-03
STREET IMPROVEMENT PLAN

SHEET 3 OF 6 SHEETS
FILE NO. 3152

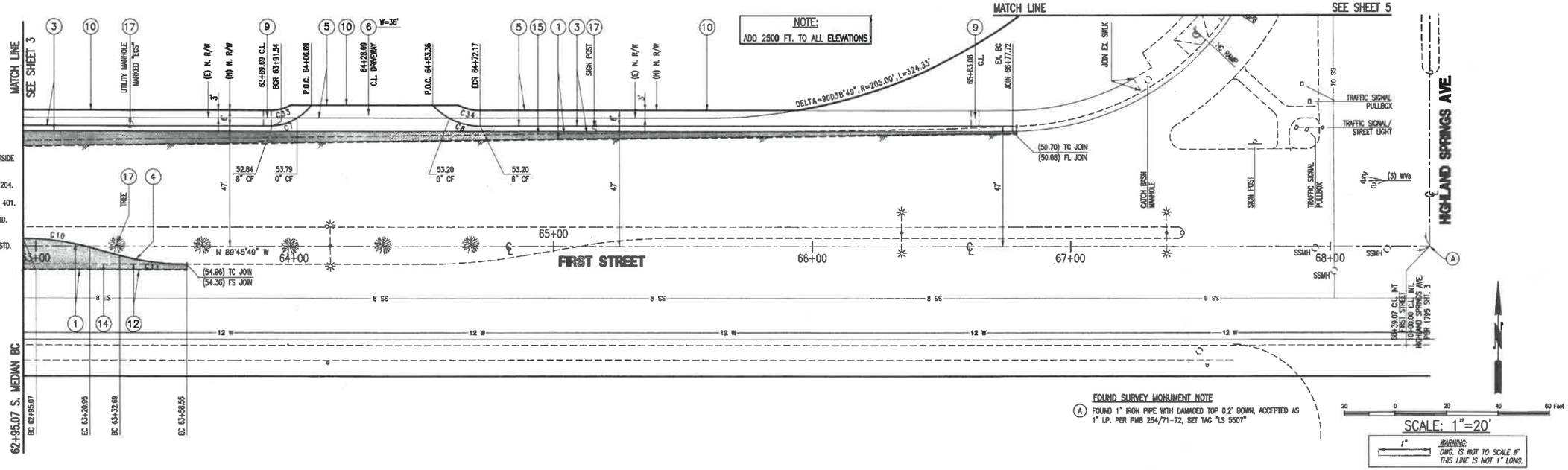


CURVE DATA

NO.	DELTA	R	L	T
C7	45°33'55"	20.00	15.91	8.40
C8	40°32'09"	25.00	17.69	9.23
C10	15°00'00"	100.00	26.18	13.17
C11	15°00'00"	100.00	26.18	13.17
C33	31°00'10"	14.00	7.58	3.88
C34	26°31'31"	19.00	8.80	4.48
C35	80°49'51"	205.00	289.21	174.56

CONSTRUCTION NOTES

1. CONSTRUCT 4.5" PAVEMENT OVER 14" CAB.
3. CONSTRUCT TYPE A-8 CONCRETE CURB & GUTTER PER RIVERSIDE COUNTY STD. 201.
4. CONSTRUCT 8" TYPE "D" CURB PER RIVERSIDE COUNTY STD. 204.
5. CONSTRUCT 4" P.C.C. SIDEWALK PER RIVERSIDE COUNTY STD. 401.
6. CONSTRUCT COMMERCIAL DRIVEWAY PER RIVERSIDE COUNTY STD. 207A.
9. CONSTRUCT UNDER SIDEWALK DRAIN PER RIVERSIDE COUNTY STD. 309.
10. DEDICATE R/W FOR DRIVEWAY & SIDEWALK.
12. SAWCUT & REMOVE EXISTING A.C. PAVEMENT.
14. REMOVE EXISTING CONCRETE MEDIAN CURB.
15. REMOVE EXISTING A.C. DIKE.
17. RELOCATE (BY OTHERS).



FOUND SURVEY MONUMENT NOTE

(A) FOUND 1" IRON PIPE WITH DAMAGED TOP 0.2' DOWN, ACCEPTED AS 1" I.P. PER PMB 254/71-72, SET TAG "LS 5507"

DIGALERT — Call 2 Working Days Before You Dig! 811

BENCHMARK:
COUNTY OF RIVERSIDE BENCHMARK 400 (NGS DX5401)
DESCRIBED BY NGS "IN BANNING, AT THE NORTHWEST BRIDGE ABUTMENT FOR SOUTHERN PACIFIC RAILROAD OVER HIGHLAND SPRINGS AVE., 80 FEET WEST OF THE CENTERLINE OF HIGHLAND SPRINGS AVE., 20 FEET (6.1 M) NORTH OF THE NORTH RAIL OF RAILROAD, FOUND 3 1/4 INCH NMD STANDARD ALUMINUM DISK SET FLUSH IN CONCRETE ABUTMENT NAVD 88/1995 ADJUSTMENT ELEVATION = 2573.37' (NAVD88)

BY	MARK	DESCRIPTION	APPR.	DATE
ENGINEER		REVISIONS	CITY	

ANPAK ENGINEERING, LLC
ENGINEERS – PLANNERS – SURVEYORS
25876 THE OLD ROAD #178
STEVENSON RANCH, CA 91381
T: (661) 425-1547
E-mail: anpakengineering@gmail.com

ENGINEER OF WORK R.C.E. 53795 — 11/22/17 DATE

SEAL: REGISTERED PROFESSIONAL ENGINEER — JAMSHID I. YAZDANI — No. C53795 EXP. 6-30-19 — CIVIL — STATE OF CALIFORNIA

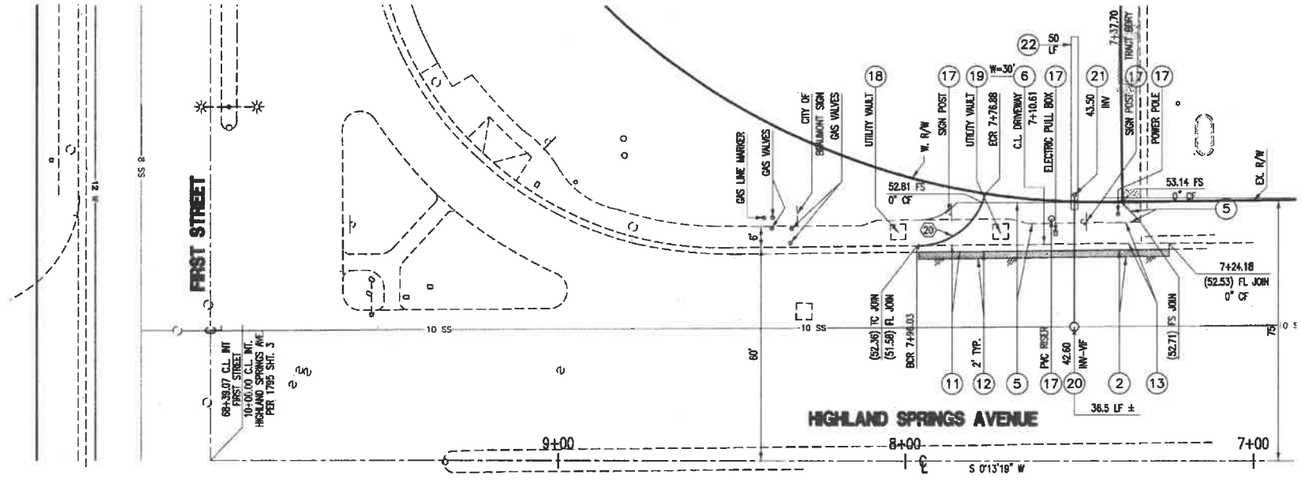
DESIGN BY:	JY
DRAWN BY:	SW
CHECKED BY:	JY
SCALE:	AS SHOWN
DATE:	
JOB NUMBER:	9986

Reviewed By: _____ City Engineer — Date: 12/12/17
Recommended for Approval By: _____ Administrative Engineer — Date: 12/12/17
Approved By: _____ City Engineer/Director of Public Works — Date: 12/20/17

CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
550 E 6TH ST. BEAUMONT, CA 92223 T: (951) 769-8520 F: (951) 769-8526

CITY OF BEAUMONT, CALIFORNIA
IMPROVEMENT PLANS FOR:
FIRST STREET
PLAN & PROFILE
FROM STA 62+95.07 TO STA 66+79.13
PROJECT NO. 15-PP-03
STREET IMPROVEMENT PLAN

SHEET 4 OF 8 SHEETS
FILE NO: 3152



CURVE DATA

NO.	DELTA	R '	L '	T '
C20	75°33'23"	20.00	26.37	15.50

NOTE:
ADD 2500 FT. TO ALL ELEVATIONS

CONSTRUCTION NOTES

(2) CONSTRUCT 5" A.C. PAVEMENT OVER 7.5" C.A.B.
(5) CONSTRUCT 4" PCC SIDEWALK PER RIVERSIDE COUNTY STD. 401.
(6) CONSTRUCT COMMERCIAL DRIVEWAY PER RIVERSIDE COUNTY STD. 207A.
(11) REMOVE EXISTING CONCRETE CURB & GUTTER.
(12) SAWCUT & REMOVE EXISTING A.C. PAVEMENT.
(13) REMOVE EXISTING PCC SIDEWALK.
(17) RELOCATE (BY OTHERS).
(18) PROTECT IN PLACE.
(19) ADJUST TO GRADE.
(20) BREAK INTO EXISTING MANHOLE PER A.P.W.A. STD. PLAN NO. 208-2 & CONSTRUCT SEWER HOUSE CONNECTION PER RIVERSIDE COUNTY STD. 600.
(21) CONSTRUCT SEWER CLEANOUT PER RIVERSIDE COUNTY STD. 603.
(22) CONSTRUCT CONCRETE ENCASEMENT FOR SEWER PIPE PER BCVWD PLATE 8.

20 0 20 40 60 Feet

SCALE: 1"=20'

1" WARNING: DWG. IS NOT TO SCALE IF THIS LINE IS NOT 1" LONG.

DIGALERT
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811

BENCHMARK:
COUNTY OF RIVERSIDE BENCHMARK 400 (NGS DX5401)
DESCRIBED BY NGS "IN BANNING, AT THE NORTHWEST BRIDGE ABUTMENT FOR SOUTHERN PACIFIC RAILROAD OVER HIGHLAND SPRINGS AVE., 60 FEET WEST OF THE CENTERLINE OF HIGHLAND SPRINGS AVE., 20 FEET (6.1 M) NORTH OF THE NORTH RAIL OF RAILROAD, FOUND 3 1/4 INCH MWD STANDARD ALUMINUM DISK SET FLUSH IN CONCRETE ABUTMENT NAVD 88/1995 ADJUSTMENT ELEVATION = 2573.37' (NAVD88)

BY	MARK	DESCRIPTION	APPR.	DATE
ENGINEER		REVISIONS	CITY	

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ENGINEERS – PLANNERS – SURVEYORS
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STEVENSON RANCH, CA 91381
T: (661) 425-1547
E-mail: anpakengineering@gmail.com

ENGINEER OF WORK R.C.E. 53795 — 11/22/17 DATE

SEAL: REGISTERED PROFESSIONAL ENGINEER — No. C53795 — EXP. 6-30-19 — CIVIL — STATE OF CALIFORNIA

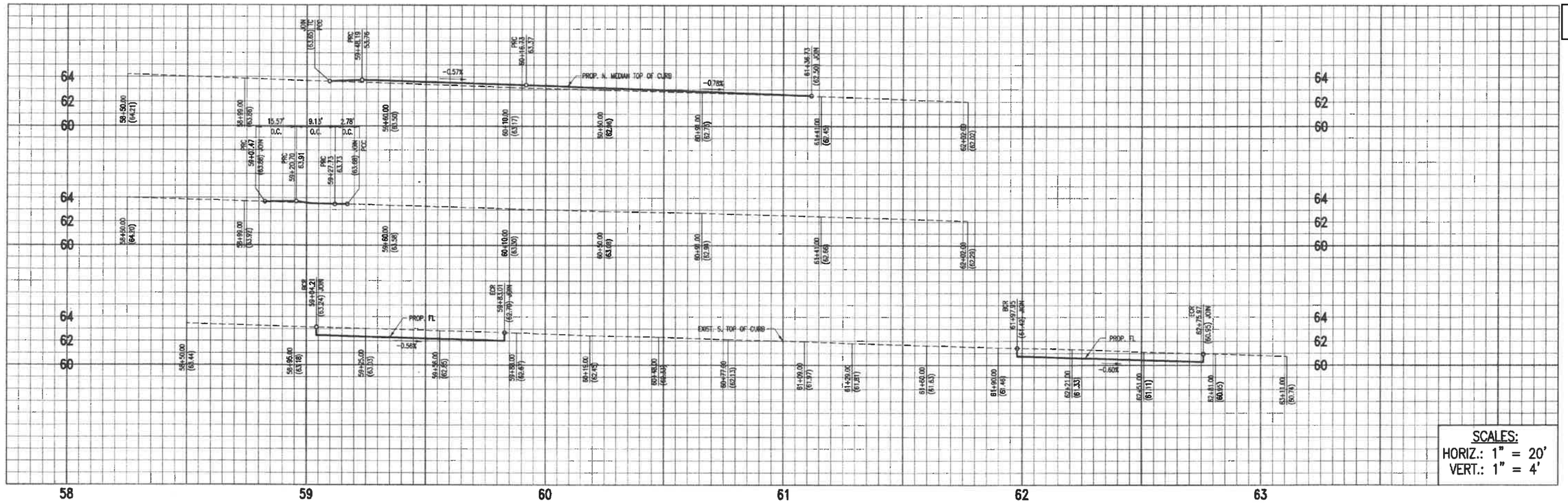
DESIGN BY: JY
DRAWN BY: SW
CHECKED BY: JY
SCALE: AS SHOWN
DATE:
JOB NUMBER: 9986

Reviewed By: Staff Engineer — Date: 12/7/17
Recommended for Approval By: Administrative Engineer — Date: 12/7/17
Approved By: City Engineer/Director of Public Works — Date: 12/20/17

CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
550 E 6TH ST. BEAUMONT, CA 92223 T: (951) 769-8520 F: (951) 769-8526

CITY OF BEAUMONT, CALIFORNIA
IMPROVEMENT PLANS FOR:
HIGHLAND SPRINGS AVENUE DRIVEWAY IMPROVEMENT PLAN NORTH OF FIRST STREET PROJECT NO. 15-PP-03
STREET IMPROVEMENT PLAN

SHEET 5 OF 6 SHEETS
FILE NO: 315a



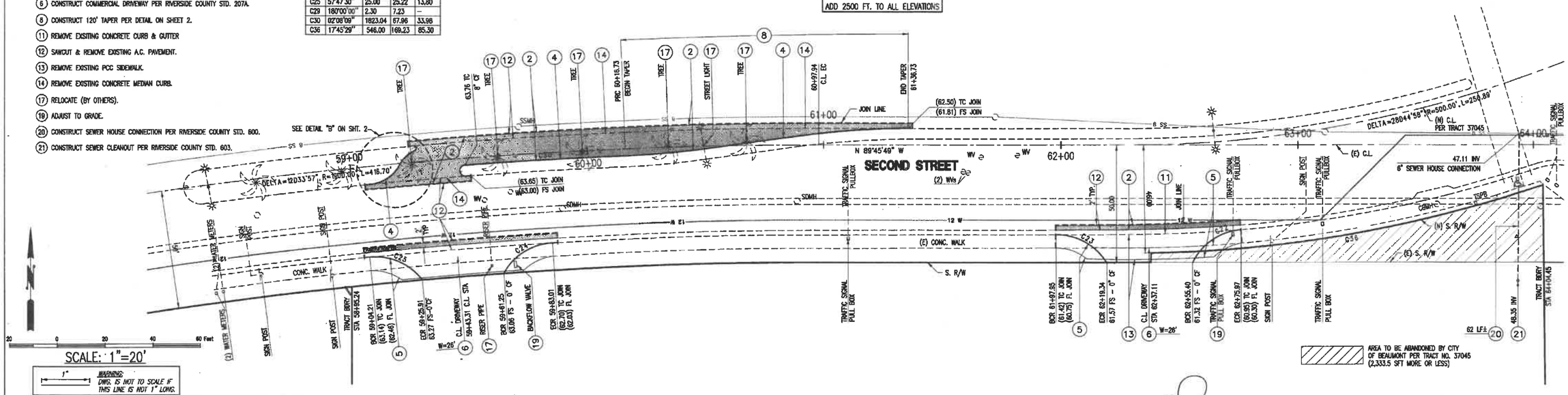
CONSTRUCTION NOTES

(2) CONSTRUCT 5" A.C. PAVEMENT OVER 7.5" C.A.B.
(4) CONSTRUCT 8" TYPE "D" CURB PER RIVERSIDE COUNTY STD. 204.
(5) CONSTRUCT 4" PCC SIDEWALK PER RIVERSIDE COUNTY STD. 401.
(6) CONSTRUCT COMMERCIAL DRIVEWAY PER RIVERSIDE COUNTY STD. 207A.
(8) CONSTRUCT 120' TAPER PER DETAIL ON SHEET 2.
(11) REMOVE EXISTING CONCRETE CURB & GUTTER
(12) SAWCUT & REMOVE EXISTING A.C. PAVEMENT.
(13) REMOVE EXISTING PCC SIDEWALK.
(14) REMOVE EXISTING CONCRETE MEDIAN CURB.
(17) RELOCATE (BY OTHERS).
(19) ADJUST TO GRADE.
(20) CONSTRUCT SEWER HOUSE CONNECTION PER RIVERSIDE COUNTY STD. 600.
(21) CONSTRUCT SEWER CLEANOUT PER RIVERSIDE COUNTY STD. 603.

CURVE DATA

NO.	DELTA	R'	L'	T'
C22	59°58'04"	25.00	26.17	14.42
C23	58°40'04"	25.00	25.60	14.05
C24	57°59'54"	25.00	25.31	13.86
C25	57°47'30"	25.00	25.22	13.80
C29	180°00'00"	2.30	7.23	--
C30	02°08'09"	1823.04	67.96	33.98
C36	17°45'29"	546.00	169.23	85.30

NOTE:
ADD 2500 FT. TO ALL ELEVATIONS



DIGALERT
Call 2 Working Days Before You Dig! 811

BENCHMARK:
COUNTY OF RIVERSIDE BENCHMARK 400 (NGS DX5401)
DESCRIBED BY NGS "IN BANNING, AT THE NORTHWEST BRIDGE ABUTMENT FOR SOUTHERN PACIFIC RAILROAD OVER HIGHLAND SPRINGS AVE., 60 FEET WEST OF THE CENTERLINE OF HIGHLAND SPRINGS AVE., 20 FEET (6.1 M) NORTH OF THE NORTH RAIL OF RAILROAD, FOUND 3 1/4 INCH MWD STANDARD ALUMINUM DISK SET FLUSH IN CONCRETE ABUTMENT
NAVD 88/1995 ADJUSTMENT ELEVATION = 2573.37' (NAVD88)

BY	MARK	DESCRIPTION	APPR.	DATE
ENGINEER		REVISIONS	CITY	

ANPAK ENGINEERING, LLC
ENGINEERS – PLANNERS – SURVEYORS
25876 THE OLD ROAD #178
STEVENSON RANCH, CA 91381
T: (661) 425-1547
E-mail: anpakengineering@gmail.com

ENGINEER OF WORK R.C.E. 53795 — 11/22/17 DATE

SEAL: REGISTERED PROFESSIONAL ENGINEER — No. C53795 EXP. 6-30-19 — CIVIL — STATE OF CALIFORNIA

DESIGN BY: JY
DRAWN BY: SW
CHECKED BY: JY
SCALE:
DATE:
JOB NUMBER: 9986

Reviewed By: _____ City Engineer — Date: 12/7/17
Recommended for Approval By: _____ Administrative Engineer — Date: 12/7/17
Approved By: _____ City Engineer/Director of Public Works — Date: 12/20/17

CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
550 E 6TH ST. BEAUMONT, CA 92223 T: (951) 769-8520 F: (951) 769-8526

CITY OF BEAUMONT, CALIFORNIA
IMPROVEMENT PLANS FOR:
SECOND STREET
PLAN & PROFILE
FROM STA 59+04.21 TO STA 62+75.97
PROJECT NO. 15-PP-03
STREET IMPROVEMENT PLAN

SHEET 6 OF 6 SHEETS
FILE NO: 3152

From: christopher sorensen
To: Suzanne Foxworth
Subject: RE: PW2020-0560
Date: Wednesday, March 24, 2021 6:44:20 AM
Attachments: image001.png

Sue,

The punch list items on this bond are now complete and ready to move forward.

CHRIS SORENSEN
Public Works Inspector

City of Beaumont
550 E. 6th Street, Beaumont, Ca 92223
Desk (951) 769-8520 Ext. 381
BeaumontCa.gov
Facebook | Twitter | Instagram | YouTube

BEAUMONT
CALIFORNIA

#ACITYELEVATED

From: Cosbey Watson Jr <cwatson@richdevelopment.com>
Sent: Tuesday, March 23, 2021 9:14 AM
To: christopher sorensen <csorensen@beaumontca.gov>
Cc: Suzanne Foxworth <SFoxworth@beaumontca.gov>
Subject: RE: PW2020-0560

Thanks Chris, will you release it through Suzanne?

From: christopher sorensen <csorensen@beaumontca.gov>
Sent: Tuesday, March 23, 2021 7:29 AM
To: Cosbey Watson Jr <cwatson@richdevelopment.com>
Subject: RE: PW2020-0560

Cosbey,

Looks good. Thank you.

CHRIS SORENSEN
Public Works Inspector

City of Beaumont

550 E. 6th Street, Beaumont, Ca 92223
Desk (951) 769-8520 Ext. 381
BeaumontCa.gov
Facebook | Twitter | Instagram | YouTube

BEAUMONT
CALIFORNIA

#ACITYELEVATED

From: Cosbey Watson Jr <cwatson@richdevelopment.com>
Sent: Monday, March 22, 2021 1:27 PM
To: christopher sorensen <csorensen@beaumontca.gov>
Subject: FW: PW2020-0560

Good afternoon Chris,

I have attached two photos of the completed concrete work in Beaumont. Can you confirm that this will release our bond.

Thank you for all of your help!

Cosbey

planet fitness

Cosbey
Sent from my iPhone

Staff Report

TO: City Council

FROM: Robert L. Vestal, Assistant Public Works Director

DATE November 2, 2021

SUBJECT: **Authorize City Staff to Issue a Bond Exoneration Letter for Performance and Payment Bond No. 107174939 for Improvements Associated with Parcel Map No. 36426 and Accept Maintenance Bond No. 107506777**

Background and Analysis:

The City requires all developers to provide construction security for public improvements consisting of, but not limited to, street improvements, sewer improvements, storm drain improvements, and survey monumentation. After the improvements are constructed, City staff verifies that the improvements are completed in accordance with the project's conditions of approval, design standards, and City requirements. Once verified, City Council may exonerate the construction security and accept a one-year maintenance security.

During the one-year maintenance period, the developer maintains all associated improvements. After the one-year term has elapsed, the developer petitions the City to accept the improvements into the publicly maintained system and exonerate the maintenance security.

MPLD II Inland Empire, LLC

The developer, MPLD II Inland Empire, LLC has constructed all work associated with the following improvements:

- Public Works File No. 2020-0734, as shown on City File No. 3328, under Performance and Payment Bond No. 107174939 for Parcel Map No. 36426. Improvements generally consist of sewer force main and appurtenances, along Fourth Street, west of Potrero Boulevard.

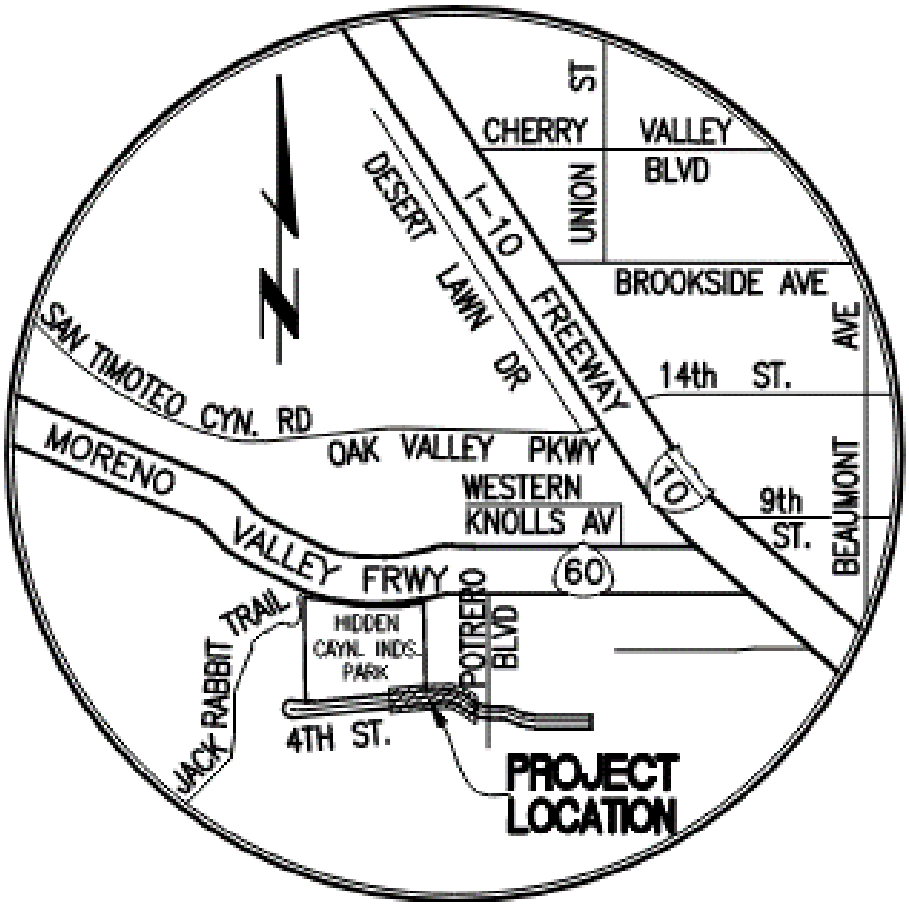


Figure 1- Vicinity Map

City staff has verified that the improvements were constructed in accordance with the project's conditions of approval, design standards, and City requirements. Additionally, City staff has received and reviewed the following maintenance bonds:

1. 107506777, provided by MPLD II Inland Empire, LLC

The following table is a summary of the bonds.

Table 1 – Parcel Map No. 36426 Bond Summary				
#	**Improvement**	**PW No.**	**Performance Bond Number**	**Maintenance Bond Number**
1	Force Main	PW2021-0734	107174939	107506777

Therefore, City staff recommends that City Council accept the maintenance bonds and authorize City staff to issue a bond exoneration letter for the performance and payment bonds.

Fiscal Impact:

The cost of preparing the staff report is estimated to be $350.

Recommended Action:

Authorize City staff to issue a Bond Exoneration Letter for Performance and Payment Bond No. 107174939 for improvements associated with Parcel Map No. 36426 and accept Maintenance Bond No. 107506777.

Attachments:

A. PW2021-0734 Bond Exoneration App. and Maintenance bond 107506777

City of Beaumont

550 E. 6th Street
Beaumont, CA 92223
(951) 769-8520
www.ci.beaumont.ca.us

Case No. PW2021-0734
Receipt No. R0118248?
Fee $484.43 App $3,100 Insp
Date Paid 8/18/21

BOND EXONERATION APPLICATION

Bond Type: ☒Performance ☐Maintenance ☐Final Monument Inspection ☐Other:_____

1. Contact's Name Bruce McDonald Phone 949-655-8227

2. Contact's Address 1140 N. Coast Highway, Laguna Beach, CA 92651
City/State/Zip

5. Contact's E-mail bruce@mcdonaldpropertygroup.conm

3. Developer Name McDonald Property Group Phone 949-655-8227
(If corporation or partnership application must include names of principal officers or partners)

4. Developer Address 1140 N. Coast Highway, Laguna Beach, CA 92651
City/St/Zip

5. Description of Bonds (including Bond Number, Tract Map/Application number, Lot number, and description of improvements covered):
~~Performance Bond #107174939 for Parcel Map No. 36426 for 4th Street Sewer Improvements~~

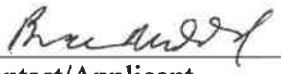
6. **CERTIFICATION OF ACCURACY AND COMPLETENESS:** I hereby certify that to the best of my knowledge the information in this application and all attached answers and exhibits are true, complete, and correct.

Bruce McDonald [signature] 6/30/2021
Print Name and Sign – Contact/Applicant Date

7. Contractor shall indemnify, defend, and hold harmless the City and its officers, officials, employees and volunteers from and against any and all liability, loss, damage, expense, costs (including without limitation costs and fees of litigation) of every nature arising out of or in connection with contractor's performance of work hereunder or its failure to comply with any of its obligations for which this Bond exoneration is requested, except for such loss or damage which was caused by the active negligence of the City.

Bruce McDonald [signature] 6/30/2021
Print Name and Sign – Contact/Applicant Date

8. Developer/Contractor has completed all the following items prior to requesting release or has included them in the application.
   - Remove and replace concrete and AC as needed where lifting.
   - Provide AC crack fill as needed. Crack fill/seal shall be hot asphaltic emulsion.
   - Provide Type II slurry coat for all road surfaces.
   - Restore/Verify pavement striping/markings.
   - Restore/Verify blue dots and signage as needed.
   - Clean and camera sewer. Provide report and video copy of camera survey.
   - Provide all final geotechnical reports.
   - Provide Engineers' certification for line and grade within Right-of-Way.
   - Provide Landscape Architects Certification as required.

Bruce McDonald  6/30/2021

Print Name and Sign – Contact/Applicant Date

McDONALD PROPERTY GROUP

June 30, 2021

City of Beaumont
Attn: Jeff Hart
550 E. 6th Street
Beaumont, CA 92223

Re: **Request for Bond Exoneration for 4th Street Sewer Improvements**

Dear Jeff,

Please see attached Bond Exoneration Application and all required documents for the work that we have completed to release Performance Bond #107174939 for our completed 4th Street Sewer Improvements.

Please feel free to contact me if you have any questions or concerns regarding these documents.

Sincerely,

Bruce McDonald
McDonald Property Group, Inc.

1140 N. Coast Hwy, Laguna Beach, CA 92651 | **P** 949-655-8227 | **mcdonaldpropertygroup.com**

City of Beaumont

550 E. 6th Street
Beaumont, CA 92223
(951) 769-8518
www.ci.beaumont.ca.us

BOND EXONERATION APPLICATION
(PLEASE READ ALL INFORMATION CAREFULLY BEFORE FILLING OUT THE APPLICATION)

Please completely fill out the attached Bond Exoneration application and return it to the City of Beaumont along with the following items:

For Performance Bond release:

1. Maps of areas covered by the bonds.
2. Application Fee the amount of $484.43 per bond.
3. Inspection Deposit in the amount $3,000 per bond.

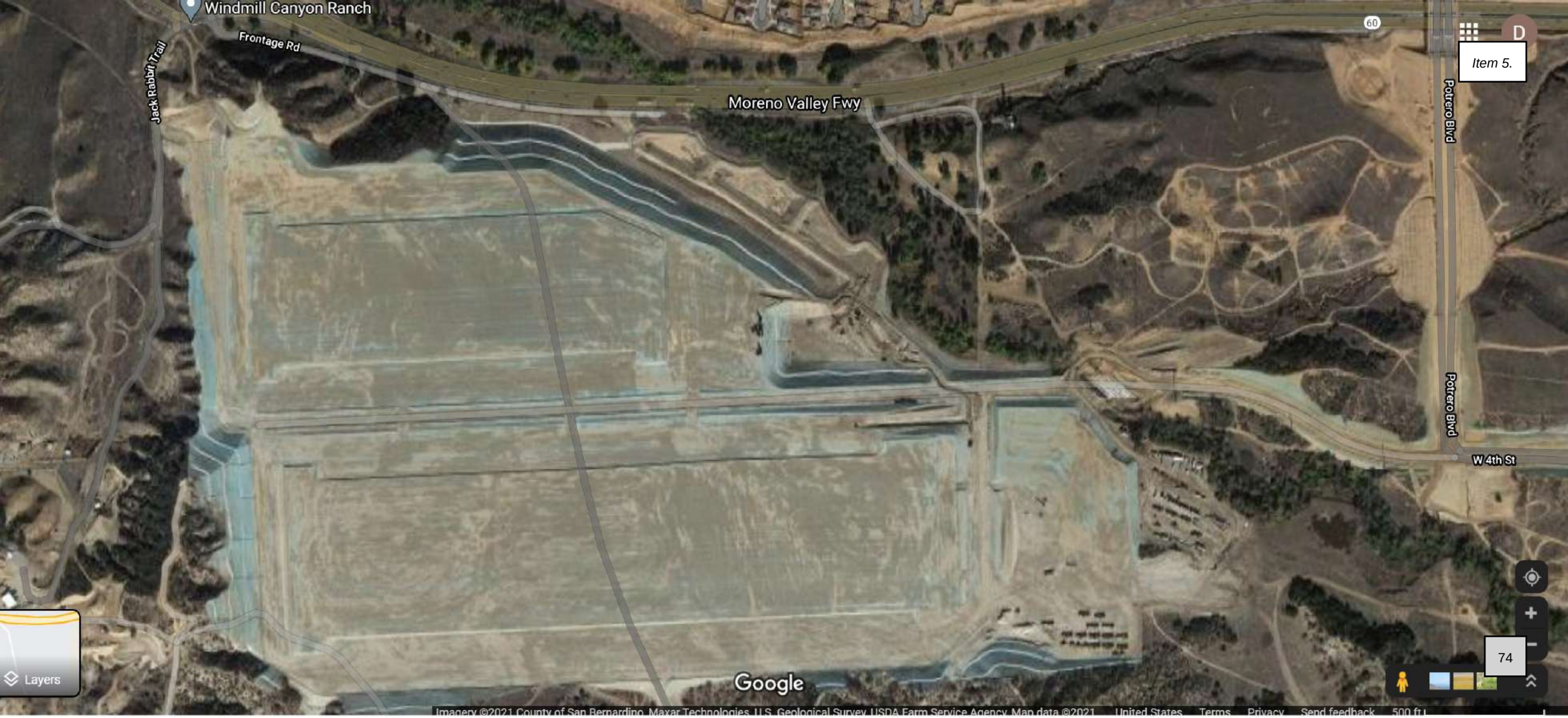
For Maintenance Bond release:

1. Maps of areas covered by the bonds
2. Application Fee the amount of $484.43 per bond for Maintenance Bond.
3. Inspection Deposit in the amount $3,000 per bond.
4. Application Fee for Monument Inspection Fees (If applicable) in the amount of $1,032.90 (first 4 parcels/lots) plus $25.82 each additional parcel/lot.
    a. If any centerline monuments were set submit Swing Tie Plats, these plats should be on 8.5 x 11, with Company Title Block and be Wet Signed and Stamped.
    b. All submittals must include a full size recorded copy of the Map.
    c. Boundary monuments need to be set and flagged up. This also includes monuments destroyed by construction and reset pursuant to the standards described in Section 8771 of the Business and Professions code.

For Replacement Bond:

1. Maps of areas covered by the bonds.
2. Application Fee the amount of $288.18 per bond.

Once your completed application has been submitted and the necessary fees have been paid, the application will be reviewed and the applicant will be contacted regarding the date of the City Council hearing regarding the application.


Windmill Canyon Ranch
Frontage Rd
Jack Rabbit Trail
Moreno Valley Fwy
60
Potrero Blvd
Potrero Blvd
W 4th St
Layers
Google
Imagery ©2021 County of San Bernardino, Maxar Technologies, U.S. Geological Survey, USDA Farm Service Agency, Map data ©2021
United States
Terms
Privacy
Send feedback
500 ft

CITY OF BEAUMONT, CA
PUBLIC SEWER FORCE MAIN IMPROVEMENT PLAN
4TH STREET - WEST OF POTRERO BLVD.

GENERAL NOTES

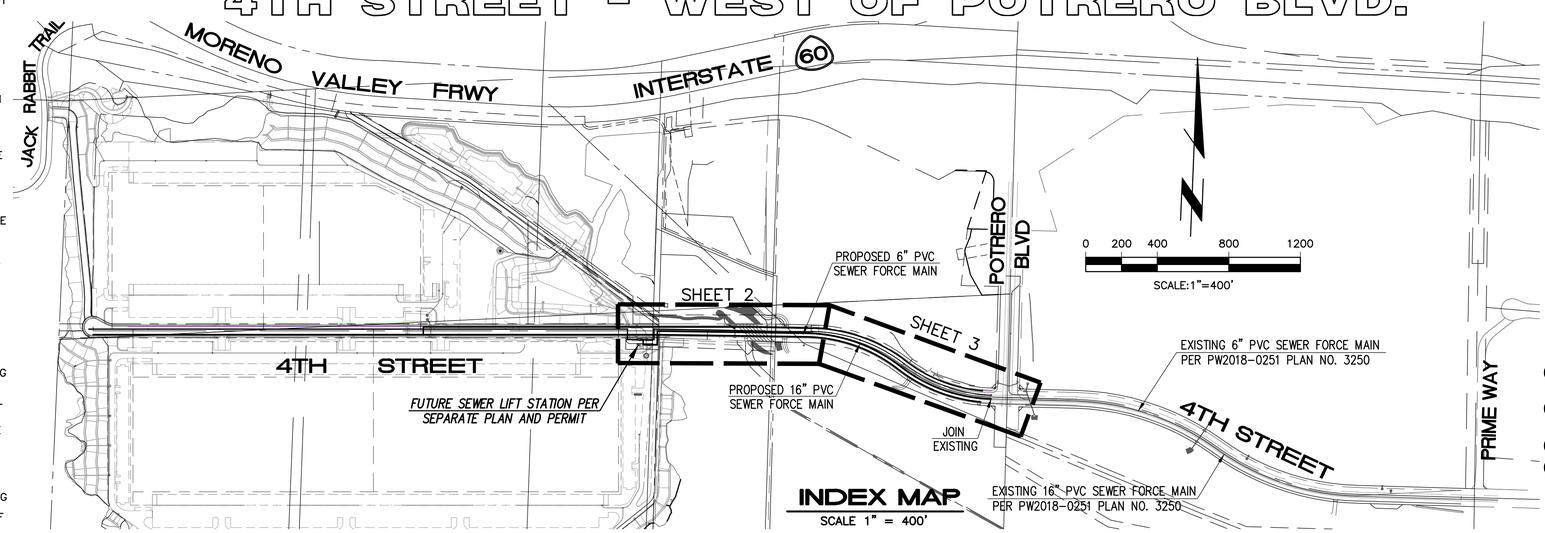
1. THIS PLAN SUPERSEDES ALL OTHER PLANS PREVIOUSLY APPROVED BY THE CITY OF BEAUMONT REGARDING IMPROVEMENTS SHOWN ON THIS SET OF PLANS.
2. APPROVAL OF THIS PLAN DOES NOT LESSEN OR WAIVE ANY PORTION OF THE BEAUMONT MUNICIPAL CODE, RESOLUTION OF CONDITIONAL APPROVAL, CITY STANDARDS OR OTHER ADDITIONAL DOCUMENTS LISTED HEREIN AS THEY MAY PERTAIN TO THIS PROJECT. THE ENGINEER IN RESPONSIBLE CHARGE SHALL REVISE THESE PLANS WHEN NON-CONFORMANCE IS DISCOVERED.
3. CITY APPROVAL OF PLANS DOES NOT RELIEVE THE DEVELOPER OR ENGINEER-OF-WORK FROM RESPONSIBILITY FOR THE CORRECTION OF ERRORS AND OMISSIONS DISCOVERED DURING CONSTRUCTION. ALL PLAN REVISIONS SHALL BE PROMPTLY SUBMITTED TO THE CITY ENGINEER FOR APPROVAL.
4. A RIGHT-OF-WAY PERMIT FROM THE BUILDING & SAFETY DEPARTMENT WILL BE REQUIRED FOR ANY WORK IN THE PUBLIC RIGHT OF WAY. PRIOR TO PERMIT ISSUANCE, A CERTIFICATE OF INSURANCE MUST BE FILED NAMING THE CITY OF BEAUMONT AS AN ADDITIONAL INSURED ON THE PERMITTEE'S POLICY IN THE MINIMUM AMOUNT OF $1,000,000.00 FOR EACH OCCURRENCE OF LIABILITY. THE INSURANCE COMPANY WRITING THE POLICY MUST HAVE A RATING OF "A-" OR BETTER AND A SIZE CATEGORY OF CLASS VII OR BETTER AS ESTABLISHED BY "BESTS" KEY RATING GUIDE.
5. NO WORK SHALL BE COMMENCED UNTIL ALL PERMITS HAVE BEEN OBTAINED FROM THE CITY AND OTHER APPROPRIATE AGENCIES.
6. REVISION OF THESE PLANS MAY BE REQUIRED IF THE PROPOSED IMPROVEMENTS ARE NOT CONSTRUCTED PRIOR TO THE DEADLINE DATE OF THE IMPROVEMENT AGREEMENT.
7. NO REVISIONS WILL BE MADE TO THESE PLANS WITHOUT THE WRITTEN APPROVAL OF THE CITY ENGINEER, NOTED WITHIN THE REVISION BLOCK, ON THE APPROPRIATE SHEET OF THE PLANS AND TITLE SHEET.
8. ORIGINAL DRAWINGS SHALL BECOME THE PROPERTY OF THE CITY UPON BEING SIGNED BY THE CITY ENGINEER.
9. THE ORIGINAL DRAWING SHALL BE REVISED TO REFLECT AS-BUILT CONDITIONS BY THE ENGINEER-OF-WORK PRIOR TO FINAL ACCEPTANCE OF THE WORK BY THE CITY.
10. ACCESS FOR FIRE AND OTHER EMERGENCY VEHICLES SHALL BE MAINTAINED TO THE PROJECT SITE AT ALL TIMES DURING CONSTRUCTION.
11. WHERE TRENCHES ARE WITHIN CITY EASEMENTS, A SOILS REPORT COMPRISED OF:
    A. SUMMARY SHEET
    B. LABORATORY WORK SHEETS
    C. COMPACTION CURVES, SHALL BE SUBMITTED BY A PROFESSIONAL ENGINEER OF THE STATE OF CALIFORNIA, PRINCIPALLY DOING BUSINESS IN THE FIELD OF APPLIED SOILS MECHANICS. THE SOILS REPORT WILL BE SUBMITTED TO THE CITY ENGINEERING INSPECTOR WITHIN TWO WORKING DAYS OF COMPLETION OF FIELD TESTS. THE WRITTEN FIELD COMPACTION REPORT(S) SHALL BE IMMEDIATELY SUBMITTED TO THE CITY ENGINEERING INSPECTOR UPON COMPLETION OF THE FIELD TESTS.
12. A PRECONSTRUCTION MEETING SHALL BE HELD AT THE SITE PRIOR TO THE BEGINNING OF WORK AND SHALL BE ATTENDED BY ALL REPRESENTATIVES RESPONSIBLE FOR CONSTRUCTION, INSPECTION, SUPERVISION, TESTING AND ALL OTHER ASPECTS OF THE WORK. THE CONTRACTOR SHALL SCHEDULE THE MEETING BY CALLING THE INSPECTION LINE AT (951) 572-3224 AT LEAST FIVE (5) WORKING DAYS PRIOR TO STARTING CONSTRUCTION. APPROVED DRAWINGS MUST BE AVAILABLE PRIOR TO SCHEDULING.
13. ALL INSPECTION REQUESTS OTHER THAN FOR THE PRECONSTRUCTION MEETING WILL BE MADE BY CALLING THE BUILDING AND SAFETY INSPECTION REQUEST LINE AT (951) 572-3224. INSPECTION REQUESTS MUST BE RECEIVED PRIOR TO 2:00 P.M. ON THE DAY BEFORE THE INSPECTION IS NEEDED. INSPECTIONS WILL BE MADE THE NEXT WORK DAY UNLESS YOU REQUEST OTHERWISE. REQUESTS MADE AFTER 2:00 P.M. WILL BE SCHEDULED FOR TWO FULL WORK DAYS LATER.
14. THE OWNER AND/OR APPLICANT THROUGH THE DEVELOPER AND/OR CONTRACTOR SHALL DESIGN, CONSTRUCT AND MAINTAIN ALL SAFETY DEVICES, INCLUDING SHORING, AND SHALL BE SOLELY RESPONSIBLE FOR CONFORMING TO ALL LOCAL, STATE AND FEDERAL SAFETY AND HEALTH STANDARDS, LAWS AND REGULATIONS.
15. THE CONTRACTOR SHALL CONFORM TO LABOR CODE SECTION 6705 BY SUBMITTING A DETAIL PLAN TO THE CITY ENGINEER AND/OR CONCERNED AGENCY SHOWING THE DESIGN OF SHORING, BRACING SLOPE OR OTHER PROVISIONS TO BE MADE OF WORKER PROTECTION FROM THE HAZARD OF CAVING GROUND DURING THE EXCAVATION OF SUCH TRENCH OR TRENCHES OR DURING THE PIPE INSTALLATION THEREIN. THIS PLAN MUST BE PREPARED FOR ALL TRENCHES FIVE FEET (5') OR MORE IN DEPTH AND APPROVED BY THE CITY ENGINEER AND/OR CONCERNED AGENCY PRIOR TO EXCAVATION. IF THE PLAN VARIES FROM THE SHORING SYSTEM STANDARDS ESTABLISHED BY THE CONSTRUCTION SAFETY ORDERS, TITLE 8 CALIFORNIA ADMINISTRATIVE CODE, THE PLAN SHALL BE PREPARED BY A REGISTERED ENGINEER AT THE CONTRACTORS EXPENSE. A COPY OF THE OSHA EXCAVATION PERMIT MUST BE SUBMITTED TO THE INSPECTOR PRIOR TO EXCAVATION.
16. IF ANY ARCHAEOLOGICAL RESOURCES ARE DISCOVERED WITHIN ANY WORK ZONE DURING CONSTRUCTION, OPERATIONS WILL CEASE IMMEDIATELY, AND THE PERMITTEE WILL NOTIFY THE CITY ENGINEER. OPERATIONS WILL NOT RESTART UNTIL THE PERMITTEE HAS RECEIVED WRITTEN AUTHORITY FROM THE CITY ENGINEER TO DO SO.
17. ALL OPERATIONS CONDUCTED ON THE SITE OR ADJACENT THERETO SHALL ADHERE TO THE NOISE ORDINANCE SET FORTH BY THE CITY MUNICIPAL CODE. ALL OPERATIONS SHALL BE LIMITED BY THE NOISE ORDINANCE TO THE LEVEL OF DECIBELS SPECIFIED FOR THE AREA AND TIME PERIOD. CONSTRUCTION ACTIVITIES WILL BE LIMITED TO THE PERIOD BETWEEN 7:00 A.M. AND 6:00 P.M. EACH DAY MONDAY THROUGH FRIDAY, UNLESS OTHERWISE PERMITTED.
18. ALL OFF-SITE HAUL ROUTES SHALL BE SUBMITTED BY THE CONTRACTOR TO THE CITY ENGINEER FOR APPROVAL TWO FULL WORKING DAYS PRIOR TO BEGINNING OF WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DEBRIS OR DAMAGE OCCURRING ALONG THE HAUL ROUTE OR ADJACENT STREETS AS A RESULT OF THE GRADING OPERATION.
19. NO BLASTING SHALL BE COMMENCED WITHOUT A CITY ENGINEER APPROVED BLASTING PROGRAM AND BLASTING PERMIT.
20. THE EXISTENCE AND LOCATION OF UTILITY STRUCTURES AND FACILITIES SHOWN ON THE CONSTRUCTION PLANS WERE OBTAINED BY A SEARCH OF THE AVAILABLE RECORDS. ATTENTION IS CALLED TO THE POSSIBLE EXISTENCE OF OTHER UTILITY FACILITIES OR STRUCTURES NOT SHOWN OR IN A LOCATION DIFFERENT FROM THAT SHOWN ON THE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITIES SHOWN ON THE PLANS AND ANY OTHER EXISTING FACILITIES OR STRUCTURES NOT SHOWN.
21. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING FACILITIES (ABOVEGROUND AND UNDERGROUND) WITHIN THE PROJECT SITE SUFFICIENTLY AHEAD OF THE CONSTRUCTION TO PERMIT THE REVISIONS OF THE CONSTRUCTION PLANS IF IT IS FOUND THAT THE ACTUAL LOCATIONS ARE IN CONFLICT WITH THE PROPOSED WORK.
22. THE CONTRACTOR SHALL NOTIFY AFFECTED UTILITY COMPANIES (SEE BELOW) AT LEAST TWO FULL WORKING DAYS PRIOR TO STARTING CONSTRUCTION NEAR THEIR FACILITIES AND SHALL COORDINATE WORK WITH A COMPANY REPRESENTATIVE.

AGENCIES	TELEPHONE
BEAUMONT-CHERRY VALLEY WATER	(951) 845-9581
CITY OF BEAUMONT	(951) 769-8520
KINDER MORGAN	(951) 712-8842
MCI WORLDCOM	(972) 729-6016
QUESTAR PIPELINE COMPANY	(307) 352-7115
SOUTHERN CALIFORNIA EDISON	(909) 307-6710
SOUTHERN CALIFORNIA GAS COMPANY	(909) 335-7755
FRONTIER COMMUNICATIONS	(909) 217-0116

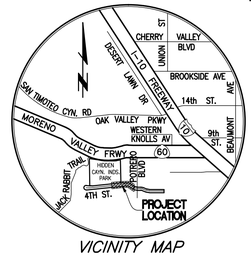
23. IN ACCORDANCE THE CITY STORM WATER STANDARDS ALL STORM DRAIN INLETS CONSTRUCTED BY THIS PLAN SHALL INCLUDE "STENCILS" BE ADDED TO PROHIBIT WASTE DISCHARGE DOWNSTREAM. STENCILS SHALL BE ADDED TO THE SATISFACTION OF THE CITY ENGINEER.

NOTE

1. APPROVAL OF THESE PLANS APPLIES ONLY WITHIN THE JURISDICTION OF THE CITY OF BEAUMONT.
2. TRENCHING FOR UTILITIES AND STRUCTURES IS NOT ALLOWED UNTIL SOIL COMPACTION REPORT IS SUBMITTED AND APPROVED BY THE PUBLIC WORKS DEPARTMENT.
3. THE CITY RESERVES THE RIGHT TO REQUIRE REVISION OF THE APPROVED PLANS TO CONFORM WITH CURRENT STANDARDS AND TO POST A NEW BOND IF CONSTRUCTION HAS NOT COMMENCED WITHIN TWO YEARS AFTER PLANS WERE APPROVED.
4. SIDEWALK AND DRIVEWAY APPROACHES WILL BE POURED/CONSTRUCTED ONLY AFTER DRIVEWAY LOCATIONS ARE DETERMINED.



INDEX MAP
SCALE 1" = 400'



VICINITY MAP

SHEET INDEX	
1	TITLE SHEET
2	SEWER IMPROVEMENT PLANS STA 8+39.77 TO 20+00.00
3	SEWER IMPROVEMENT PLANS STA 20+00.00 TO 29+47.04

CONSTRUCTION NOTES:

		QTY:
1	INSTALL 6" C900, CLASS 235, DR 18 PVC PIPE (INSTALL EBBA IRON JOINT RESTRAINT, OR APPROVED EQUAL, IF REQUIRED PER PIPE MANUFACTURER RECOMMENDATIONS).	2,135 LF
2	INSTALL 16" C905, CLASS 165, DR 25 PVC PIPE (INSTALL EBBA IRON JOINT RESTRAINT, OR APPROVED EQUAL, IF REQUIRED PER PIPE MANUFACTURER RECOMMENDATIONS).	2,105 LF
3	CAP END OF PIPE	2 EA
4	REMOVE EXISTING CAP AT END OF PIPE	2 EA

PRIVATE ENGINEERS NOTICE TO CONTRACTOR(S)

1. THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES OR STRUCTURES SHOWN ON THESE PLANS ARE OBTAINED BY A SEARCH OF AVAILABLE RECORDS. TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO EXISTING UTILITIES EXCEPT THOSE SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE ALL PRECAUTIONARY MEASURES TO PROTECT THE UTILITIES SHOWN, AND ANY OTHER LINES OR STRUCTURES NOT SHOWN ON THESE PLANS AND IS RESPONSIBLE FOR THE PROTECTION OF, AND ANY DAMAGE TO THESE LINES OR STRUCTURES
2. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO NOTIFY THE OWNER OF ALL UTILITIES OR STRUCTURES CONCERNED BEFORE STARTING WORK.
3. QUANTITIES SHOWN HEREON ARE PROVIDED FOR BIDDING PURPOSES ONLY. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL QUANTITIES PRIOR TO BIDDING FOR CONSTRUCTION.
4. THE PRIVATE ENGINEER SIGNING THESE PLANS IS RESPONSIBLE FOR ASSURING THE ACCURACY AND ACCEPTABILITY OF THE DESIGN HEREON. IN THE EVENT OF DISCREPANCIES ARISING AFTER CITY APPROVAL OR DURING CONSTRUCTION, THE PRIVATE ENGINEER SHALL BE RESPONSIBLE FOR DETERMINING AN ACCEPTABLE SOLUTION AND REVISING THE PLANS FOR APPROVAL BY THE CITY.

WORK TO BE DONE

THE IMPROVEMENT WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE FOLLOWING DOCUMENTS, CURRENT AT THE TIME OF CONSTRUCTION, AS DIRECTED BY THE CITY ENGINEER.

1. BEAUMONT MUNICIPAL CODE.
2. FOR STREETS: RIVERSIDE COUNTY ORDINANCE NO. 461.
   FLOOD CONTROL FACILITIES: THE RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT'S STANDARDS FOR FLOOD CONTROL FACILITIES.
   SANITARY SEWER FACILITIES: THE EASTERN MUNICIPAL WATER DISTRICT'S STANDARDS FOR SANITARY SEWER FACILITIES.
   ALL OTHER PUBLIC WORKS: THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (GREEN BOOK).
3. THIS SET OF PLANS.
4. PLOT PLAN NO 16-PP-02, DATED 9/16/2016,
5. SOILS REPORT AND RECOMMENDATIONS BY KLING CONSULTING GROUP, DATED 5/1/2017,

ALL STANDARD DRAWINGS ARE COUNTY OF RIVERSIDE ROAD IMPROVEMENT STANDARDS & SPECIFICATIONS UNLESS NOTED OTHERWISE:
* RCFC&WCD STANDARD MANUAL
** EMWD SEWER STANDARD DRAWINGS
*** STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION

SEWER NOTES

1. SEWER SYSTEM CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH EASTERN MUNICIPAL WATER DISTRICT (EMWD'S) STANDARDS AND SPECIFICATIONS.
2. GRAVITY SEWER PROFILE ELEVATIONS ARE TO FLOW LINE (CONDUIT INVERT). FORCE MAIN PROFILE ELEVATIONS ARE TO TOP OF PIPE (TOP).
3. CONTRACTOR HAS THE OPTION TO INSTALL PLASTIC OR VCP SEWERS EXCEPT WHERE SPECIFICALLY DESIGNATED ON PLANS PER EMWD STANDARDS AND SPECIFICATIONS.
4. MANHOLES SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD DRAWINGS SB-53, SB-58, AND SB-61, AS APPLICABLE. SEWER MAINS MAY BE LAID THROUGH THE MANHOLES AND USED AS A FORM FOR THE INVERT.
5. MANHOLES OF DEPTHS LESS THAN FIVE FEET FROM FINISH STREET GRADE TO SEWER PIPE SHELF ARE TO BE CONSTRUCTED IN ACCORDANCE WITH STANDARD DRAWING SB-30.
6. ALL LATERALS SHALL HAVE AN ON-SITE CLEANOUT IN ACCORDANCE WITH STANDARD DRAWING SB-52. IN ADDITION, FOR LATERALS SERVING INDUSTRIAL AND/OR COMMERCIAL DEVELOPMENTS, THE REQUIREMENTS FOR SAMPLING AND/OR PRETREATMENT FACILITIES SHALL BE DETERMINED BY CONTRACTING THE BUILDING AND SAFETY DEPARTMENT.
7. MAINLINE CLEANOUTS, WHERE CALLED FOR ON THE PLANS, SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD DRAWING SB-52.
8. PRIOR TO CONSTRUCTION OF SEWER, CONTRACTOR SHALL EXPOSE EXISTING SEWER AND VERIFY ITS EXISTING ELEVATION AND LOCATION. WHEN CONNECTING TO EXISTING MANHOLES AND INLET STUB OF PROPER SIZE EXISTS, NO ALTERATIONS SHALL BE MADE TO EXISTING MANHOLE BASE OR STUB EXCEPT AS SPECIFICALLY AUTHORIZED BY THE CITY INSPECTOR.
9. ALL SEWER INLETS AT THE MANHOLE SHALL BE SUCH THAT ITS CROWN SHALL BE LEVEL WITH THE CROWN OF THE OUTLET PIPE, AT THEIR PROJECTIONS TO THE MANHOLE CENTERLINE.
10. RECONSTRUCTION OF EXISTING MANHOLES SHALL BE SCHEDULED AT THE CONVENIENCE OF THE CITY AND SHALL BE COMPLETED WITHIN FIVE WORKING DAYS FOLLOWING ITS COMMENCEMENT.
11. SEWER LATERALS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SB-177. LOCATIONS OF WYES AND LATERALS, WHERE NOT SHOWN ON THE PLANS, ARE TO BE DETERMINED IN THE FIELD PRIOR TO CONSTRUCTION TO MISS DRIVEWAYS. ALL LATERALS ARE TO BE 4" IN DIAMETER UNLESS OTHERWISE SHOWN ON PLANS. CONNECTIONS OF NEW LATERALS TO EXISTING SEWER ARE TO BE PER STANDARD DRAWING SB-176.
12. THE CONTRACTOR IS ADVISED THAT THE WORK ON THIS PROJECT MAY INVOLVE WORKING IN A CONFINED AIR SPACE. CONTRACTOR SHALL BE RESPONSIBLE FOR "CONFINED AIR SPACE" ARTICLE 108, TITLE 8, CALIFORNIA ADMINISTRATIVE CODE.
13. WHERE GROUNDWATER IS ENCOUNTERED, ALL VCP PIPE SHALL BE TREATED FOR ABSORPTION RESISTANCE PER EMWD'S SPECIFICATIONS.
14. BACKWATER VALVES SHALL BE INSTALLED PER SECTION 710.1 OF THE UNIFORM PLUMBING CODE.
15. ALL PIPE ZONE BEDDING AND TRENCH BACKFILL ARE TO BE PER STANDARD DRAWING SB-157, SB-158, AND SB-159.

"DECLARATION OF RESPONSIBLE CHARGE"

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THE PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONS CODE, AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS. I UNDERSTAND THAT THE CHECK OF PROJECT DRAWINGS AND SPECIFICATIONS BY THE CITY OF BEAUMONT DOES NOT RELIEVE ME AS ENGINEER OF WORK OF MY RESPONSIBILITIES FOR PROJECT DESIGN.

FIRM: THIENES ENGINEERING INC.
ADDRESS: 14349 FIRESTONE BLVD
CITY, ST.: LA MIRADA, CA 90638
TELEPHONE: (714) 521-4811
BY: REINHARD STENZEL RCE 56155 DATE: 7/21/2020

LINE TYPE LEGEND:

PROPOSED 6" SEWER FORCE MAIN	
PROPOSED 16" SEWER FORCE MAIN	
PROPOSED GRAVITY SEWER MAIN	SS SS SS
PROPOSED DOMESTIC WATER MAIN	DW DW DW
PROPOSED RECLAIM WATER MAIN	RW RW RW
EXISTING GRAVITY SEWER MAIN	(SS) (SS) (SS)
EXISTING DOMESTIC WATER MAIN	(DW) (DW) (DW)
EXISTING RECLAIM WATER MAIN	(RW) (RW) (RW)

ABBREVIATIONS:

A.B.	AGGREGATE BASE	L.P.	LOW POINT
ARCH.	ARCHITECTURAL	M.H.	MANHOLE
A.C.	ASPHALT CONCRETE	N.G.	NATURAL GRADE
B.W.	BACK OF WALK	PKWY DRAIN	PARKWAY DRAIN
B.C.R.	BEGINNING OF CURVE	P.P.	POWER POLE
B.O.P.	BOTTOM OF PIPE	ℙ	PROPERTY LINE
B.O.W.	BOTTOM OF WALL	P.V.C.	POLYVINYLCHLORIDE
BLDG	BUILDING	R	RADIUS OF GRADE
C.I.P.	CAST IRON PIPE	R.C.P.	REINFORCED CONCRETE PIPE
C.B.	CATCH BASIN	R.D.	ROOF DRAIN
℄	CENTERLINE	R/W	RIGHT OF WAY
C.L.F.	CHAIN LINK FENCE	S	SLOPE
CONC.	CONCRETE	S.F.	SQUARE FEET
C.M.B.	CRUSHED MISC. BASE	S.D.	STORM DRAIN
C.F.	CURB FACE	ST.LT.	STREET LIGHT
E.P.	EDGE OF PAVEMENT	S.W.	STEM WALL
E.C.R.	END OF CURVE	T.B.	TOP OF BERM
EXIST.	EXISTING	T.C.	TOP OF CURB
(O.OO)	EXISTING ELEVATION	T.S.	TOP OF CONCRETE SLAB
F.F.	FINISH FLOOR	T.E.	TRASH ENCLOSURE
F.O.	FIBER OPTIC	TRANS PAD	TRANSFORMER PAD
F.G.	FINISH GRADE	T.F.	TOP OF FOOTING
F.S.	FINISH SURFACE	T.G.	TOP OF GRATE
F.H.	FIRE HYDRANT	TOE	TOE OF SLOPE
F.L.	FLOW LINE	TOP	TOP OF SLOPE
G.B.	GRADE BREAK	T.O.P.	TOP OF PIPE
H.C.	HANDICAP	T.R.	TOP OF RAIL
H	HEIGHT OF RETAINING	T.W.	TOP OF WALL
H.P.	HIGH POINT	X+XX	SEWER STATION
INV.	INVERT	[X+XX]	STREET STATION
L.S.	LANDSCAPING		

OWNER INFORMATION:

MCDONALD PROPERTY GROUP
1140 N. COAST HIGHWAY
LAGUNA BEACH, CA 92651
PHONE: (949) 999-2800
FAX: (949) 999-2839

NOTICE TO CONTRACTOR:
ALL WORK TO BE CONSTRUCTED PER THIS PLAN BY PREVAILING WAGES.

THIS PLAN DOES NOT INCLUDE PROPOSED SIDEWALKS, FIRE HYDRANTS, WATER MAINS, GAS LINES, ELECTRICAL LINES OR TELEPHONE LINES.

NOTE TO CONTRACTOR:
PRIOR TO CONSTRUCTION OF SEWER THE CONTRACTOR SHALL VERIFY INVERT AND LOCATION OF EXISTING UTILITIES AT POINT OF CONNECTION AND NOTIFY CIVIL ENGINEER IN CASE OF CONFLICT.

LEGAL DESCTIPTION:

DAVID RICKER (WEST OF PORTRERO):
A STRIP OF LAND, 100.00 FEET IN WIDTH, SITUATED IN A PORTION OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 7, TOWNSHIP 3 SOUTH, RANGE 1 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF BEAUMONT, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, BEING ALSO A PORTION OF THE LAND DESCRIBED IN THAT CERTAIN DEED RECORDED OCTOBER 1, 2008 AS DOCUMENT NO. 2008-0533024, OF OFFICIAL RECORDS OF SAID COUNTY.

LASSEN DEVELOPMENT PARTNERS (EAST OF PM NO. 36426):
THAT CERTAIN LAND DESCRIBED IN IRREVOCABLE RIGHT OF WAY OFFER OF DEDICATION TO THE CITY OF BEAUMONT, BEING A PORTION OF THE EAST HALF OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 7, TOWNSHIP 3 SOUTH, RANGE 1 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF BEAUMONT, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, RECORDED JUNE 2, 2016 AS DOCUMENT NO. 2016-0227312, OF OFFICIAL RECORDS OF SAID COUNTY.

PARCEL MAP NO. 36426
BEING A SUBDIVISION OF A PORTION OF THE NORTH HALF OF SECTION 7 AND THE SOUTHWEST QUARTER OF SECTION 6, BOTH OF TOWNSHIP 3 SOUTH, RANGE 1 WEST, SAN BERARDINO MERIDIAN, AS RECORDED MARCH 16, 2017, AS DOCUMENT NO. 2017-0108002, OF OFFICIAL RECORDS OF SAID COUNTY.

Last Update: 6/11/20
O:\3000-3099\3080\SEWER FORCE MAIN\3080SEW-FORCE-01.dwg

DIGALERT
Call 2 Working Days Before You Dig! 811

BENCHMARK:
NATIONAL GEODETIC SURVEY BENCHMARK NO. "D 1311"
1.4 MILES WEST OF BEAUMONT ON INTERSTATE 10 TO SAN TIMOTEO CANYON ROAD NEAR FRONTAGE ROAD ON SOUTH(WEST) SIDE OF INTERSTATE 10, 0.1 MILES SOUTHEAST ALONG FRONTAGE ROAD, SOUTH AND ACROSS THE ROAD FROM A GUY POLE 25.9 FEET SOUTH OF THE CENTERLINE OF FRONTAGE ROAD, 1.8 FEET WEST OF POWERPOLE AND 1.5 FEET EAST OF A WITNESS POST, INSIDE A 4 INCH PVC PIPE WITH SCREW PLUG 1 INCH ABOVE GROUND (ELEVATION = 2468.07). ALSO SHOWN ON "HIGHWAY 60 / POTRERO BLVD. INTERCHANGE STATIC GPS PROJECT CONTROL DIAGRAM" AND IDENTIFIED THEREON AS 3509 BM DC3474 WHEREON THE PUBLISHED ELEVATION = 2468.07 IS CORRECTED WITH A MEASURED ELEVATION = 2468.061', USED HEREON.
ELEVATION = 2468.061' (NAVD '88), (STAMPED Q 1311 1978)

BASIS OF BEARINGS:
THE BEARINGS SHOWN HEREON ARE BASED ON THE CALIFORNIA STATE PLANE COORDINATE SYSTEM, ZONE 6, NORTH AMERICAN DATUM 1983, AS DETERMINED LOCALLY BY THE LINE BETWEEN CSRC CO CORS STATIONS "CNPP" AND "WIDC", BOTH PUBLISHED ON CSRC DATA SHEETS, BEING N 86°04'01.17163" E (2007.0 EPOCH).

BY	MARK	DESCRIPTION	APPR.	DATE
ENGINEER		REVISIONS	CITY	

COMPANY NAME
Thienes Engineering, Inc.
CIVIL ENGINEERING • LAND SURVEYING
14349 FIRESTONE BOULEVARD
LA MIRADA, CALIFORNIA 90638
PH.(714)521-4811 FAX(714)521-4173
REINHARD STENZEL R.C.E. 56155 EXPIRE 12-31-20 7/21/2020 DATE

SEAL: REGISTERED PROFESSIONAL ENGINEER REINHARD STENZEL R.C.E. NO. 56155 Exp. 12-31-20 CIVIL STATE OF CALIFORNIA

DESIGN BY: J.P.
DRAWN BY: J.P.
CHECKED BY: R.S.
SCALE: PER PLAN
DATE: 4/15/2020
JOB NUMBER: 3080i

CITY of BEAUMONT CALIFORNIA INC. NOV. 18, 1912

Reviewed By: Staff Engineer Date: 7/23/2020
Recommended for Approval By: Administrative Engineer Date: 7/23/2020
Approved By: City Engineer/Director of Public Works Date: 08/24/20

CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
550E. 6th St
Beaumont, CA 92223
TEL: (951) 769-8520 FAX: (951) 769-8526

CITY OF BEAUMONT, CALIFORNIA
PUBLIC SEWER FORCE MAIN IMPROVEMENT PLAN
FOR
4TH STREET WEST OF POTRERO BLVD.
TITLE SHEET

SHEET 1 OF 3 SHEETS
FILE NO: 3328
PW2020-0432

**STATIONING SHOWN FOR 6" FORCE MAIN IS BASED OFF OF CENTERLINE OF 16" FORCE MAIN STATIONS

FUTURE LIFT STATION PER SEPARATE PLAN

STA. 8+20.11 2375.32 TOP

INSTALL PLUG 2375.36 TOP

2374.32 BOT.

2378.19 BOT. PROP. 18" DW XING

2375.53 BOT. PROP. 18" RW XING

2372.06 TOP

2371.57 TOP

L=7.0'

S=-0.0100

S=-0.0400

1:1

VIEW LOOK NORTH L=3.25' L.F. L10

VIEW LOOK EAST L=27.09 L.F. L11

VIEW LOOK NORTH L=77.70 L.F. L2

VIEW LOOK WEST L=77.10 L.F. L4

ANGLE POINT 2374.51 TOP

2377.24 TOP PROP. 18" SD XING

GRADE BREAK ANGLE POINT 2374.28 TOP

**STA 9+98.06 2371.29 TOP ANGLE POINT

**STA 10+50.00 2370.79 TOP ANGLE POINT

**STA 11+00.00 2370.29 TOP

**STA 11+50.00 2369.79 TOP

**STA 12+00.00 2369.27 TOP

PROP. 15" SS 10' N/O ST. C/L

PROP. GRADE @ C/L OF PIPE

EX. GRADE @ C/L OF PIPE

IDENTICAL POINT

**STA 12+00.00 2369.29 TOP

**STA 12+50.00 2368.79 TOP

**STA 13+00.00 2368.29 TOP

**STA 13+50.00 2367.79 TOP

**STA 14+00.00 GB 2367.27 TOP

1.6'

2365.14 TOP PROP. 18" SD XING

**STA 14+83.03 GB 2367.40 TOP

EXISTING CONC. BOX CULVERT

**STA 15+50.00 GB 2368.61 TOP

**STA 16+00.00 GB 2369.93 TOP

S=0.0016

S=0.0181

S=0.0264

1.1'

**STA 16+50.00 2371.50 TOP

**STA 17+00.00 2373.05 TOP

**STA 17+50.00 2374.61 TOP

**STA 18+00.00 2376.16 TOP

**STA 18+31.06 2377.12 TOP BEGIN CURVE

**STA 19+00.00 2379.25 TOP

**STA 19+50.00 2380.80 TOP

**STA 20+00.00 2382.33 TOP

S=0.0310

MATCHLINE - STA. 20+00.00 SEE SHEET 3

2372 2370 2368 2366

2381 2379 2377 2375

2385 2383 2381 2379

INSTALL 1160.2' L.F. - 6" C900, CLASS 235, DR 18 PVC PIPE WITH RESTRAINT JOINTS

6" SEWER FORCE MAIN PROFILE

FUTURE LIFT STATION PER SEPARATE PLAN

STA. 8+61.78 2374.24 BOT.

INSTALL PLUG STA. 8+42.15 2376.02 TOP

2378.19 BOT. PROP. 18" DW XING

2375.53 BOT. PROP. 18" RW XING

STA. 9+80.86 2373.17 TOP

STA. 9+92.63 2372.49 TOP

1.0'

2377.24 TOP PROP. 18" SD XING

STA. 9+00.00 2376.44 TOP

STA. 9+22.93 GB 2375.21 TOP ANGLE POINT

STA. 10+00.00 2372.21 TOP ANGLE POINT

VIEW LOOK WEST

PROP. 15" SS 10' N/O ST. C/L

STA. 11+00.00 2371.21 TOP

STA. 11+50.00 2370.71 TOP

STA. 12+00.00 2370.21 TOP

PROP. GRADE @ C/L OF PIPE

EX. GRADE @ C/L OF PIPE

IDENTICAL POINT

STA. 12+00.00 2370.21 TOP

STA. 12+50.00 2369.71 TOP

STA. 13+00.00 2369.21 TOP

STA. 13+50.00 2368.71 TOP

STA. 14+00.00 GB 2368.21 TOP

1.5'

2365.14 TOP PROP. 18" SD XING

STA. 14+83.02 GB 2368.34 TOP

STA. 15+00.00 2368.65 TOP

EXISTING CONC. BOX CULVERT

STA. 15+50.00 GB 2368.55 TOP

STA. 16+00.00 GB 2370.87 TOP

STA. 14+32.04 2366.68 BOT.

S=-0.0100

S=0.0016

S=0.0181

S=0.0264

1.0'

STA. 16+50.00 2372.42 TOP

STA. 17+00.00 2373.97 TOP

STA. 17+50.00 2375.53 TOP

STA. 18+00.00 2377.08 TOP

STA. 18+31.06 GB 2378.04 TOP BEGIN CURVE

STA. 18+50.00 2378.63 TOP

STA. 19+00.00 2380.17 TOP

STA. 19+50.00 2381.71 TOP

STA. 20+00.00 2383.33 TOP

PROP. 15" SS 10' N/O ST. C/L

5.0'

5.8'

S=0.0310

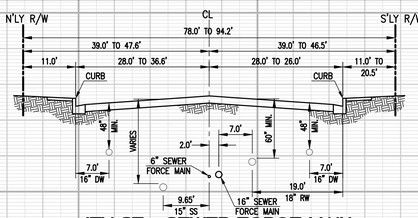
2372 2370 2368 2366

INSTALL 1,160.23 L.F. - 16" C905, CLASS 165, DR 25 PVC PIPE WITH RESTRAINT JOINTS

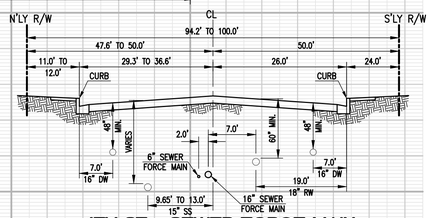
16" SEWER FORCE MAIN PROFILE

PROFILE SCALE:
HORIZ. - 1" = 40'
VERT. - 1" = 4'

*CONTRACTOR TO FIELD VERIFY THE LOCATION AND INVERT ELEVATIONS OF THE EXISTING UTILITIES PRIOR TO CONSTRUCTION.



4TH ST - SEWER FORCE MAIN
STA. 10+00.00 TO STA. 14+57.09
N.T.S.



4TH ST - SEWER FORCE MAIN
STA. 14+57.09 TO STA. 19+09.92
N.T.S.

9+00 10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00

16" SEWER FORCE MAIN LINE TABLE		
LINE #	LENGTH	BEARING
L1	83.16'	N 87°43'38" E
L3	77.07'	N 1°30'44" W
L5	831.06'	N 88°34'22" E

6" SEWER FORCE MAIN LINE TABLE		
LINE #	LENGTH	BEARING
L2	77.70'	S 87°43'38" W
L4	77.10'	S 1°30'44" E
L6	833.07'	S 88°34'22" W
L10	3.25'	N 87°44'33" E
L11	27.09'	N 2°16'22" W

**STATIONING SHOWN FOR 6" FORCE MAIN IS BASED OFF OF CENTERLINE OF 16" FORCE MAIN STATIONS

16" SEWER FORCE MAIN CURVE TABLE				
CURVE #	DELTA	RADIUS	LENGTH	TANGENT
C1	11°02'59"	876.00'	168.94'	84.73'

6" SEWER FORCE MAIN CURVE TABLE				
CURVE #	DELTA	RADIUS	LENGTH	TANGENT
C2	11°02'59"	878.00'	169.33'	84.93'

PORTION OF SECTION 7 T3S, R1W APN-424-010-007

PARCEL MAP NO. 36425 PARCEL B

PARCEL MAP NO. 36425 PARCEL C

PARCEL MAP NO. 36425 PARCEL 1

16" TELEPHONE DUCTBANK

EX. 12" F.O. LINE

EX. 18" GAS PIPE

PROP. 12" SEWER PER SEPARATE PLAN

PROP. 15" SEWER PER SEPARATE PLAN

FUTURE SEWER LIFT STATION PER SEPARATE PLAN

50.0' PROP. SEWER EASEMENT TO CITY OF BEAUMONT

PROP. 15" SS 9.68' N/O ST. C/L

PROP. 16" DW MAIN 7' S/O PROP. C&G

PROP. 16" DW MAIN 7' N/O PROP. C&G

PROP. 18" RW MAIN 19' N/O PROP. C&G

PROP. 15" SS 13' N/O ST. C/L

PROP. 16" DW MAIN 31' N/O ST. C/L

PROP. CURB & GUTTER

R/W

7.0'

**STA 9+98.06 ANGLE PT./6

STA 9+92.99 PROP. 18" RW CROSSING

STA 9+80.99 PROP. 16" DW CROSSING

STA 10+00.00 ANGLE PT./16

STA 10+90.00 EX. 12" F.O. CROSSING SWR 2369.72 BOT. F.O. 2355.83 TOP 13.89' CLEAR

STA 10+98.67 EX. 18" GAS CROSSING SWR 2359.64 BOT. GAS 2356.92 TOP 12.72' CLEAR

STA 9+22.93 ANGLE PT./16

PRIVATE DRIVEWAY

STA 14+32.92 EXIST. 18" SD CROSSING

EXISTING CONC. BOX CULVERT

FUTURE DRIVEWAY

STA 18+31.06** BC/6

STA 18+31.06 BC/16*

FUTURE CURB & GUTTER

MATCHLINE - STA. 20+00.00 SEE SHEET 3

END CAP 6"

STA 8+42.15 END CAP 16"

STA 8+61.77 EXIST. 48" SD CROSSING

ANGLE PT./6

9+00

*CONTRACTOR TO FIELD VERIFY THE LOCATION AND INVERT ELEVATIONS OF THE EXISTING UTILITIES PRIOR TO CONSTRUCTION.

COOPER'S CREEK

4TH STREET

PORTION OF SECTION 7 T3S, R1W APN-424-010-007

PORTION OF SECTION 7 T3S, R1W APN-424-010-009

0 20 40 80 120

SCALE: 1"=40'

CONSTRUCTION NOTES:

1. INSTALL 6" C900, CLASS 235, DR 18 PVC PIPE (INSTALL EBBA IRON JOINT RESTRAINT, OR APPROVED EQUAL, IF REQUIRED PER PIPE MANUFACTURER RECOMMENDATIONS).
2. INSTALL 16" C905, CLASS 165, DR 25 PVC PIPE (INSTALL EBBA IRON JOINT RESTRAINT, OR APPROVED EQUAL, IF REQUIRED PER PIPE MANUFACTURER RECOMMENDATIONS).
3. CAP END OF PIPE
4. REMOVE EXISTING CAP AT END OF PIPE

For pipe backfill, 6 inches of crushed rock was placed on top of pipe as an addition to EMWD Std SB-157.c

Last Update: 6/11/20
O:\3000-3099\3080\SEWER FORCE MAIN\3080SEW-FORCE-02.dwg

DIGALERT
Call 2 Working Days Before You Dig! 811

BENCHMARK:
NATIONAL GEODETIC SURVEY BENCHMARK NO. "D 1311"
1.4 MILES WEST OF BEAUMONT ON INTERSTATE 10 TO SAN TIMEOTEO CANYON ROAD NEAR FRONTAGE ROAD ON SOUTHWEST SIDE OF INTERSTATE 10, 0.1 MILES SOUTHEAST ALONG FRONTAGE ROAD, SOUTH AND ACROSS THE ROAD FROM A GUY POLE 25.9 FEET SOUTH OF THE CENTERLINE OF FRONTAGE ROAD, 1.8 FEET WEST OF POWERPOLE AND 1.5 FEET EAST OF A WITNESS POST, INSIDE A 4 INCH PVC PIPE WITH SCREW PLUG 1 INCH ABOVE GROUND (ELEVATION = 2468.07). ALSO SHOWN ON "HIGHWAY 60 / POTRERO BLVD. INTERCHANGE STATIC GPS PROJECT CONTROL DIAGRAM" AND IDENTIFIED THEREON AS 3508 BM DX3474 WHEREIN THE PUBLISHED ELEVATION = 2468.07 IS CORRECTED WITH A MEASURED ELEVATION = 2468.061', USED HEREON.
ELEVATION = 2468.061' (NAVD '88), (STAMPED 0 1311 1978)

BASIS OF BEARINGS:
THE BEARINGS SHOWN HEREON ARE BASED ON THE CALIFORNIA STATE PLANE COORDINATE SYSTEM, ZONE 6, NORTH AMERICAN DATUM 1983, AS DETERMINED LOCALLY BY THE LINE BETWEEN CSRC CO CORS STATIONS "CNPP" AND "MOIC", BOTH PUBLISHED ON CSRC DATA SHEETS, BEING N 86°04'01.17163" E (2007.0 EPOCH).

BY	MARK	DESCRIPTION	APPR.	DATE
ENGINEER		REVISIONS	CITY	

COMPANY NAME
Thienes Engineering, Inc.
CIVIL ENGINEERING • LAND SURVEYING
14349 FIRESTONE BOULEVARD
LA MIRADA, CALIFORNIA 90638
PH.(714)521-4811 FAX(714)521-4173

7/21/2020
REINHARD STENZEL R.C.E. 56155 EXPIRE 12-31-20 DATE

SEAL
REGISTERED PROFESSIONAL ENGINEER REINHARD STENZEL R.C.E. NO. 56155 Exp. 12-31-20 CIVIL STATE OF CALIFORNIA

DESIGN BY: J.P.
DRAWN BY: J.P.
CHECKED BY: R.S.
SCALE: PER PLAN
DATE: 4/15/2020
JOB NUMBER: 3080i

CITY of BEAUMONT CALIFORNIA INC. NOV. 18, 1912

Reviewed By: _____ Staff Engineer Date: 7/23/2020
Recommended for Approval By: _____ Administrative Engineer Date: 7/23/2020
Approved By: _____ City Engineer/Director of Public Works Date: 08/24/20

CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
550E. 6th St
Beaumont, CA 92223
TEL: (951) 769-8520 FAX: (951) 769-8526

CITY OF BEAUMONT, CALIFORNIA

PUBLIC SEWER FORCE MAIN IMPROVEMENT PLAN

FOR

4TH STREET

STA. 8+39.77 TO STA. 20+00.00

PLAN & PROFILE

SHEET 2 OF 3 SHEETS
FILE NO: 3328
PW2020-0432

PROFILE SCALE:
HORIZ. – 1" = 40'
VERT. – 1" = 4'

INSTALL 947.04' L.F. – 6" C900, CLASS 235, DR 18 PVC PIPE WITH RESTRAINT JOINT

**STATIONING SHOWN FOR 6" FORCE MAIN IS BASED OFF OF CENTERLINE OF 16" FORCE MAIN STATIONS

6" SEWER FORCE MAIN PROFILE

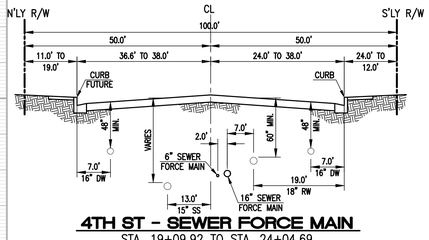
16" SEWER FORCE MAIN PROFILE

INSTALL 947.04' L.F. – 16" C905, CLASS 165, DR 25 PVC PIPE WITH RESTRAINT JOINT

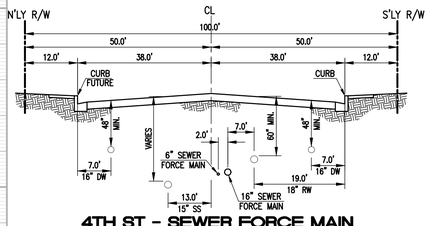
SEE SHEET 2
MATCHLINE – STA. 20+00.00

For pipe backfill, 6 inches of crushed rock was placed on top of pipe as an addition to EMWD Std SB-157.c

*CONTRACTOR TO FIELD VERIFY THE LOCATION AND INVERT ELEVATIONS OF THE EXISTING UTILITIES PRIOR TO CONSTRUCTION.

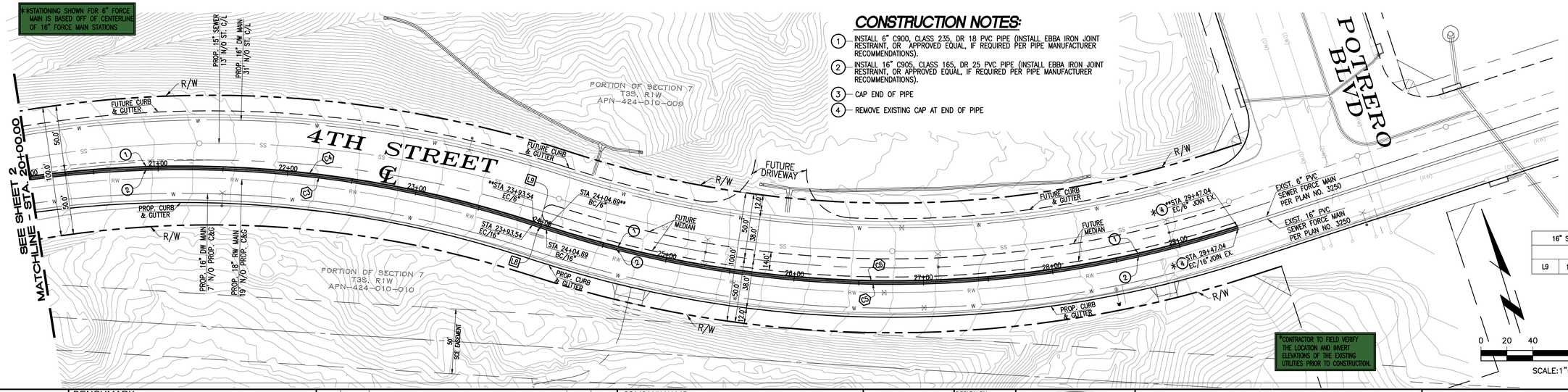


4TH ST – SEWER FORCE MAIN
STA. 19+09.92 TO STA. 24+04.69
N.T.S.



4TH ST – SEWER FORCE MAIN
STA. 24+04.69 TO STA. 29+47.04
N.T.S.

**STATIONING SHOWN FOR 6" FORCE MAIN IS BASED OFF OF CENTERLINE OF 16" FORCE MAIN STATIONS



CONSTRUCTION NOTES:

1. INSTALL 6" C900, CLASS 235, DR 18 PVC PIPE (INSTALL EBBA IRON JOINT RESTRAINT, OR APPROVED EQUAL, IF REQUIRED PER PIPE MANUFACTURER RECOMMENDATIONS).
2. INSTALL 16" C905, CLASS 165, DR 25 PVC PIPE (INSTALL EBBA IRON JOINT RESTRAINT, OR APPROVED EQUAL, IF REQUIRED PER PIPE MANUFACTURER RECOMMENDATIONS).
3. CAP END OF PIPE
4. REMOVE EXISTING CAP AT END OF PIPE

16" SEWER FORCE MAIN				
CURVE TABLE				
CURVE #	DELTA	RADIUS	LENGTH	TANGENT
C3	25°44'24"	876.00'	393.54'	200.15'
C5	36°02'57"	862.00'	542.35'	280.49'

6" SEWER FORCE MAIN				
CURVE TABLE				
CURVE #	DELTA	RADIUS	LENGTH	TANGENT
C4	25°44'24"	878.00'	394.44'	200.60'
C6	36°02'57"	860.00'	541.09'	279.84'

16" SEWER FORCE MAIN			
LINE TABLE			
L9	11.15'	N 54°38'15" W	

6" SEWER FORCE MAIN			
LINE TABLE			
L8	11.15'	S 54°38'15" E	

*CONTRACTOR TO FIELD VERIFY THE LOCATION AND INVERT ELEVATIONS OF THE EXISTING UTILITIES PRIOR TO CONSTRUCTION.

SCALE: 1"=40'

Last Update: 6/11/20
O:\3000-3099\3080\SEWER FORCE MAIN\3080SEW-FORCE-03.dwg

DIGALERT
Call 2 Working Days Before You Dig! 811

BENCHMARK:
NATIONAL GEODETIC SURVEY BENCHMARK NO. "D 1311"
1.4 MILES WEST OF BEAUMONT ON INTERSTATE 10 TO SAN TIMOTEO CANYON ROAD NEAR FRONTAGE ROAD ON SOUTH(WEST) SIDE OF INTERSTATE 10, 0.1 MILES SOUTHEAST ALONG FRONTAGE ROAD, SOUTH AND ACROSS THE ROAD FROM A GUY POLE 25.9 FEET SOUTH OF THE CENTERLINE OF FRONTAGE ROAD, 1.8 FEET WEST OF POWERPOLE AND 1.5 FEET EAST OF A WITNESS POST, INSIDE A 4 INCH PVC PIPE WITH SCREW PLUG I INCH ABOVE GROUND (ELEVATION = 2468.07). ALSO SHOWN ON "HIGHWAY 60 / POTRERO BLVD. INTERCHANGE STATIC GPS PROJECT CONTROL DIAGRAM" AND IDENTIFIED THEREON AS 3509 BM DX3474 WHEREON THE PUBLISHED ELEVATION = 2468.07 IS CORRECTED WITH A MEASURED ELEVATION = 2468.061', USED HEREON.
ELEVATION = 2468.061' (NAVD '88), (STAMPED Q 1311 1978)

BASIS OF BEARINGS:
THE BEARINGS SHOWN HEREON ARE BASED ON THE CALIFORNIA STATE PLANE COORDINATE SYSTEM, ZONE 6, NORTH AMERICAN DATUM 1983, AS DETERMINED LOCALLY BY THE LINE BETWEEN CSRC CO CORS STATIONS "CNPP" AND "WIDC", BOTH PUBLISHED ON CSRC DATA SHEETS, BEING N 86°04'01.17163" E (2007.0 EPOCH).

BY	MARK	DESCRIPTION	APPR.	DATE
ENGINEER		REVISIONS	CITY	

COMPANY NAME
Thienes Engineering, Inc.
CIVIL ENGINEERING • LAND SURVEYING
14349 FIRESTONE BOULEVARD
LA MIRADA, CALIFORNIA 90638
PH.(714)521-4811 FAX(714)521-4173

REINHARD STENZEL 7/21/2020
R.C.E. 56155 EXPIRE 12-31-20 DATE

SEAL: REGISTERED PROFESSIONAL ENGINEER REINHARD STENZEL R.C.E. NO. 56155 Exp. 12-31-20 CIVIL STATE OF CALIFORNIA

DESIGN BY: J.P.
DRAWN BY: J.P.
CHECKED BY: R.S.
SCALE: PER PLAN
DATE: 4/15/2020
JOB NUMBER: 3080i

CITY of BEAUMONT CALIFORNIA INC. NOV. 18, 1912

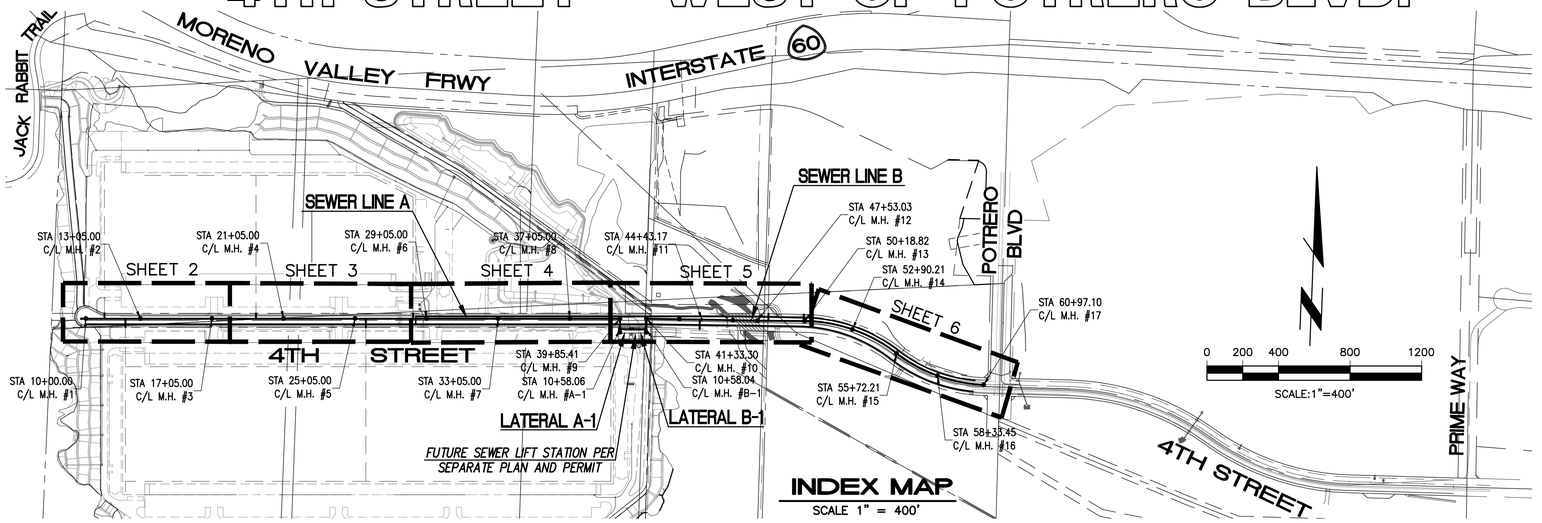
Reviewed By: _____ Staff Engineer Date: 7/23/2020
Recommended for Approval By: _____ Administrative Engineer Date: 7/23/2020
Approved By: _____ City Engineer/Director of Public Works Date: 08/24/20

CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
550E. 6th St
Beaumont, CA 92223
TEL: (951) 769-8520 FAX: (951) 769-8526

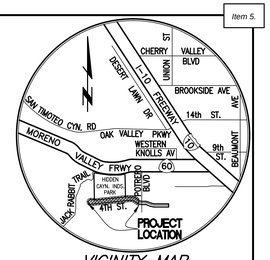
CITY OF BEAUMONT, CALIFORNIA
PUBLIC SEWER FORCE MAIN IMPROVEMENT PLAN
FOR
4TH STREET
STA. 20+00.00 TO STA. 29+47.04
PLAN & PROFILE

SHEET 3 OF 3 SHEETS
FILE NO: 3328
PW2020-0432

CITY OF BEAUMONT, CA
PUBLIC SEWER IMPROVEMENT PLAN
4TH STREET - WEST OF POTRERO BLVD.



INDEX MAP
SCALE 1" = 400'



VICINITY MAP

SHEET INDEX

1	TITLE SHEET
2	SEWER LINE 'A' PLAN & PROFILE STA 9+74.00 TO STA 19+00.00
3	SEWER LINE 'A' PLAN & PROFILE STA 19+00.00 TO STA 28+00.00
4	SEWER LINE 'A' PLAN & PROFILE STA 28+00.00 TO STA 39+00.00
5	SEWER LINE 'A' PLAN & PROFILE STA 39+00.00 TO STA 39+85.41 SEWER LINE 'B' PLAN & PROFILE STA 41+33.30 TO STA 50+00.00
6	SEWER LINE 'B' PLAN & PROFILE STA 50+00.00 TO STA 60+99.10
7	SEWER LATERAL 'A-1' PLAN & PROFILE STA 10+00.00 TO 11+34.96 SEWER LATERAL 'B-1' PLAN & PROFILE STA 10+00.00 TO 11+39.69

SEWER CONSTRUCTION NOTES:

		QTY:
1	INSTALL 6" SDR26 PVC SEWER LATERAL	364 LF
2	INSTALL 15" SDR26 PVC SEWER MAIN	2,062 LF
3	INSTALL 12" SDR26 PVC SEWER MAIN	3,093 LF
4	INSTALL 48" SEWER MANHOLE PER E.M.W.D. SB-53	20 EA
5	INSTALL PLUG AT END OF PIPE	12 EA
6	REMOVE EXISTING PLUG AND JOIN EXISTING 15" SEWER MAIN	1 EA
7	INSTALL CLEAN OUT PER E.M.W.D. SB-52	10 EA

AGENCIES — TELEPHONE

BEAUMONT-CHERRY VALLEY WATER..... (951) 845-9581
CITY OF BEAUMONT..... (951) 769-8520
KINDER MORGAN..... (951) 712-8842
MCI WORLDCOM..... (972) 729-6016
QUESTAR PIPELINE COMPANY..... (307) 352-7115
SOUTHERN CALIFORNIA EDISON..... (909) 307-6710
SOUTHERN CALIFORNIA GAS COMPANY..... (909) 335-7755
FRONTIER COMMUNICATIONS..... (909) 217-0116

GENERAL NOTES

1. THIS PLAN SUPERSEDES ALL OTHER PLANS PREVIOUSLY APPROVED BY THE CITY OF BEAUMONT REGARDING IMPROVEMENTS SHOWN ON THIS SET OF PLANS.
2. APPROVAL OF THIS PLAN DOES NOT LESSEN OR WAIVE ANY PORTION OF THE BEAUMONT MUNICIPAL CODE, RESOLUTION OF CONDITIONAL APPROVAL, CITY STANDARDS OR OTHER ADDITIONAL DOCUMENTS LISTED HEREIN AS THEY MAY PERTAIN TO THIS PROJECT. THE ENGINEER IN RESPONSIBLE CHARGE SHALL REVISE THESE PLANS WHEN NON-CONFORMANCE IS DISCOVERED.
3. CITY APPROVAL OF PLANS DOES NOT RELIEVE THE DEVELOPER OR ENGINEER- OF-WORK FROM RESPONSIBILITY FOR THE CORRECTION OF ERRORS AND OMISSIONS DISCOVERED DURING CONSTRUCTION. ALL PLAN REVISIONS SHALL BE PROMPTLY SUBMITTED TO THE CITY ENGINEER FOR APPROVAL.
4. A RIGHT-OF-WAY PERMIT FROM THE BUILDING & SAFETY DEPARTMENT WILL BE REQUIRED FOR ANY WORK IN THE PUBLIC RIGHT OF WAY. PRIOR TO PERMIT ISSUANCE, A CERTIFICATE OF INSURANCE MUST BE FILED NAMING THE CITY OF BEAUMONT AS AN ADDITIONAL INSURED ON THE PERMITTEE'S POLICY IN THE MINIMUM AMOUNT OF $1,000,000.00 FOR EACH OCCURRENCE OF LIABILITY. THE INSURANCE COMPANY WRITING THE POLICY MUST HAVE A RATING OF "A-" OR BETTER AND A SIZE CATEGORY OF CLASS VII OR BETTER AS ESTABLISHED BY "BESTS" KEY RATING GUIDE.
5. NO WORK SHALL BE COMMENCED UNTIL ALL PERMITS HAVE BEEN OBTAINED FROM THE CITY AND OTHER APPROPRIATE AGENCIES.
6. REVISION OF THESE PLANS MAY BE REQUIRED IF THE PROPOSED IMPROVEMENTS ARE NOT CONSTRUCTED PRIOR TO THE DEADLINE DATE OF THE IMPROVEMENT AGREEMENT.
7. NO REVISIONS WILL BE MADE TO THESE PLANS WITHOUT THE WRITTEN APPROVAL OF THE CITY ENGINEER, NOTED WITHIN THE REVISION BLOCK, ON THE APPROPRIATE SHEET OF THE PLANS AND TITLE SHEET.
8. ORIGINAL DRAWINGS SHALL BECOME THE PROPERTY OF THE CITY UPON BEING SIGNED BY THE CITY ENGINEER.
9. THE ORIGINAL DRAWING SHALL BE REVISED TO REFLECT AS-BUILT CONDITIONS BY THE ENGINEER-OF-WORK PRIOR TO FINAL ACCEPTANCE OF THE WORK BY THE CITY.
10. ACCESS FOR FIRE AND OTHER EMERGENCY VEHICLES SHALL BE MAINTAINED TO THE PROJECT SITE AT ALL TIMES DURING CONSTRUCTION.
11. WHERE TRENCHES ARE WITHIN CITY EASEMENTS, A SOILS REPORT COMPRISED OF:
    A. SUMMARY SHEET
    B. LABORATORY WORK SHEETS
    C. COMPACTION CURVES, SHALL BE SUBMITTED BY A PROFESSIONAL ENGINEER OF THE STATE OF CALIFORNIA, PRINCIPALLY DOING BUSINESS IN THE FIELD OF APPLIED SOILS MECHANICS. THE SOILS REPORT WILL BE SUBMITTED TO THE CITY ENGINEERING INSPECTOR WITHIN TWO WORKING DAYS OF COMPLETION OF FIELD TESTS. THE WRITTEN FIELD COMPACTION REPORT(S) SHALL BE IMMEDIATELY SUBMITTED TO THE CITY ENGINEERING INSPECTOR UPON COMPLETION OF THE FIELD TESTS.
12. A PRECONSTRUCTION MEETING SHALL BE HELD AT THE SITE PRIOR TO THE BEGINNING OF WORK AND SHALL BE ATTENDED BY ALL REPRESENTATIVES RESPONSIBLE FOR CONSTRUCTION, INSPECTION, SUPERVISION, TESTING AND ALL OTHER ASPECTS OF THE WORK. THE CONTRACTOR SHALL SCHEDULE THE MEETING BY CALLING THE INSPECTION LINE AT (951) 572-3224 AT LEAST FIVE (5) WORKING DAYS PRIOR TO STARTING CONSTRUCTION. APPROVED DRAWINGS MUST BE AVAILABLE PRIOR TO SCHEDULING.
13. ALL INSPECTION REQUESTS OTHER THAN FOR THE PRECONSTRUCTION MEETING WILL BE MADE BY CALLING THE BUILDING AND SAFETY INSPECTION REQUEST LINE AT (951) 572-3224. INSPECTION REQUESTS MUST BE RECEIVED PRIOR TO 2:00 P.M. ON THE DAY BEFORE THE INSPECTION IS NEEDED. INSPECTIONS WILL BE MADE THE NEXT WORK DAY UNLESS YOU REQUEST OTHERWISE. REQUESTS MADE AFTER 2:00 P.M. WILL BE SCHEDULED FOR TWO FULL WORK DAYS LATER.
14. THE OWNER AND/OR APPLICANT THROUGH THE DEVELOPER AND/OR CONTRACTOR SHALL DESIGN, CONSTRUCT AND MAINTAIN ALL SAFETY DEVICES, INCLUDING SHORING, AND SHALL BE SOLELY RESPONSIBLE FOR CONFORMING TO ALL LOCAL, STATE AND FEDERAL SAFETY AND HEALTH STANDARDS, LAWS AND REGULATIONS.
15. THE CONTRACTOR SHALL CONFORM TO LABOR CODE SECTION 6705 BY SUBMITTING A DETAIL PLAN TO THE CITY ENGINEER AND/OR CONCERNED AGENCY SHOWING THE DESIGN OF SHORING, BRACING SLOPE OR OTHER PROVISIONS TO BE MADE OF WORKER PROTECTION FROM THE HAZARD OF CAVING GROUND DURING THE EXCAVATION OF SUCH TRENCH OR TRENCHES OR DURING THE PIPE INSTALLATION THEREIN. THIS PLAN MUST BE PREPARED FOR ALL TRENCHES FIVE FEET (5') OR MORE IN DEPTH AND APPROVED BY THE CITY ENGINEER AND/OR CONCERNED AGENCY PRIOR TO EXCAVATION. IF THE PLAN VARIES FROM THE SHORING SYSTEM STANDARDS ESTABLISHED BY THE CONSTRUCTION SAFETY ORDERS, TITLE 8 CALIFORNIA ADMINISTRATIVE CODE, THE PLAN SHALL BE PREPARED BY A REGISTERED ENGINEER AT THE CONTRACTORS EXPENSE. A COPY OF THE OSHA EXCAVATION PERMIT MUST BE SUBMITTED TO THE INSPECTOR PRIOR TO EXCAVATION.
16. IF ANY ARCHAEOLOGICAL RESOURCES ARE DISCOVERED WITHIN ANY WORK ZONE DURING CONSTRUCTION, OPERATIONS WILL CEASE IMMEDIATELY, AND THE PERMITTEE WILL NOTIFY THE CITY ENGINEER. OPERATIONS WILL NOT RESTART UNTIL THE PERMITTEE HAS RECEIVED WRITTEN AUTHORITY FROM THE CITY ENGINEER TO DO SO.
17. ALL OPERATIONS CONDUCTED ON THE SITE OR ADJACENT THERETO SHALL ADHERE TO THE NOISE ORDINANCE SET FORTH BY THE CITY MUNICIPAL CODE. ALL OPERATIONS SHALL BE LIMITED BY THE NOISE ORDINANCE TO THE LEVEL OF DECIBELS SPECIFIED FOR THE AREA AND TIME PERIOD. CONSTRUCTION ACTIVITIES WILL BE LIMITED TO THE PERIOD BETWEEN 7:00 A.M. AND 6:00 P.M. EACH DAY MONDAY THROUGH FRIDAY, UNLESS OTHERWISE PERMITTED.
18. ALL OFF-SITE HAUL ROUTES SHALL BE SUBMITTED BY THE CONTRACTOR TO THE CITY ENGINEER FOR APPROVAL TWO FULL WORKING DAYS PRIOR TO BEGINNING OF WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DEBRIS OR DAMAGE OCCURRING ALONG THE HAUL ROUTE OR ADJACENT STREETS AS A RESULT OF THE GRADING OPERATION.
19. NO BLASTING SHALL BE COMMENCED WITHOUT A CITY ENGINEER APPROVED BLASTING PROGRAM AND BLASTING PERMIT.
20. THE EXISTENCE AND LOCATION OF UTILITY STRUCTURES AND FACILITIES SHOWN ON THE CONSTRUCTION PLANS WERE OBTAINED BY A SEARCH OF THE AVAILABLE RECORDS. ATTENTION IS CALLED TO THE POSSIBLE EXISTENCE OF OTHER UTILITY FACILITIES OR STRUCTURES NOT SHOWN OR IN A LOCATION DIFFERENT FROM THAT SHOWN ON THE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITIES SHOWN ON THE PLANS AND ANY OTHER EXISTING FACILITIES OR STRUCTURES NOT SHOWN.
21. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING FACILITIES (ABOVEGROUND AND UNDERGROUND) WITHIN THE PROJECT SITE SUFFICIENTLY AHEAD OF THE CONSTRUCTION TO PERMIT THE REVISIONS OF THE CONSTRUCTION PLANS IF IT IS FOUND THAT THE ACTUAL LOCATIONS ARE IN CONFLICT WITH THE PROPOSED WORK.
22. THE CONTRACTOR SHALL NOTIFY AFFECTED UTILITY COMPANIES (SEE BELOW) AT LEAST TWO FULL WORKING DAYS PRIOR TO STARTING CONSTRUCTION NEAR THEIR FACILITIES AND SHALL COORDINATE WORK WITH A COMPANY REPRESENTATIVE.

UNDERGROUND SERVICE ALERT	(800) 422-4133
SOUTHERN CALIFORNIA EDISON	(800) 409-2365
AT&T	(800) 892-0123
TIME WARNER CABLE	(760) 340-2225
COX COMMUNICATIONS	(888) 423-3913

23. IN ACCORDANCE THE CITY STORM WATER STANDARDS ALL STORM DRAIN INLETS CONSTRUCTED BY THIS PLAN SHALL INCLUDE "STENCILS" BE ADDED TO PROHIBIT WASTE DISCHARGE DOWNSTREAM. STENCILS SHALL BE ADDED TO THE SATISFACTION OF THE CITY ENGINEER.

NOTE

1. APPROVAL OF THESE PLANS APPLIES ONLY WITHIN THE JURISDICTION OF THE CITY OF BEAUMONT.
2. TRENCHING FOR UTILITIES AND STRUCTURES IS NOT ALLOWED UNTIL SOIL COMPACTION REPORT IS SUBMITTED AND APPROVED BY THE PUBLIC WORKS DEPARTMENT.
3. THE CITY RESERVES THE RIGHT TO REQUIRE REVISION OF THE APPROVED PLANS TO CONFORM WITH CURRENT STANDARDS AND TO POST A NEW BOND IF CONSTRUCTION HAS NOT COMMENCED WITHIN TWO YEARS AFTER PLANS WERE APPROVED.
4. SIDEWALK AND DRIVEWAY APPROACHES WILL BE POURED/CONSTRUCTED ONLY AFTER DRIVEWAY LOCATIONS ARE DETERMINED.

PRIVATE ENGINEERS NOTICE TO CONTRACTOR(S)

1. THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES OR STRUCTURES SHOWN ON THESE PLANS ARE OBTAINED BY A SEARCH OF AVAILABLE RECORDS. TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO EXISTING UTILITIES EXCEPT THOSE SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE ALL PRECAUTIONARY MEASURES TO PROTECT THE UTILITIES SHOWN, AND ANY OTHER LINES OR STRUCTURES NOT SHOWN ON THESE PLANS AND IS RESPONSIBLE FOR THE PROTECTION OF, AND ANY DAMAGE TO THESE LINES OR STRUCTURES
2. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO NOTIFY THE OWNER OF ALL UTILITIES OR STRUCTURES CONCERNED BEFORE STARTING WORK.
3. QUANTITIES SHOWN HEREON ARE PROVIDED FOR BIDDING PURPOSES ONLY. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL QUANTITIES PRIOR TO BIDDING FOR CONSTRUCTION.
4. THE PRIVATE ENGINEER SIGNING THESE PLANS IS RESPONSIBLE FOR ASSURING THE ACCURACY AND ACCEPTABILITY OF THE DESIGN HEREON. IN THE EVENT OF DISCREPANCIES ARISING AFTER CITY APPROVAL OR DURING CONSTRUCTION, THE PRIVATE ENGINEER SHALL BE RESPONSIBLE FOR DETERMINING AN ACCEPTABLE SOLUTION AND REVISING THE PLANS FOR APPROVAL BY THE CITY.

WORK TO BE DONE

THE IMPROVEMENT WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE FOLLOWING DOCUMENTS, CURRENT AT THE TIME OF CONSTRUCTION, AS DIRECTED BY THE CITY ENGINEER.

1. BEAUMONT MUNICIPAL CODE.
2. FOR STREETS: RIVERSIDE COUNTY ORDINANCE NO. 461.
   FLOOD CONTROL FACILITIES: THE RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT'S STANDARDS FOR FLOOD CONTROL FACILITIES.
   SANITARY SEWER FACILITIES: THE EASTERN MUNICIPAL WATER DISTRICT'S STANDARDS FOR SANITARY SEWER FACILITIES.
   ALL OTHER PUBLIC WORKS: THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (GREEN BOOK).
3. THIS SET OF PLANS.
4. RESOLUTION NO 16-PP-02, DATED 9/16/2016
5. SOILS REPORT AND RECOMMENDATIONS BY KLING CONSULTING GROUP, DATED 5/1/2017,

ALL STANDARD DRAWINGS ARE COUNTY OF RIVERSIDE ROAD IMPROVEMENT STANDARDS & SPECIFICATIONS UNLESS NOTED OTHERWISE:
* RCFC&WCD STANDARD MANUAL
** EMWD SEWER STANDARD DRAWINGS
*** STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION

SEWER NOTES

1. SEWER SYSTEM CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH EASTERN MUNICIPAL WATER DISTRICT (EMWD'S) STANDARDS AND SPECIFICATIONS.
2. GRAVITY SEWER PROFILE ELEVATIONS ARE TO FLOW LINE (CONDUIT INVERT). FORCE MAIN PROFILE ELEVATIONS ARE TO TOP OF PIPE (TOP).
3. CONTRACTOR HAS THE OPTION TO INSTALL PLASTIC OR VCP SEWERS EXCEPT WHERE SPECIFICALLY DESIGNATED ON PLANS PER EMWD STANDARDS AND SPECIFICATIONS.
4. MANHOLES SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD DRAWINGS SB-53, SB-58, AND SB-61, AS APPLICABLE. SEWER MAINS MAY BE LAID THROUGH THE MANHOLES AND USED AS A FORM FOR THE INVERT.
5. MANHOLES OF DEPTHS LESS THAN FIVE FEET FROM FINISH STREET GRADE TO SEWER PIPE SHELF ARE TO BE CONSTRUCTED IN ACCORDANCE WITH STANDARD DRAWING SB-30.
6. ALL LATERALS SHALL HAVE AN ON-SITE CLEANOUT IN ACCORDANCE WITH STANDARD DRAWING SB-52. IN ADDITION, FOR LATERALS SERVING INDUSTRIAL AND/OR COMMERCIAL DEVELOPMENTS, THE REQUIREMENTS FOR SAMPLING AND/OR PRETREATMENT FACILITIES SHALL BE DETERMINED BY CONTRACTING THE BUILDING AND SAFETY DEPARTMENT.
7. MAINLINE CLEANOUTS, WHERE CALLED FOR ON THE PLANS, SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD DRAWING SB-52.
8. PRIOR TO CONSTRUCTION OF SEWER, CONTRACTOR SHALL EXPOSE EXISTING SEWER AND VERIFY ITS EXISTING ELEVATION AND LOCATION. WHEN CONNECTING TO EXISTING MANHOLES AND INLET STUB OF PROPER SIZE EXISTS, NO ALTERATIONS SHALL BE MADE TO EXISTING MANHOLE BASE OR STUB EXCEPT AS SPECIFICALLY AUTHORIZED BY THE CITY INSPECTOR.
9. ALL SEWER INLETS AT THE MANHOLE SHALL BE SUCH THAT ITS CROWN SHALL BE LEVEL WITH THE CROWN OF THE OUTLET PIPE, AT THEIR PROJECTIONS TO THE MANHOLE CENTERLINE.
10. RECONSTRUCTION OF EXISTING MANHOLES SHALL BE SCHEDULED AT THE CONVENIENCE OF THE CITY AND SHALL BE COMPLETED WITHIN FIVE WORKING DAYS FOLLOWING ITS COMMENCEMENT.
11. SEWER LATERALS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SB-177. LOCATIONS OF WYES AND LATERALS, WHERE NOT SHOWN ON THE PLANS, ARE TO BE DETERMINED IN THE FIELD PRIOR TO CONSTRUCTION TO MISS DRIVEWAYS. ALL LATERALS ARE TO BE 4" IN DIAMETER UNLESS OTHERWISE SHOWN ON PLANS. CONNECTIONS OF NEW LATERALS TO EXISTING SEWER ARE TO BE PER STANDARD DRAWING SB-176.
12. THE CONTRACTOR IS ADVISED THAT THE WORK ON THIS PROJECT MAY INVOLVE WORKING IN A CONFINED AIR SPACE. CONTRACTOR SHALL BE RESPONSIBLE FOR "CONFINED AIR SPACE" ARTICLE 108, TITLE 8, CALIFORNIA ADMINISTRATIVE CODE.
13. WHERE GROUNDWATER IS ENCOUNTERED, ALL VCP PIPE SHALL BE TREATED FOR ABSORPTION RESISTANCE PER EMWD'S SPECIFICATIONS.
14. BACKWATER VALVES SHALL BE INSTALLED PER SECTION 710.1 OF THE UNIFORM PLUMBING CODE.
15. ALL PIPE ZONE BEDDING AND TRENCH BACKFILL ARE TO BE PER STANDARD DRAWING SB-157, SB-158, AND SB-159.
16. ALL MANHOLE AND CLEANOUT COVERS WITHIN PAVED AREAS SHALL BE ADJUSTED TO FINISHED GRADES AFTER PAVING IS COMPLETED; AND SUCH ADJUSTMENTS SHALL BE DONE IN A MANNER AS TO PREVENT ENTRY OF SILT AND/OR DEBRIS INTO THE SEWER SYSTEM. A CONCRETE COLLAR AROUND SEWER MANHOLES 12" THICK AND 12" WIDE MUST BE PROVIDED.

LINE TYPE LEGEND:

PROPOSED GRAVITY SEWER MAIN	
PROPOSED SEWER FORCE MAIN	SF SF SF
PROPOSED DOMESTIC WATER MAIN	DW DW DW
PROPOSED RECLAIM WATER MAIN	RW RW RW
EXISTING GRAVITY SEWER MAIN	(SS) (SS) (SS)
EXISTING DOMESTIC WATER MAIN	(DW) (DW) (DW)
EXISTING RECLAIM WATER MAIN	(RW) (RW) (RW)
EXISTING SEWER FORCE MAIN	(SF) (SF) (SF)

NOTICE TO CONTRACTOR:
ALL WORK TO BE CONSTRUCTED PER THIS PLAN BY PREVAILING WAGES.

THIS PLAN DOES NOT INCLUDE PROPOSED SIDEWALKS, FIRE HYDRANTS, WATER MAINS, GAS LINES, ELECTRICAL LINES OR TELEPHONE LINES.

NOTE TO CONTRACTOR:
PRIOR TO CONSTRUCTION OF SEWER THE CONTRACTOR SHALL VERIFY INVERT AND LOCATION OF EXISTING UTILITIES AT POINT OF CONNECTION AND NOTIFY CIVIL ENGINEER IN CASE OF CONFLICT.

"DECLARATION OF RESPONSIBLE CHARGE"

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THE PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONS CODE, AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS. I UNDERSTAND THAT THE CHECK OF PROJECT DRAWINGS AND SPECIFICATIONS BY THE CITY OF BEAUMONT DOES NOT RELIEVE ME AS ENGINEER OF WORK OF MY RESPONSIBILITIES FOR PROJECT DESIGN.

FIRM: THIENES ENGINEERING INC.
ADDRESS: 14349 FIRESTONE BLVD
CITY, ZIP: LA MIRADA, CA 90638
TELEPHONE: (714) 521-4811
BY: _____ DATE: 6/23/2020
REINHARD STENZEL RCE 56155

ABBREVIATIONS:

A.B.	AGGREGATE BASE	L.P.	LOW POINT
ARCH.	ARCHITECTURAL	M.H.	MANHOLE
A.C.	ASPHALT CONCRETE	N.G.	NATURAL GRADE
B.W.	BACK OF WALK	PKWY DRAIN	PARKWAY DRAIN
B.C.R.	BEGINNING OF CURVE	P.P.	POWER POLE
B.O.P.	BOTTOM OF PIPE	℄	PROPERTY LINE
B.O.W.	BOTTOM OF WALL	P.V.C.	POLYVINYLCHLORIDE
BLDG	BUILDING	R	RATE OF GRADE
C.I.P.	CAST IRON PIPE	R.C.P.	REINFORCED CONCRETE PIPE
C.B.	CATCH BASIN	R.D.	ROOF DRAIN
℄	CENTERLINE	R/W	RIGHT OF WAY
C.L.F.	CHAIN LINK FENCE	S	SLOPE
CONC.	CONCRETE	S.F.	SQUARE FEET
C.M.B.	CRUSHED MISC. BASE	S.D.	STORM DRAIN
C.F.	CURB FACE	ST.LT.	STREET LIGHT
E.P.	EDGE OF PAVEMENT	S.W.	STEM WALL
E.C.R.	END OF CURVE	T.B.	TOP OF BERM
EXIST.	EXISTING	T.C.	TOP OF CURB
(0.00)	EXISTING ELEVATION	T.S.	TOP OF CONCRETE SLAB
F.F.	FINISH FLOOR	T.E.	TRASH ENCLOSURE
F.O.	FIBER OPTIC	TRANS PAD	TRANSFORMER PAD
F.G.	FINISH GRADE	T.F.	TOP OF FOOTING
F.S.	FINISH SURFACE	T.G.	TOP OF GRATE
F.H.	FIRE HYDRANT	TOE	TOE OF SLOPE
F.L.	FLOW LINE	TOP	TOP OF SLOPE
G.B.	GRADE BREAK	T.O.P.	TOP OF PIPE
H.C.	HANDICAP	T.R.	TOP OF RAIL
H	HEIGHT OF RETAINING	T.W.	TOP OF WALL
H.P.	HIGH POINT	X+XX	SEWER STATION
INV.	INVERT	[X+XX]	STREET STATION
L.S.	LANDSCAPING		

LEGAL DESCTIPTION:

DAVID RICKER (WEST OF PORTRERO):
A STRIP OF LAND, 100.00 FEET IN WIDTH, SITUATED IN A PORTION OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 7, TOWNSHIP 3 SOUTH, RANGE 1 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF BEAUMONT, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, BEING ALSO A PORTION OF THE LAND DESCRIBED IN THAT CERTAIN DEED RECORDED OCTOBER 1, 2008 AS DOCUMENT NO. 2008-0533024, OF OFFICIAL RECORDS OF SAID COUNTY.

LASSEN DEVELOPMENT PARTNERS (EAST OF PM NO. 36426):
THAT CERTAIN LAND DESCRIBED IN IRREVOCABLE RIGHT OF WAY OFFER OF DEDICATION TO THE CITY OF BEAUMONT, BEING A PORTION OF THE EAST HALF OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 7, TOWNSHIP 3 SOUTH, RANGE 1 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF BEAUMONT, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, RECORDED JUNE 2, 2016 AS DOCUMENT NO. 2016-0227312, OF OFFICIAL RECORDS OF SAID COUNTY.

PARCEL MAP NO. 36426
BEING A SUBDIVISION OF A PORTION OF THE NORTH HALF OF SECTION 7 AND THE SOUTHWEST QUARTER OF SECTION 6, BOTH OF TOWNSHIP 3 SOUTH, RANGE 1 WEST, SAN BERARDINO MERIDIAN, AS RECORDED MARCH 16, 2017, AS DOCUMENT NO. 2017-0108002, OF OFFICIAL RECORDS OF SAID COUNTY.

OWNER INFORMATION:

MCDONALD PROPERTY GROUP
1140 N. COAST HIGHWAY
LAGUNA BEACH, CA 92651
PHONE: (949) 999-2800
FAX: (949) 999-2839

Last Update:6/4/20
G:\3000-3099\3080\SEWER\3080SEW-01.dwg

DIGALERT — Call 2 Working Days Before You Dig! 811

BENCHMARK:
NATIONAL GEODETIC SURVEY BENCHMARK NO. "D 1311"
1.4 MILES WEST OF BEAUMONT ON INTERSTATE 10 TO SAN TIMEOTEO CANYON ROAD NEAR FRONTAGE ROAD ON SOUTH(WEST) SIDE OF INTERSTATE 10, 0.1 MILES SOUTHEAST ALONG FRONTAGE ROAD, SOUTH AND ACROSS THE ROAD FROM A GUY POLE 25.9 FEET SOUTH OF THE CENTERLINE OF FRONTAGE ROAD, 1.8 FEET WEST OF POWERPOLE AND 1.5 FEET EAST OF A WITNESS POST, INSIDE A 4 INCH PVC PIPE WITH SCREW PLUG 1 INCH ABOVE GROUND (ELEVATION = 2468.07). ALSO SHOWN ON "HIGHWAY 60 / POTRERO BLVD. INTERCHANGE STATIC GPS PROJECT CONTROL DIAGRAM" AND IDENTIFIED THEREON AS 3508 BM DX3474 WHEREIN THE PUBLISHED ELEVATION = 2468.07 IS CORRECTED WITH A MEASURED ELEVATION = 2468.061', USED HEREON.
ELEVATION = 2468.061' (NAVD 'BB), (STAMPED D 1311 1978)

BASIS OF BEARINGS:
THE BEARINGS SHOWN HEREON ARE BASED ON THE CALIFORNIA STATE PLANE COORDINATE SYSTEM, ZONE 6, NORTH AMERICAN DATUM 1983, AS DETERMINED LOCALLY BY THE LINE BETWEEN CSRC CO CORS STATIONS "CHPP" AND "MOJC", BOTH PUBLISHED ON CSRC DATA SHEETS, BEING N 86°04'01.17163" E (2007.0 EPOCH).

BY	MARK	DESCRIPTION	APPR.	DATE
ENGINEER		REVISIONS	CITY	

COMPANY NAME
Thienes Engineering, Inc.
CIVIL ENGINEERING • LAND SURVEYING
14349 FIRESTONE BOULEVARD
LA MIRADA, CALIFORNIA 90638
PH.(714)521-4811 FAX(714)521-4173

REINHARD STENZEL 6/23/2020
R.C.E. 56155 EXPIRE 12-31-20 DATE

SEAL: REGISTERED PROFESSIONAL ENGINEER — REINHARD STENZEL — R.C.E. NO. 56155 — Exp. 12-31-20 — STATE OF CALIFORNIA — CIVIL

DESIGN BY: J.P.
DRAWN BY: J.P.
CHECKED BY: R.S.
SCALE:
DATE:
JOB NUMBER:

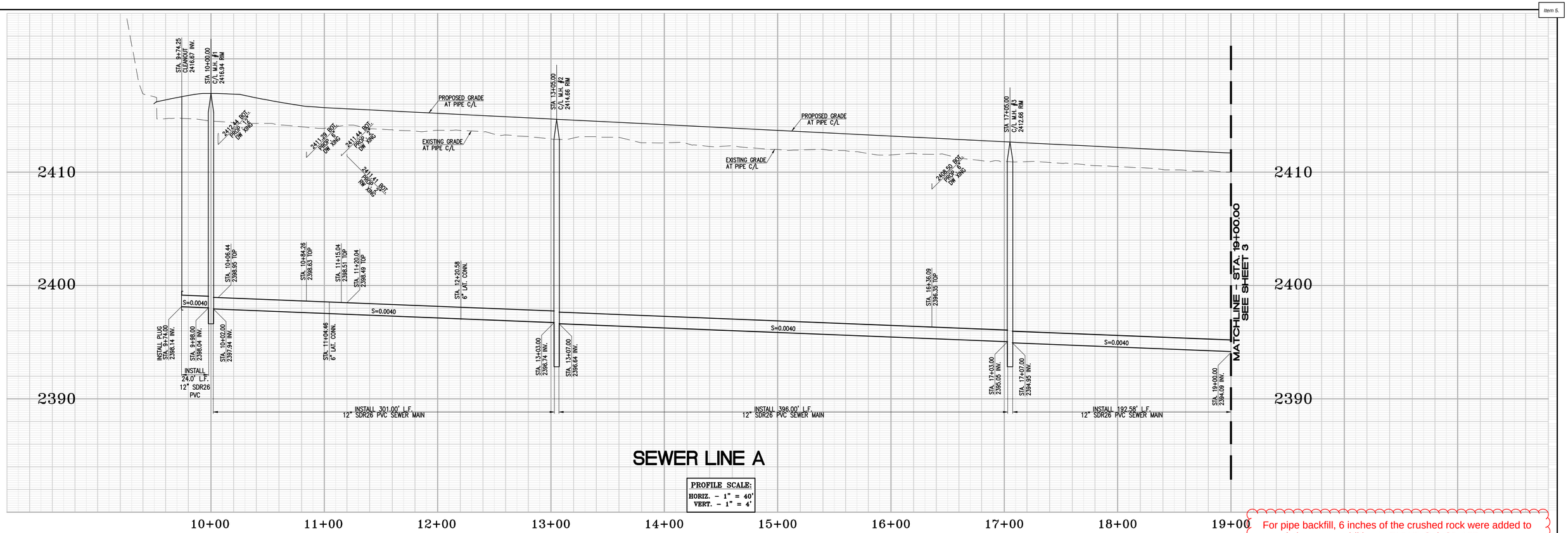
CITY OF BEAUMONT — CALIFORNIA INC.NOV.18.1912

Reviewed By: _____ Staff Engineer Date: 7/23/2020
Recommended for Approval By: _____ Administrative Engineer Date: 7/23/2020
Approved By: _____ City Engineer/Director of Public Works Date: 08/24/20

CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
550E. 6th St
Beaumont, CA 92223
TEL: (951) 769-8520 FAX: (951) 769-8526

CITY OF BEAUMONT, CALIFORNIA
PUBLIC SEWER IMPROVEMENT PLAN
FOR
4TH STREET WEST OF POTRERO BLVD.
TITLE SHEET

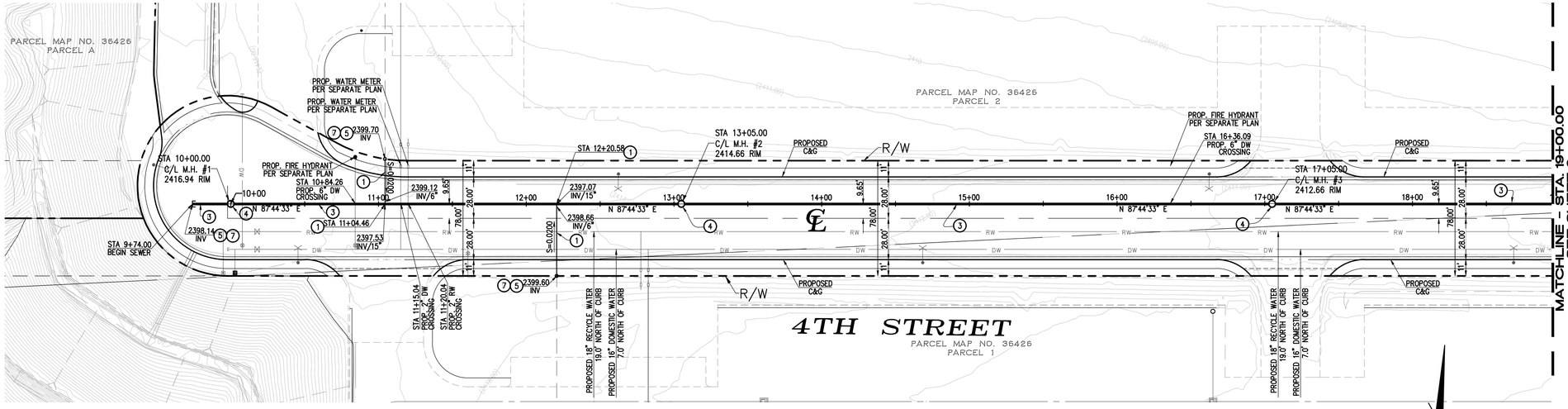
SHEET 1 OF 7 SHEETS
FILE NO: 3316
PW2020-0430



SEWER LINE A

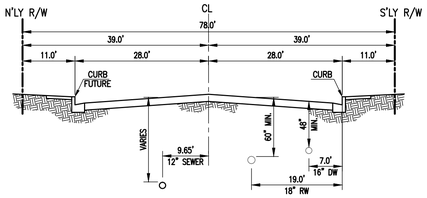
PROFILE SCALE:
HORIZ. - 1" = 40'
VERT. - 1" = 4'

For pipe backfill, 6 inches of the crushed rock were added to top of pipe as an addition to EMWD Std. SB-157.



SEWER CONSTRUCTION NOTES:

1. INSTALL 6" SDR26 PVC SEWER LATERAL
2. INSTALL 15" SDR26 PVC SEWER MAIN
3. INSTALL 12" SDR26 PVC SEWER MAIN
4. INSTALL 48" SEWER MANHOLE PER E.M.W.D. SB-53
5. INSTALL PLUG AT END OF PIPE
6. REMOVE EXISTING PLUG AND JOIN EXISTING 15" SEWER MAIN
7. INSTALL CLEAN OUT PER E.M.W.D. SB-52



4TH ST - SEWER LINE 'A'
STA. 10+00.00 TO STA. 28+44.03
N.T.S.

0 20 40 80 120
SCALE:1"=40'

Last Update: 6/4/20
O:\3000-3099\3080\SEWER\3080SEW-02.dwg

DIGALERT
Call 2 Working Days Before You Dig! 811

BENCHMARK:
NATIONAL GEODETIC SURVEY BENCHMARK NO. "D 1311"
1.4 MILES WEST OF BEAUMONT ON INTERSTATE 10 TO SAN TIMEOTEO CANYON ROAD NEAR FRONTAGE ROAD ON SOUTH(WEST) SIDE OF INTERSTATE 10, 0.1 MILES SOUTHEAST ALONG FRONTAGE ROAD, SOUTH AND ACROSS THE ROAD FROM A CUT/ POLE 25.9 FEET SOUTH OF THE CENTERLINE OF FRONTAGE ROAD, 1.8 FEET WEST OF POWERPOLE AND 1.5 FEET EAST OF A WITNESS POST, INSIDE A 4 INCH PVC PIPE WITH SCREW PLUG 1 INCH ABOVE GROUND (ELEVATION = 2468.07). ALSO SHOWN ON "HIGHWAY 60 / POTRERO BLVD. INTERCHANGE STATIC GPS PROJECT CONTROL DIAGRAM" AND IDENTIFIED THEREON AS 3508 BM DX3474 WHEREIN THE PUBLISHED ELEVATION = 2468.07 IS CORRECTED WITH A MEASURED ELEVATION = 2468.061', USED HEREON.
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BY	MARK	DESCRIPTION	APPR.	DATE
ENGINEER		REVISIONS	CITY	

COMPANY NAME
Thienes Engineering, Inc.
CIVIL ENGINEERING • LAND SURVEYING
14349 FIRESTONE BOULEVARD
LA MIRADA, CALIFORNIA 90638
PH.(714)521-4811 FAX(714)521-4173

6/23/2020
REINHARD STENZEL DATE
R.C.E. 56155 EXPIRE 12-31-20

SEAL
REGISTERED PROFESSIONAL ENGINEER
REINHARD STENZEL
R.C.E. NO. 56155
Exp. 12-31-20
CIVIL
STATE OF CALIFORNIA

DESIGN BY:
J.P.
DRAWN BY:
J.P.
CHECKED BY:
R.S.
SCALE:
DATE:
JOB NUMBER:

CITY OF BEAUMONT
CALIFORNIA
INC. NOV. 18, 1912

Reviewed By: Staff Engineer Date: 7/23/2020
Recommended for Approval By: Administrative Engineer Date: 7/23/2020
Approved By: City Engineer/Director of Public Works Date: 08/24/20

CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
550E. 6th St
Beaumont, CA 92223
TEL: (951) 769-8520 FAX: (951) 769-8526

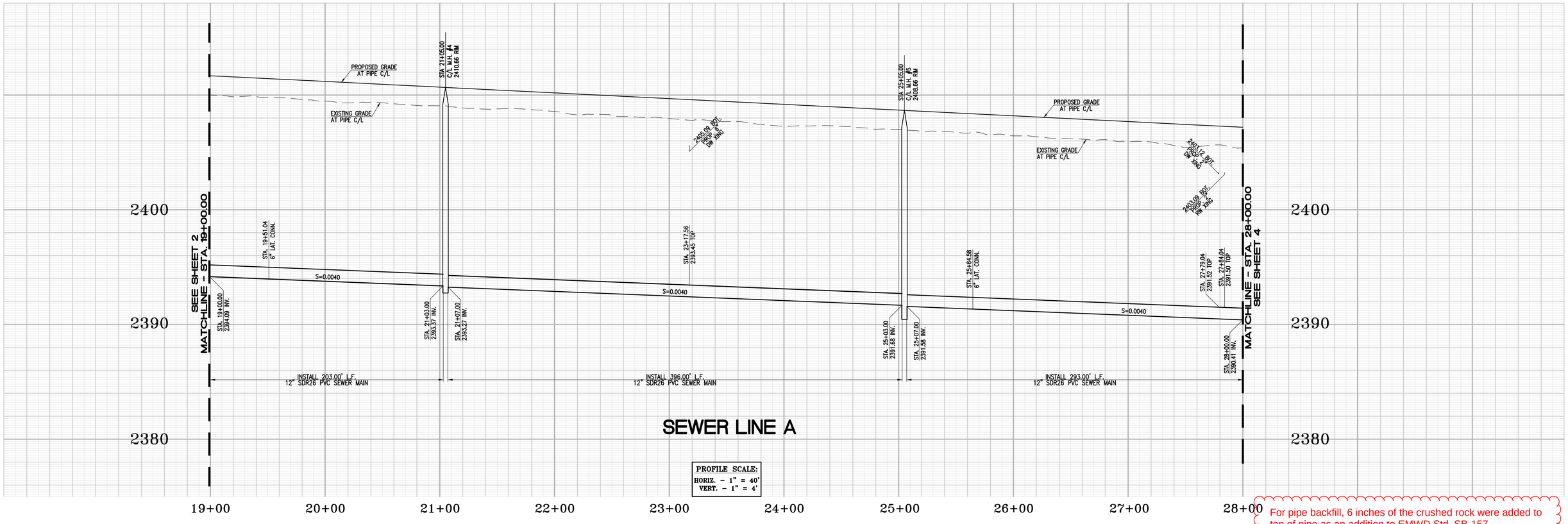
CITY OF BEAUMONT, CALIFORNIA

PUBLIC SEWER IMPROVEMENTS

STA. 9+74.00 TO STA. 19+00.00
FOR
4TH STREET
WEST OF POTRERO BLVD.

PLAN & PROFILE

SHEET 2 OF 7 SHEETS
FILE NO: 3316
PW2020-0430



SEWER LINE A

PROFILE SCALE:
HORIZ. – 1" = 40'
VERT. – 1" = 4'

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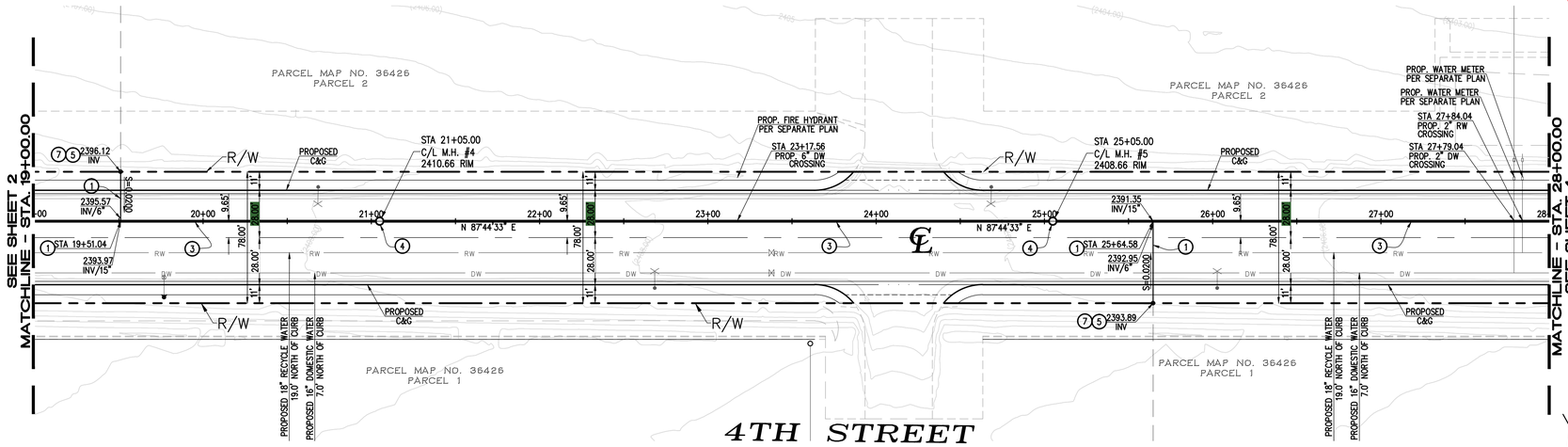

SEWER CONSTRUCTION NOTES:

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2. INSTALL 15" SDR26 PVC SEWER MAIN
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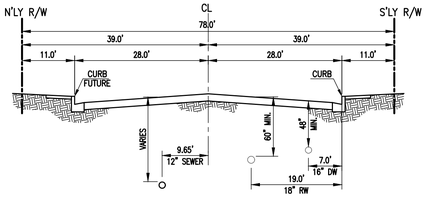

4TH ST - SEWER LINE 'A'
STA. 10+00.00 TO STA. 28+44.03
N.T.S.

0 20 40 80 120
SCALE:1"=40'

Last Update: 6/4/20
O:\3000-3099\3080\SEWER\3080SEW-03.dwg

DIGALERT
Call 2 Working Days Before You Dig! 811

BENCHMARK:
NATIONAL GEODETIC SURVEY BENCHMARK NO. "D 1311"
1.4 MILES WEST OF BEAUMONT ON INTERSTATE 10 TO SAN TIMOTEO CANYON ROAD NEAR FRONTAGE ROAD ON SOUTH(WEST) SIDE OF INTERSTATE 10, 0.1 MILES SOUTHEAST ALONG FRONTAGE ROAD, SOUTH AND ACROSS THE ROAD FROM A GUY POLE 25.9 FEET SOUTH OF THE CENTERLINE OF FRONTAGE ROAD, 1.8 FEET WEST OF POWERPOLE AND 1.5 FEET EAST OF A WITNESS POST, INSIDE A 4 INCH PVC PIPE WITH SCREW PLUG 1 INCH ABOVE GROUND (ELEVATION = 2468.07). ALSO SHOWN ON "HIGHWAY 60 / POTRERO BLVD. INTERCHANGE STATIC GPS PROJECT CONTROL DIAGRAM" AND IDENTIFIED THEREON AS 3508 BM DX3474 WHEREIN THE PUBLISHED ELEVATION = 2468.07 IS CORRECTED WITH A MEASURED ELEVATION = 2468.061', USED HEREON.
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BY	MARK	DESCRIPTION	APPR.	DATE
ENGINEER		REVISIONS		CITY

COMPANY NAME
Thienes Engineering, Inc.
CIVIL ENGINEERING • LAND SURVEYING
14349 FIRESTONE BOULEVARD
LA MIRADA, CALIFORNIA 90638
PH.(714)521-4811 FAX(714)521-4173

6/23/2020
REINHARD STENZEL DATE
R.C.E. 56155 EXPIRE 12-31-20

SEAL
REGISTERED PROFESSIONAL ENGINEER REINHARD STENZEL R.C.E. NO. 56155 Exp. 12-31-20 CIVIL STATE OF CALIFORNIA

DESIGN BY: J.P.
DRAWN BY: J.P.
CHECKED BY: R.S.
SCALE:
DATE:
JOB NUMBER:

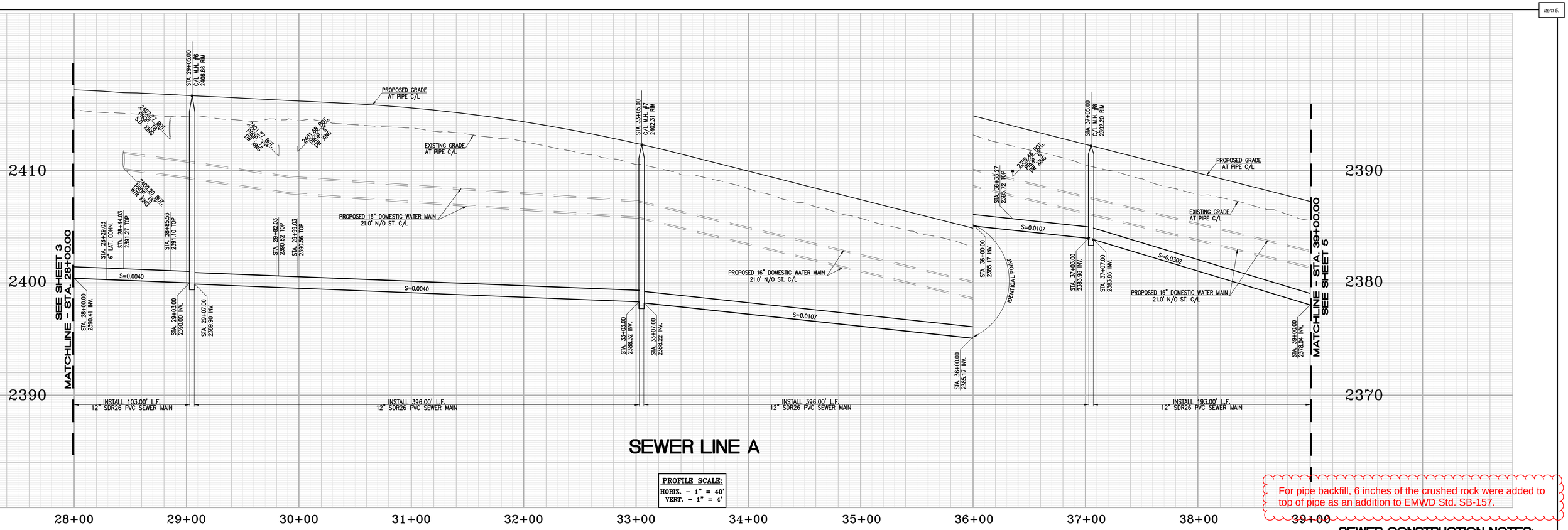
CITY of BEAUMONT CALIFORNIA INC. NOV. 18, 1912

Reviewed By: _____ Staff Engineer Date: 7/23/2020
Recommended for Approval By: _____ Administrative Engineer Date: 7/23/2020
Approved By: _____ City Engineer/Director of Public Works Date: 08/24/20

CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
550E. 6th St
Beaumont, CA 92223
TEL: (951) 769-8520 FAX: (951) 769-8526

CITY OF BEAUMONT, CALIFORNIA
PUBLIC SEWER IMPROVEMENTS
STA. 19+00.00 TO STA. 28+00.00
FOR
4TH STREET
WEST OF POTRERO BLVD.
PLAN & PROFILE

SHEET 3 OF 7 SHEETS
FILE NO: 3316
PW2020-0430



SEWER LINE A

PROFILE SCALE:
HORIZ. - 1" = 40'
VERT. - 1" = 4'

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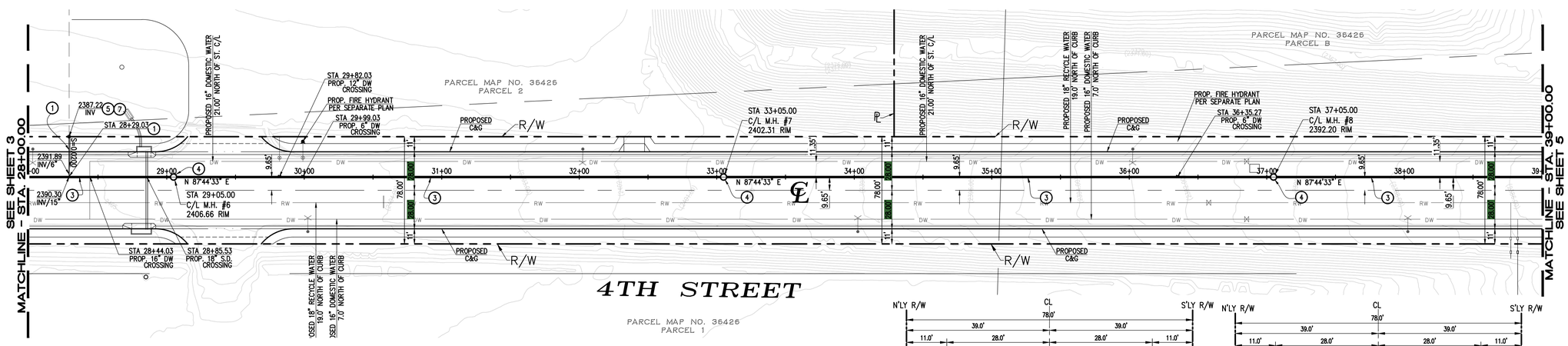
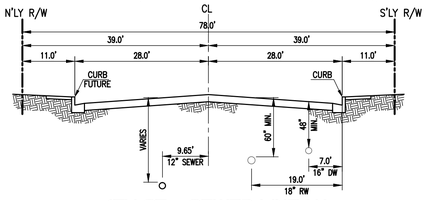
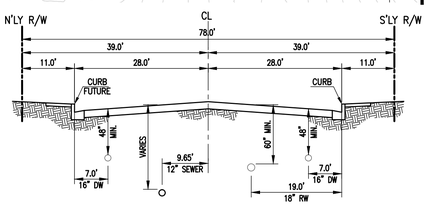




4TH ST - SEWER LINE 'A'
STA. 10+00.00 TO STA. 28+44.03
N.T.S.



4TH ST - SEWER LINE 'A'
STA. 28+44.03 TO STA. 39+85.41
N.T.S.

Last Update: 6/4/20
O:\3000-3099\3080\SEWER\3080SEW-04.dwg

DIGALERT
Call 2 Working Days Before You Dig! 811

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BY	MARK	DESCRIPTION	APPR.	DATE
ENGINEER		REVISIONS	CITY	

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6/23/2020
REINHARD STENZEL DATE
R.C.E. 56155 EXPIRE 12-31-20

SEAL: REGISTERED PROFESSIONAL ENGINEER * REINHARD STENZEL * R.C.E. NO. 56155 Exp. 12-31-20 * CIVIL * STATE OF CALIFORNIA

DESIGN BY: J.P.
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CITY OF BEAUMONT CALIFORNIA INC.NOV.18,1912

Reviewed By: Staff Engineer Date: 7/23/2020
Recommended for Approval By: Administrative Engineer Date: 7/23/2020
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CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
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PLAN & PROFILE

SHEET 4 OF 7 SHEETS
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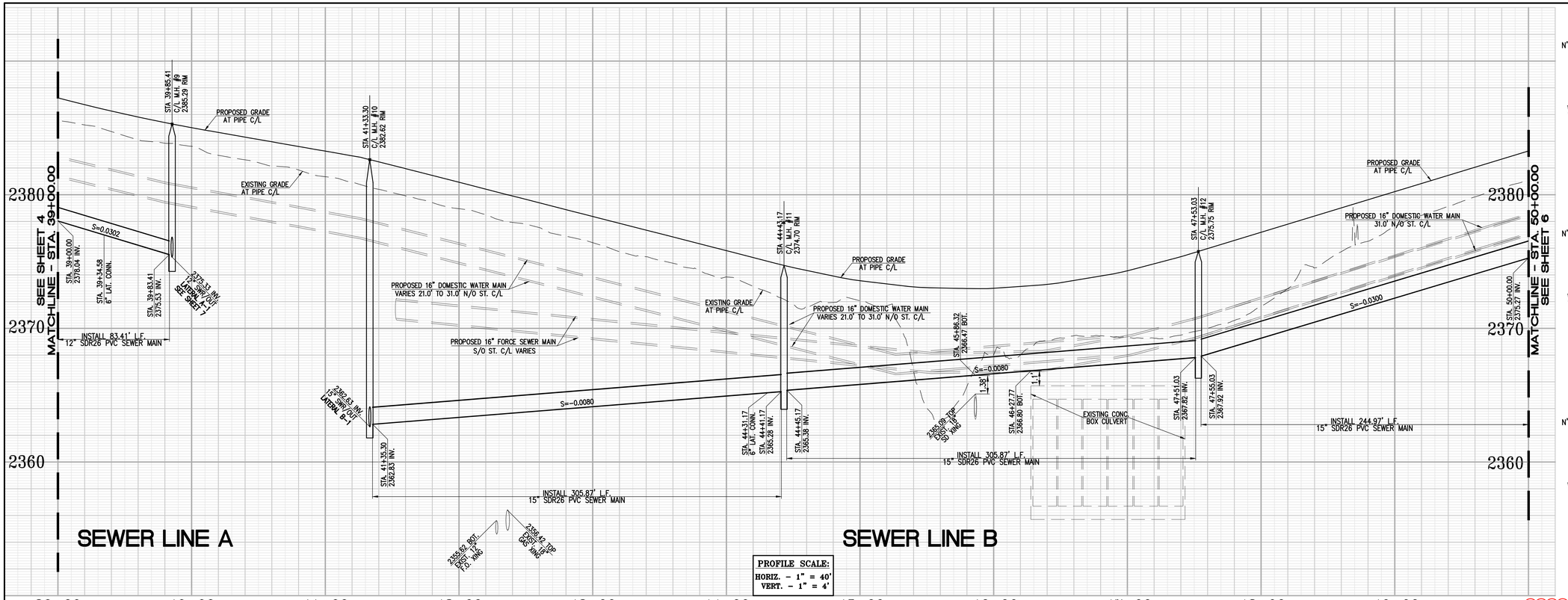

PROFILE SCALE:
HORIZ. – 1" = 40'
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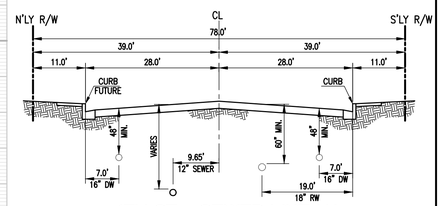
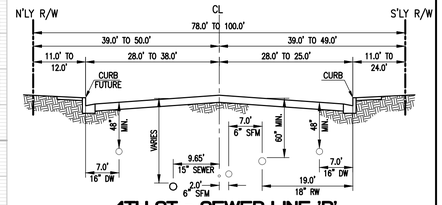
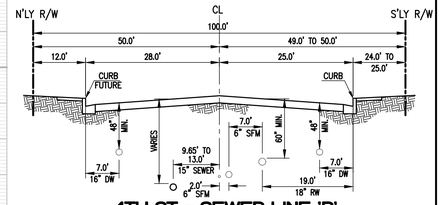


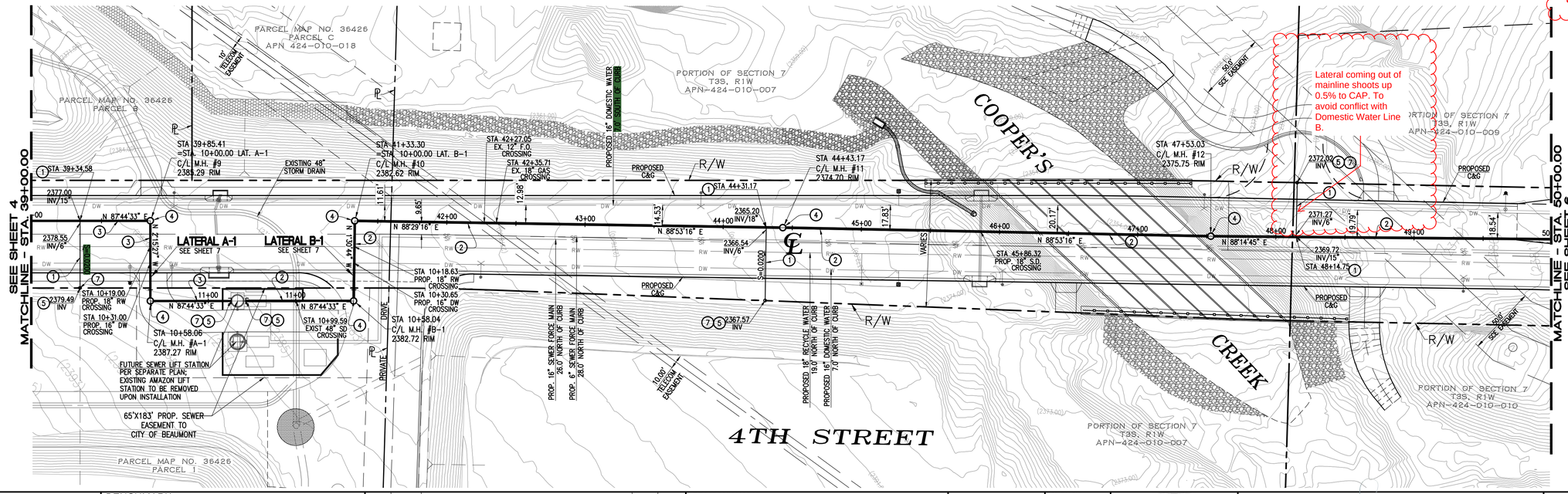
4TH ST – SEWER LINE 'A'
STA. 28+44.03 TO STA. 39+85.41
N.T.S.



4TH ST – SEWER LINE 'B'
STA. 41+33.30 TO STA. 47+53.03
N.T.S.



4TH ST – SEWER LINE 'B'
STA. 47+53.03 TO STA. 50+18.82
N.T.S.



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2. INSTALL 15" SDR26 PVC SEWER MAIN
3. INSTALL 12" SDR26 PVC SEWER MAIN
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Last Update: 6/4/20
O:\3000-3099\3080\SEWER\3080SEW-05.dwg

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NATIONAL GEODETIC SURVEY BENCHMARK NO. "D 1311"
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BY	MARK	DESCRIPTION	APPR.	DATE
ENGINEER		REVISIONS	CITY	

COMPANY NAME
Thienes Engineering, Inc.
CIVIL ENGINEERING • LAND SURVEYING
14349 FIRESTONE BOULEVARD
LA MIRADA, CALIFORNIA 90638
PH.(714)521-4811 FAX(714)521-4173

6/23/2020
REINHARD STENZEL DATE
R.C.E. 56155 EXPIRE 12-31-20

SEAL
REGISTERED PROFESSIONAL ENGINEER
REINHARD STENZEL
R.C.E. NO. 56155
Exp. 12-31-20
CIVIL
STATE OF CALIFORNIA

DESIGN BY: J.P.
DRAWN BY: J.P.
CHECKED BY: R.S.
SCALE:
DATE:
JOB NUMBER:

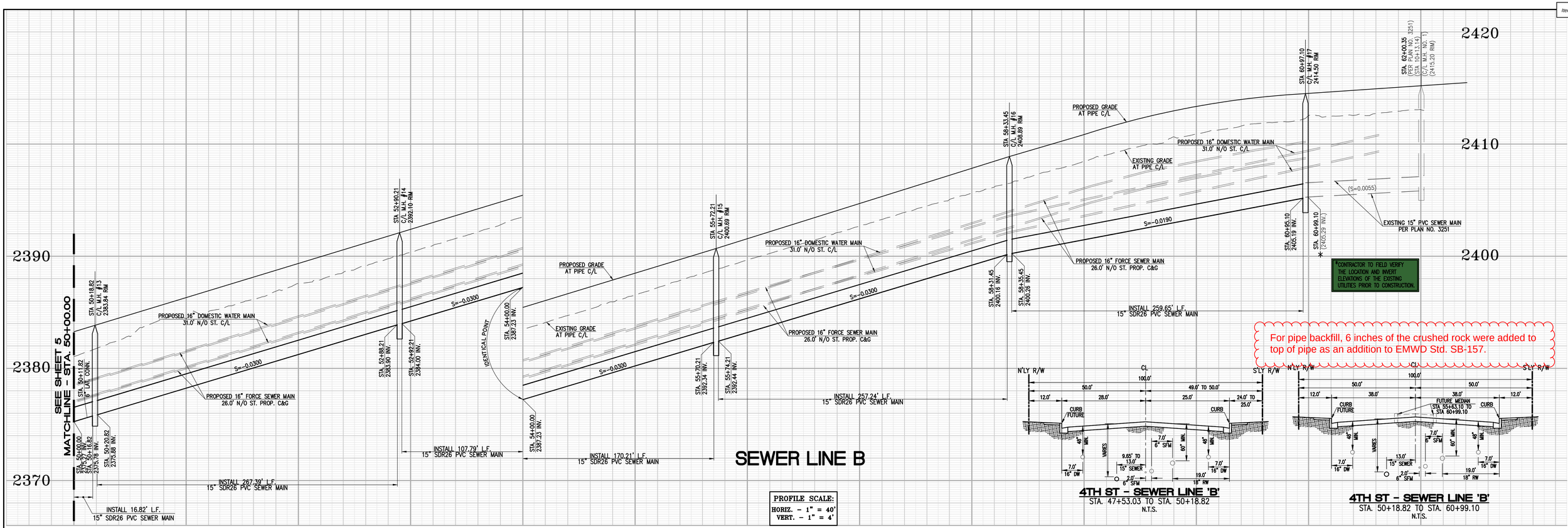
CITY of BEAUMONT CALIFORNIA INC. NOV. 18, 1912

Reviewed By: _____ Staff Engineer Date: 7/23/2020
Recommended for Approval By: _____ Administrative Engineer Date: 7/23/2020
Approved By: _____ City Engineer/Director of Public Works Date: 08/24/20

CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
550E. 6th St.
Beaumont, CA 92223
TEL: (951) 769-8520 FAX: (951) 769-8526

CITY OF BEAUMONT, CALIFORNIA
PUBLIC SEWER IMPROVEMENTS
STA. 39+00.00 TO STA. 50+00.00
FOR
4TH STREET
WEST OF POTRERO BLVD.
PLAN & PROFILE

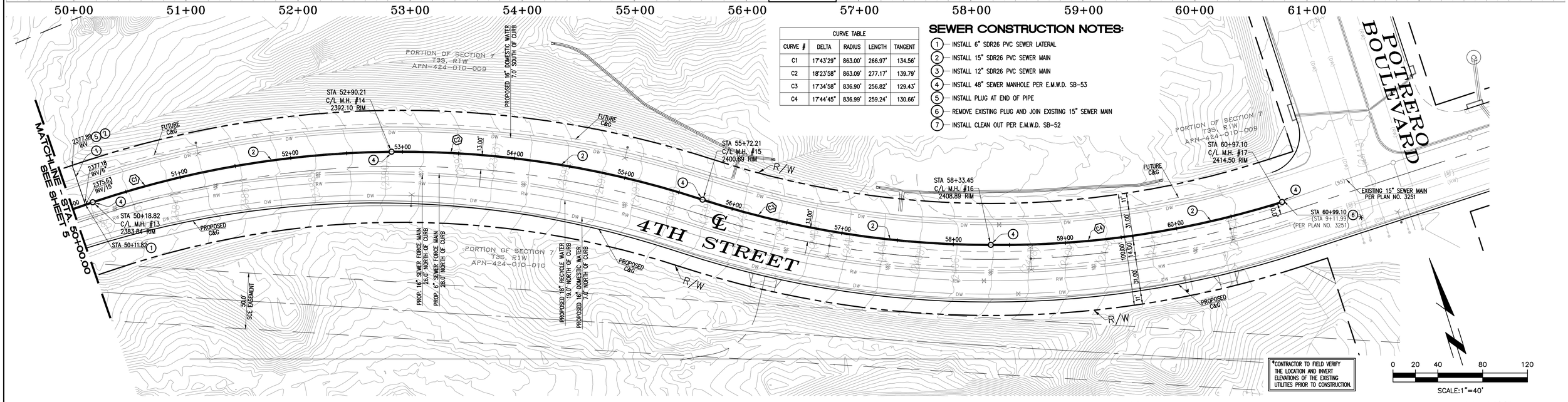
SHEET 5 OF 7 SHEETS
FILE NO: 3316
PW2020-0430



For pipe backfill, 6 inches of the crushed rock were added to top of pipe as an addition to EMWD Std. SB-157.

4TH ST - SEWER LINE 'B'
STA. 47+53.03 TO STA. 50+18.82
N.T.S.

4TH ST - SEWER LINE 'B'
STA. 50+18.82 TO STA. 60+99.10
N.T.S.



CURVE TABLE				
CURVE #	DELTA	RADIUS	LENGTH	TANGENT
C1	17°43'29"	863.00'	266.97'	134.56'
C2	18°23'58"	863.09'	277.17'	139.79'
C3	17°34'58"	836.90'	256.82'	129.43'
C4	17°44'45"	836.99'	259.24'	130.66'

SEWER CONSTRUCTION NOTES:

1. INSTALL 6" SDR26 PVC SEWER LATERAL
2. INSTALL 15" SDR26 PVC SEWER MAIN
3. INSTALL 12" SDR26 PVC SEWER MAIN
4. INSTALL 48" SEWER MANHOLE PER E.M.W.D. SB-53
5. INSTALL PLUG AT END OF PIPE
6. REMOVE EXISTING PLUG AND JOIN EXISTING 15" SEWER MAIN
7. INSTALL CLEAN OUT PER E.M.W.D. SB-52

Last Update: 6/4/20
O:\3000-3099\3080\SEWER\3080SEW-06.dwg

DIGALERT
Call 2 Working Days Before You Dig! 811

BENCHMARK:
NATIONAL GEODETIC SURVEY BENCHMARK NO. "D 1311"
1.4 MILES WEST OF BEAUMONT ON INTERSTATE 10 TO SAN TIMEOTEO CANYON ROAD NEAR FRONTAGE ROAD ON SOUTH(WEST) SIDE OF INTERSTATE 10, 0.1 MILES SOUTHEAST ALONG FRONTAGE ROAD, SOUTH AND ACROSS THE ROAD FROM A GUY POLE 25.9 FEET SOUTH OF THE CENTERLINE OF FRONTAGE ROAD, 1.8 FEET WEST OF POWERPOLE AND 1.5 FEET EAST OF A WITNESS POST, INSIDE A 4 INCH PVC PIPE WITH SCREW PLUG 1 INCH ABOVE GROUND (ELEVATION = 2468.07). ALSO SHOWN ON "HIGHWAY 60 / POTRERO BLVD. INTERCHANGE STATIC GPS PROJECT CONTROL DIAGRAM" AND IDENTIFIED THEREON AS 3508 BM DX3474 WHEREIN THE PUBLISHED ELEVATION = 2468.07 IS CORRECTED WITH A MEASURED ELEVATION = 2468.061', USED HEREON.
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BY	MARK	DESCRIPTION	APPR.	DATE
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PH.(714)521-4811 FAX(714)521-4173

6/23/2020
REINHARD STENZEL — DATE
R.C.E. 56155 EXPIRE 12-31-20

SEAL: REGISTERED PROFESSIONAL ENGINEER — REINHARD STENZEL — R.C.E. NO. 56155 — Exp. 12-31-20 — CIVIL — STATE OF CALIFORNIA

DESIGN BY: J.P.
DRAWN BY: J.P.
CHECKED BY: R.S.
SCALE:
DATE:
JOB NUMBER:

CITY OF BEAUMONT — CALIFORNIA INC. NOV. 18, 1912

Reviewed By: Staff Engineer — Date: 7/23/2020
Recommended for Approval By: Administrative Engineer — Date: 7/23/2020
Approved By: City Engineer/Director of Public Works — Date: 08/24/20

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CITY OF BEAUMONT, CALIFORNIA
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STA. 50+00.00 TO STA. 60+97.10
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4TH STREET
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PLAN & PROFILE

SHEET 6 OF 7 SHEETS
FILE NO: 3316
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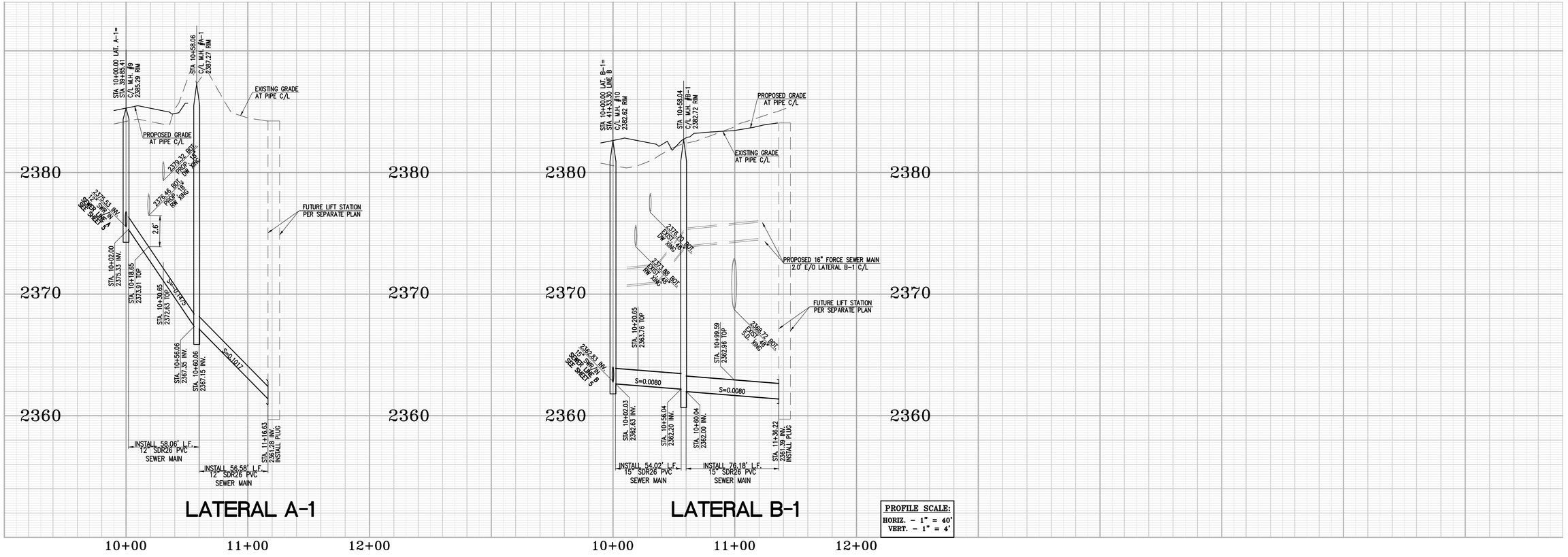
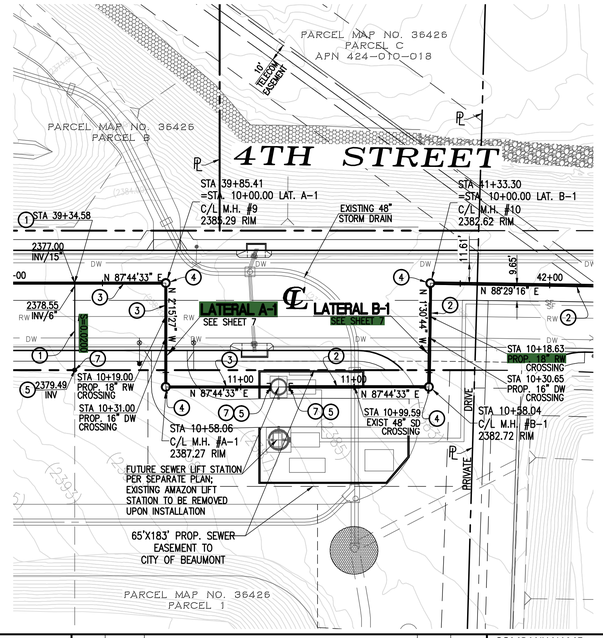
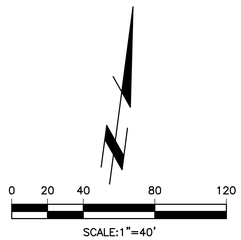


PROFILE SCALE:
HORIZ. - 1" = 40'
VERT. - 1" = 4'





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Last Updated: 6/4/20
D:\3000-3099\3080\SEWER\3080SEW-07.dwg

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BENCHMARK:
NATIONAL GEODETIC SURVEY BENCHMARK NO. "D 1311"
1.4 MILES WEST OF BEAUMONT ON INTERSTATE 10 TO SAN TIMEOTEO CANYON ROAD NEAR FRONTAGE ROAD ON SOUTH(WEST) SIDE OF INTERSTATE 10, 0.1 MILES SOUTHEAST ALONG FRONTAGE ROAD, SOUTH AND ACROSS THE ROAD FROM A GUY POLE 25.9 FEET SOUTH OF THE CENTERLINE OF FRONTAGE ROAD, 1.8 FEET WEST OF POWERPOLE AND 1.5 FEET EAST OF A WITNESS POST, INSIDE A 4 INCH PVC PIPE WITH SCREW PLUG 1 INCH ABOVE GROUND (ELEVATION = 2468.07). ALSO SHOWN ON "HIGHWAY 60 / POTRERO BLVD. INTERCHANGE STATIC GPS PROJECT CONTROL DIAGRAM" AND IDENTIFIED THEREON AS 3508 BM DX3474 WHEREIN THE PUBLISHED ELEVATION = 2468.07 IS CORRECTED WITH A MEASURED ELEVATION = 2468.061', USED HEREON.
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BY	MARK	DESCRIPTION	APPR.	DATE
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PH.(714)521-4811 FAX(714)521-4173

6/23/2020
REINHARD STENZEL DATE
R.C.E. 56155 EXPIRE 12-31-20

SEAL: REGISTERED PROFESSIONAL ENGINEER * REINHARD STENZEL * R.C.E. NO. 56155 Exp. 12-31-20 * CIVIL * STATE OF CALIFORNIA

DESIGN BY: J.P.
DRAWN BY: J.P.
CHECKED BY: R.S.
SCALE:
DATE:
JOB NUMBER:

CITY OF BEAUMONT CALIFORNIA INC.NOV.18,1912

Reviewed By: Staff Engineer Date: 7/23/2020
Recommended for Approval By: Administrative Engineer Date: 7/23/2020
Approved By: City Engineer/Director of Public Works Date: 08/24/20

CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
550E. 6th St
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TEL: (951) 769-8520 FAX: (951) 769-8526

CITY OF BEAUMONT, CALIFORNIA
PUBLIC SEWER IMPROVEMENTS
STA. 39+00.00 TO STA. 50+00.00
FOR
4TH STREET
WEST OF POTRERO BLVD.
PLAN & PROFILE

SHEET 7 OF 7 SHEETS
FILE NO: 3316
PW2020-0430

Basic Gov (Sales Force) #
File #

AGREEMENT TO PROVIDE SECURITY FOR IMPROVEMENTS FOR TRACT MAP OR PARCEL MAP OR PLOT PLAN

(Tract Map/Parcel Map 36426/Plot Plan No.PP2018-0134)
for Sewer Main Improvements

THIS AGREEMENT TO PROVIDE SECURITY FOR IMPROVEMENTS ("Security Agreement") is made by and between CITY OF BEAUMONT ("CITY") and MPLD II INLAND EMPIRE, LLC, a Delaware limited liability company ("DEVELOPER").

RECITALS

A. DEVELOPER has applied to the CITY for permission to develop certain real property, pursuant to Tract Map/Parcel Map/Plot Plan # 36426, ("Map"). DEVELOPER has also asked the CITY to accept the dedication of the street or streets and other proposed public rights-of-way, parks and recreation facilities, and easements as depicted on the Map and to otherwise approve the Map so that it may be recorded as required by law; and

B. The CITY requires, as a condition precedent to the acceptance and approval of the Map and the dedication of the public rights-of-way and easements depicted thereon, that such rights-of-way be improved with (for example) grading, paving, curbs, gutters, sidewalks, street lights, storm drains, sanitary sewers and appurtenances thereto, street name signs, survey monuments, electrical and telecommunications, water pipes, water mains, fire hydrants and appurtenances thereto, and landscaping, including any warranty work for all such improvements (collectively, "Improvements"); and

C. The Improvements have not yet been constructed and completed and it is the purpose of this Security Agreement to set forth the terms and conditions by which the DEVELOPER shall guarantee that such Improvements shall be constructed and completed within the time set forth herein.

AGREEMENT

NOW, THEREFORE, in consideration of the acceptance of the DEVELOPER's offer of dedication and the approval of the Map for filing and recording as provided and required by law, the CITY and the DEVELOPER hereby agree as follows:

1. Provision of Improvements. DEVELOPER shall provide, at the DEVELOPER's sole cost and expense, all necessary labor and materials to complete the construction of the Improvements depicted on the Map and described in the conditions of approval of the Map within one (1) year of the date of this Security Agreement.

2. Inspection by the CITY. The CITY shall inspect, at the DEVELOPER's sole cost and expense, all of the work, labor and materials performed and provided by the DEVELOPER in connection with the Improvements.

3. Compliance with Plans and Specifications. The Improvements shall be constructed and installed in strict accordance with the CITY-approved plans and specifications.

4. Security for Performance. Concurrently with the execution of this Security Agreement by DEVELOPER, DEVELOPER shall deliver to the CITY a performance bond issued by a corporate surety in substantially the form required by California Government Code 66499.1 and attached hereto as **Exhibit "A"**, in an amount that is not less than 100% of the total estimated cost of the Improvements and any warranty therefor. The performance bond shall be issued by an "admitted" corporate surety insurer authorized to do business in the State of California and the surety insurer shall have an A.M. Best rating of at least "A, XV". The surety insurer shall have assets exceeding its liabilities in the amount equal to or in excess of the amount of the bond, and the bond shall not be in excess of 10% of the surety insurer's assets. The security or bond shall also insure against any and all defects in the Improvements for a period of not less than one full year after the date of acceptance thereof by the CITY. The bond shall be duly executed and shall meet all the requirements of Section 995.660 of the California Code of Civil Procedure.

5. Security for Contractors, Subcontractors, Laborers and Materialmen. The DEVELOPER shall also provide a payment bond issued by a corporate surety for the security of laborers and materialmen, which bond or bonds shall be in substantially the form required by California Government Code Section 66499.2 attached hereto as **Exhibit "B"** and made a part hereof. The amount of the bond(s) shall be no less than 100% of the total estimated amount needed to secure payment to the contractor, to the subcontractors, and to the persons furnishing labor, materials, or equipment to them for the Improvements. The laborers and materialmen bond shall be provided by an "admitted" corporate surety insurer authorized to transact surety insurance in the State of California with an A.M. Best rating of "A, XV", and with assets exceeding its liabilities in the amount equal to or in excess of the amount of the bond, and the bond shall not be in excess of 10% of the surety insurer's assets. The bond shall be duly executed and shall meet all the requirements of Section 995.660 of the California Code of Civil Procedure.

6. General Liability and Worker's Compensation Insurance. The DEVELOPER shall, before commencing any work, obtain commercial general liability insurance (primary) of not less than $2,000,000.00 per occurrence for all coverages and $2,000,000.00 general aggregate. The CITY and its employees and agents shall be added as additional insureds. Coverage shall apply on a primary non-contributing basis in relation to any other insurance or self-insurance, primary or excess, available to the CITY or any employee or agent of the CITY. Coverage shall not be limited to the vicarious liability or supervisory role of any additional insured. Coverage shall contain no contractors' limitation endorsement. There shall be no endorsement or modification limiting the scope of coverage for liability arising from pollution, explosion, collapse, underground property damage or employment-related practices. Such insurance shall not prohibit the DEVELOPER, and its employees or agents, from waiving the right of subrogation prior to a loss. The DEVELOPER waives its right of subrogation against the CITY. Unless otherwise approved by the CITY, the DEVELOPER's insurance shall be written by insurers authorized to do business in the State of California and with a minimum A.M. Best rating of "A, XV." Self-insurance shall not be considered to comply with these insurance specifications. The DEVELOPER agrees to require all contractors, subcontractors and other parties hired for the Improvements to purchase and maintain insurance of the types specified herein, naming as additional insureds all of the parties to this Security Agreement. The DEVELOPER shall, before commencing any work, obtain Worker's

Compensation Insurance in an amount required by law and, failing to do so, the CITY may procure such insurance at the cost of the DEVELOPER.

7. Comprehensive Commercial General and Automobile Liability Insurance. The DEVELOPER, before commencing any work shall, at its own expense, maintain comprehensive commercial general and automobile liability insurance issued by a California-admitted surety company with an A.M. Best rating of no less than "A, XV" for $2,000,000 per occurrence. Coverage shall be for the entire duration of the permitted activities. Such liability insurance policy shall name, by endorsement, the City as an additional insured.

8. Indemnification. Notwithstanding the provisions of Government Code, Section 66474.9 or any other statutes of similar import, and to the full extent permitted by law, the DEVELOPER shall defend, indemnify and hold harmless the CITY, its employees, agents, officials and attorneys, from and against any liability, claims, suits, actions, arbitration proceedings, administrative proceedings, regulatory proceedings, losses, expenses or costs of any kind or nature, whether actual, alleged or threatened, reasonable attorneys' fees, court costs, interest, expert witness fees and any other costs or expenses of any kind whatsoever, without restriction or limitation, incurred in relation to, as a consequence of, or arising out of or in any way attributable actually, allegedly or impliedly, in whole or in part, to the Map, the Improvements, this Agreement, or any matter related to the same; provided, however, that the indemnification to be provided by DEVELOPER to the CITY pursuant to the terms of this paragraph shall not be applicable where the aforementioned liability, claim, suit or action is the result of the sole negligence or sole willful misconduct of the CITY.

9. Procedure for Release of Performance Bond Security. The security furnished by the DEVELOPER shall be released in whole or in part in the following manner:

a. Security shall be released upon final completion and acceptance of the Improvements. If the security furnished by the DEVELOPER is a documentary evidence of security, such as a surety bond, the CITY shall release the documentary evidence and return the original to the Surety upon final completion and acceptance of the Improvements. In the event the CITY is unable to return the original documentary evidence to the Surety, the security shall be released by written notice sent by certified mail to the DEVELOPER and to the Surety within 30 days of the City's acceptance of the Improvements. The written notice shall contain a statement that the work for which security was furnished has been completed and accepted, a description of the Improvements, and the notarized signature of an authorized CITY official.

At such time as the DEVELOPER believes that the work for which the security was required is complete and makes payment of a partial exoneration fee of $350 to the CITY, the DEVELOPER shall notify the CITY in writing of the completed work, including a list of work completed. Upon receipt of the written notice, the CITY shall have 45 days to review and comment or approve the completion of the Improvements. If the CITY does not agree that all work has been completed in accordance with the plans and specifications for the Improvements, it shall supply a list of all remaining work to be completed.

c. Within 45 days of receipt of the CITY's list of remaining work, the DEVELOPER may then provide cost estimates for all remaining work for review and approval by the CITY.

d. Upon receipt of the cost estimates, the CITY shall then have 45 days to review, comment, and approve, modify or disapprove those cost estimates. The CITY shall not be required to engage in this process of partial release more than once between the start of work and the completion and acceptance of all work.

e. The DEVELOPER shall complete the works of Improvement until all remaining items are accepted by the CITY. Upon completion of the Improvements, the DEVELOPER shall be notified in writing by the CITY within 45 days and, within 45 days of the date of the CITY's notice, the release of any remaining performance security shall be made within 60 days of the recording of the Notice of Completion.

10. Procedure for Release of Payment Bond Security. Security securing the payment to the contractor, his or her subcontractors and persons furnishing labor, materials or equipment may, after passage of the time within which mechanic's liens and stop notices are required to be recorded and after acceptance of the Improvements, be reduced by Surety to an amount equal to the total claimed by all claimants for whom mechanic's liens and stop notices have been recorded and notice thereof given in writing to the CITY, and if no claims have been recorded, the security may be released in full.

11. Security for One-Year Warranty Period. DEVELOPER shall guarantee or warranty the work done pursuant to this Agreement for a period of one year after final formal acceptance of the SUBDIVISION by the City Council against any defective work or labor done or defective materials furnished. If within the warranty period any work or improvement or part of any work or improvement done, furnished, installed, or constructed by DEVELOPER fails to fulfill any of the requirements of this Agreement or the improvement plans and specifications referred to herein, DEVELOPER shall without delay and without any cost to CITY, repair or replace or reconstruct any defective or otherwise unsatisfactory part or parts of the work or structure. Should DEVELOPER fail to act promptly or in accordance with this requirement, DEVELOPER hereby authorizes CITY, at CITY's option, to perform the work twenty (20) days after mailing written notice of default to DEVELOPER and to DEVELOPER's surety, and agrees to pay the cost of such work by CITY. Should CITY determine that an urgency requires repairs or replacements to be made before DEVELOPER can be notified, CITY may, in its sole discretion, make the necessary repairs or replacement or perform the necessary work and DEVELOPER shall pay to CITY the cost of such repairs. If no claims have been made under the warranty bond during the warranty period, City shall release the warranty bond. The release procedures described in paragraphs 9 and 10 above shall not apply to any required guarantee and warranty period nor to the amount of the performance bond security deemed necessary by the CITY for the guarantee and warranty period nor to costs and reasonable expenses and fees, including reasonable attorneys' fees.

12. Binding Effect. This Security Agreement shall be binding upon and shall inure to the benefit of the parties hereto, their legal representatives and their successors and assigns.

13. Authority to Execute. The DEVELOPER hereby warrants and represents to the CITY that the individual signing this Security Agreement on behalf of the DEVELOPER is vested with the unconditional authority to do so pursuant to, and in accordance with, all applicable legal requirements, and has the authority bind the DEVELOPER hereto.

14. No Assignment. The DEVELOPER may not assign this Security Agreement, or any part thereof, to another without the prior written consent of the CITY.

15. Attorneys' Fees. In the event of legal action to enforce or interpret this Agreement or any of its provisions, the prevailing party shall be entitled, in addition to any other form of relief, to recover its reasonable attorneys' fees and costs of suit.

16. Execution in Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original, but which together shall constitute a single agreement.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed on the dates listed below.

CITY OF BEAUMONT

_____

By: _____
Mayor

Date: _____

DEVELOPER:

MPLD II INLAND EMPIRE, LLC,
a Delaware limited liability company

By: MPLD II REIT A,
a Texas real estate investment trust,
its sole member

By: _____
Name: DAVID BUCK
Title: Executive Managing Director

Date: 8-20-20

Address: 9330 Colonnade Boulevard, Suite 600, San Antonio, TX 78230-2239

Bond No. 107174939

EXHIBIT "A"

PERFORMANCE BOND

WHEREAS, the City Council of the City of Beaumont, State of California, and MPLD II INLAND EMPIRE, LLC, a Delaware limited liability company(hereinafter designated as "Principal") have entered into Agreement To Provide Security For Improvements For Tract Map Or Parcel Map Or Plot Plan, dated _____ , 20__, whereby Principal agrees to install and complete certain designated public improvements itemized and described on Tract Map, Parcel Map or Plot Plan No. 36426 (Sewer Improvements), which is hereby incorporated herein and made a part hereof; and

WHEREAS, Principal is required under the terms of the said agreement to furnish a bond for the faithful performance of said agreement.

NOW, THEREFORE, we, the Principal and Travelers Casualty and Surety Company of America , as Surety, are held and firmly bound unto the City of Beaumont (hereinafter called "City"), in the penal sum of **Nine Hundred Eighty Six Thousand One Hundred Seventy Seven and 00/100 dollars ($986,177.00)** lawful money of the United States, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, successors, executors and administrators, jointly and severally, firmly by these presents.

The condition of this obligation is such that if the above bounded Principal, his or its heirs, executors, administrators, successors or assigns, shall in all things stand to and abide by, and well and truly keep and perform the covenants, conditions and provisions in the said agreement and any alteration thereof made as therein provided, on his or their part to be kept and performed at the time and in the manner therein specified, and in all respects according to their true intent and meaning, and shall indemnify and save harmless the City, its officers, agents and employees as therein stipulated, then this obligation shall become null and void; otherwise it shall be and remain in full force and effect.

As part of the obligation secured hereby and in addition to the face amount specified therefor, there shall be included costs and reasonable expenses and fees, including reasonable attorney's fees, incurred by the City in successfully enforcing such obligation, all to be taxed as costs and included in any judgment therein rendered.

The Surety hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the agreement or to the work to be performed thereunder or the specifications accompanying the same shall in any way affect its obligations on this bond, and it does hereby waive notice of any such change, extension of time, alteration or addition to the terms of the agreement or to the work or to the specifications.

[signatures on following page]

IN WITNESS WHEREOF, this instrument has been duly executed by the Principal and Surety above named, on August 3rd, 2020.

PRINCIPAL:

MPLD II INLAND EMPIRE, LLC,
a Delaware limited liability company

By: MPLD II REIT A,
a Texas real estate investment trust,
its sole member

By: _____
Name: DAVID BUCK
Title: Executive Managing Director

Date: 8-20-20

Address: 9330 Colonnade Boulevard, Suite 600, San Antonio, TX 78230-2239

SURETY:

Travelers Casualty and Surety Company of America, a Connecticut corporation

By: _____

Name: Jeremy Polk

Title: Attorney-in-Fact

Address: 655 N Central Ave, Suite 1100, Glendale, CA 91203

ALL SIGNATURES MUST BE ACKNOWLEDGED BEFORE A NOTARY PUBLIC

Acknowledgement Form

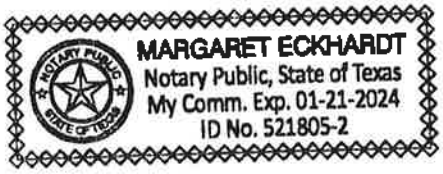
State of Texas)

)ss.:

County of Bexar)

On the 20th day of August in the year 2020, before me, the undersigned notary public, personally appeared David Buck, personally known to me or proved to me on the basis of satisfactory evidence to be the individual(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 capacity(ies), and that by his/her/their signature(s) on the instrument, the individual(s), or the person upon behalf of which the individual(s) acted, executed the instrument.

Margaret Eckhardt Notary Public



ACKNOWLEDGEMENT

State of Arizona

County of Maricopa

On 8/3/2020 *before me personally appeared* ***Jeremy Polk*** *whose identity was proven to me on the basis of satisfactory evidence to be the person who he or she claims to be, and acknowledged that he or she signed the attached document.*

(Seal)

Notary Public State of Arizona
Maricopa County
Matthew Stanton Erra
My Commission Expires 03/09/2022
Commission Number 203332566

Notary Signature

Matthew Stanton Erra
Commission Expires March 9th, 2022

TRAVELERS

Travelers Casualty and Surety Company of America
Travelers Casualty and Surety Company
St. Paul Fire and Marine Insurance Company

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint **Jeremy Polk** of **PHOENIX** **Arizona** , their true and lawful Attorney-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this **3rd** day of **February, 2017.**

State of Connecticut

City of Hartford ss.

By: _____
Robert L. Raney, Senior Vice President

On this the **3rd** day of **February, 2017,** before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.

My Commission expires the **30th** day of **June, 2021**

Marie C. Tetreault
Marie C. Tetreault, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this **3rd** day of **August** , **2020**

Kevin E. Hughes, Assistant Secretary

To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.
Please refer to the above-named Attorney-in-Fact and the details of the bond to which the power is attached.

Bond No. 107174939

EXHIBIT "B"

PAYMENT BOND

WHEREAS, the City Council of the City of Beaumont, State of California, and MPLD II INLAND EMPIRE, LLC, a Delaware limited liability company (hereafter designated as "the Principal") have entered into Agreement To Provide Security For Improvements For Tract Map Or Parcel Map Or Plot Plan, dated ____ , 20__, whereby Principal agrees to install and complete certain designated sewer public improvements which is hereby incorporated herein and made a part hereof; and

WHEREAS, under the terms of the said agreement, the Principal is required before entering upon the performance of the work, to file a good and sufficient payment bond with the City of Beaumont to secure the claims to which reference is made in Title 3 (commencing with Section 9000, et seq.) of Part 6 of Division 4 of the Civil Code of the State of California.

NOW, THEREFORE, the Principal and the undersigned as corporate surety, are held firmly bound unto the City of Beaumont and all contractors, subcontractors, laborers, materialmen, and other persons employed in the performance of the said agreement and referred to at Title 3 (commencing with Section 9000, et seq.) of Part 6 of Division 4 of the Civil Code in the sum of **Nine Hundred Eighty Six Thousand One Hundred Seventy Seven and 00/100 dollars ($986,177.00) dollars**, for materials furnished or labor thereon of any kind, or for amounts due under the Unemployment Insurance Act with respect to this work or labor, that the Surety will pay the same in an amount not exceeding the amount hereinabove set forth, and also in case suit is brought upon this bond, will pay, in addition to the face amount thereof, costs and reasonable expenses and fees, including reasonable attorney's fees, incurred by the City in successfully enforcing this obligation, to be awarded and fixed by the court, and to be taxed as costs and to be included in the judgment therein rendered.

It is hereby expressly stipulated and agreed that this bond shall inure to the benefit of any and all persons, companies, and corporations entitled to file claims under Title 3 (commencing with Section 9000, et seq.) of Part 6 of Division 4 of the Civil Code, so as to give a right of action to them or their assigns in any suit brought upon this bond.

Should the condition of this bond be fully performed, then this obligation shall become null and void, otherwise it shall be and remain in full force and effect.

The Surety hereby stipulates and agrees that no change, extension of time, alteration, or addition to the terms of the agreement or the specifications accompanying the same shall in any manner affect its obligations on this bond, and it does hereby waive notice of any such change, extension, alteration, or addition.

[signatures on following page]

IN WITNESS WHEREOF, this instrument has been duly executed by the Principal and Surety above named, on August 3rd, 2020.

PRINCIPAL:

MPLD II INLAND EMPIRE, LLC,
a Delaware limited liability company

By: MPLD II REIT A,
a Texas real estate investment trust,
its sole member

By: _____
Name: DAVID BUCK
Title: Executive Managing Director

Date: 8-20-20

Address: 9330 Colonnade Boulevard, Suite 600, San Antonio, TX 78230-2239

SURETY:

Travelers Casualty and Surety Company of America, a Connecticut corporation

By: _____

Name: Jeremy Polk

Title: Attorney-in-Fact

Address: 655 N Central Ave, Suite 1100, Glendale, CA 91203

ALL SIGNATURES MUST BE ACKNOWLEDGED BEFORE A NOTARY PUBLIC

Acknowledgement Form

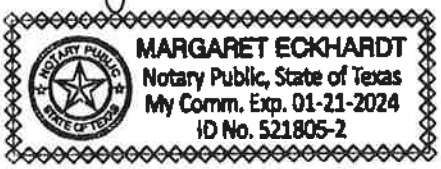
State of Texas)

)ss.:

County of Bexar)

On the 20th day of August in the year 2020, before me, the undersigned notary public, personally appeared David Buck, personally known to me or proved to me on the basis of satisfactory evidence to be the individual(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 capacity(ies), and that by his/her/their signature(s) on the instrument, the individual(s), or the person upon behalf of which the individual(s) acted, executed the instrument.

Margaret Eckhardt Notary Public



ACKNOWLEDGEMENT

State of Arizona

County of Maricopa

*On 8/3/2020 before me personally appeared **Jeremy Polk** whose identity was proven to me on the basis of satisfactory evidence to be the person who he or she claims to be, and acknowledged that he or she signed the attached document.*

(Seal)

Notary Public State of Arizona
Maricopa County
Matthew Stanton Erra
My Commission Expires 03/09/2022
Commission Number 203332566

Notary Signature

Matthew Stanton Erra
Commission Expires March 9th, 2022

TRAVELERS

Travelers Casualty and Surety Company of America
Travelers Casualty and Surety Company
St. Paul Fire and Marine Insurance Company

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint **Jeremy Polk** of **PHOENIX** **Arizona**, their true and lawful Attorney-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this **3rd** day of **February**, **2017.**

State of Connecticut

City of Hartford ss.

By: _____
Robert L. Raney, Senior Vice President

On this the **3rd** day of **February, 2017,** before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.

My Commission expires the **30th** day of **June, 2021**

Marie C. Tetreault
Marie C. Tetreault, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this **3rd** day of **August**, **2020**

Kevin E. Hughes, Assistant Secretary

To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.
Please refer to the above-named Attorney-in-Fact and the details of the bond to which the power is attached.

Bond No. 107506777

MAINTENANCE BOND

WHEREAS, the City of Beaumont ("City"), a municipal corporation, and MPLD II Inland Empire LLC (hereinafter "Principal"), have entered into an agreement by which Principal agrees to install and complete certain designated public improvements and to guarantee and warrant the work for the period of one year following its completion and acceptance, which said agreement, dated _____, and identified as 4th Street Sewer Improvements is hereby referred to and made a part hereof; and:

WHEREAS, Principal is required under the terms of the agreement to furnish a bond to guarantee and warrant the work for a period of one year following its completion and acceptance against any defective work or labor done, or defective materials furnished, to comply with the terms of the agreement.

NOW, THEREFORE, we, the Principal and Travelers Casualty and Surety Company of America ("Surety") admitted and duly authorized to transact business under the laws of the State of California as surety, are held and firmly bound unto the City of Beaumont as obligee, in the penal sum of Two Hundred Twenty One Thousand Eight Hundred Eighty Nine and 83/100 dollars ($ 221,889.83) lawful money of the United States, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, successors, executors, and administrators, jointly and severally, firmly by these presents.

The condition of this obligation is such that if the above bounded Principal, his or its heirs, executors, administrators, successors or assigns, shall in all things stand to and abide by, provisions in the agreement and any alteration thereof made as therein provided, on his or its part to be kept and performed at the time and in the manner therein specified, and in all respects according to their true intent and meaning, and shall indemnify and save harmless the City of Beaumont, its officers, agents and employees, as therein stipulated, then this obligation shall become null and void; otherwise it shall be and remain in full force and effect.

As a condition precedent to the satisfactory completion of the agreement, the obligation of the Principal and surety under this bond shall remain in effect for a period of one (1) year after the completion and acceptance of the work. During that time, if the Principal or his or its heirs, executors, administrators, successors or assigns, fails to make full, complete and satisfactory repair and replacement or totally protect the City from any loss or damage made evident during that year which results from or is caused by either defective materials or faulty workmanship in the prosecution of the work, then the obligation shall remain in full force and effect. However, anything in this paragraph to the contrary notwithstanding, the obligation of the Surety shall continue so long as any obligation of the Principal remains.

As a part of the obligation secured hereby and in addition to the face amount specified therefor, there shall be included costs and reasonable expenses and fees, including reasonable attorney's fees, incurred by the City of Beaumont in successfully enforcing such obligation, all to be taxed as costs and included in any judgment rendered.

The Surety hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the agreement or to the work to be performed thereunder or the specifications accompanying the same shall in anywise affect its obligations under this bond, and it does hereby waive notice of any such change, extension of time, alteration or addition to the terms of the agreement or to the work or to the specifications. The Surety waives all rights of subrogation against the City or any person employed by the City.

[signatures on following page]

IN WITNESS WHEREOF, this instrument has been duly executed by the Principal and Surety above named, on September 22nd, 2021.

PRINCIPAL:

MPLD II INLAND EMPIRE, LLC,
a Delaware limited liability company

By: MPLD II REIT A,
a Texas real estate investment trust,
its sole member

By: _____
Name: DAVID J. BUCK
Title: Executive Managing Direct
Date: 9-23-21

Address: 9330 Colonnade Boulevard, Suite 600
San Antonio, TX 78230-2239

SURETY:

Travelers Casualty and Surety Company of America, a Connecticut corporation

By: _____

Name: Jeremy Polk

Title: Attorney-in-Fact

Address: 655 N Central Ave, Suite 1100, Glendale, CA 91203

ALL SIGNATURES MUST BE ACKNOWLEDGED BEFORE A NOTARY PUBLIC

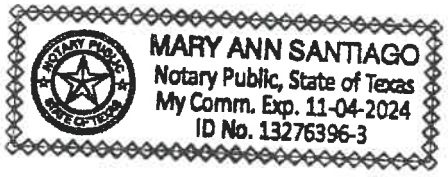
Acknowledgement Form

State of Texas)

)ss.:

County of Bexar)

On the 23 day of September in the year 2021, before me, the undersigned notary public, personally appeared David J. Buck, personally known to me or proved to me on the basis of satisfactory evidence to be the individual(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 capacity(ies), and that by his/her/their signature(s) on the instrument, the individual(s), or the person upon behalf of which the individual(s) acted, executed the instrument.



Mary Ann Santiago Notary Public

ACKNOWLEDGEMENT

State of Arizona

County of Maricopa

*On 9/22/2024 before me personally appeared **Jeremy Polk** whose identity was proven to me on the basis of satisfactory evidence to be the person who he or she claims to be, and acknowledged that he or she signed the attached document.*

(Seal)

Matthew Stanton Erra
Notary Public
Maricopa County, Arizona
My Comm. Expires 03-09-22
Commission No. 543674

Notary Signature

Matthew Stanton Erra
Commission Expires March 9th, 2022

TRAVELERS

Travelers Casualty and Surety Company of America
Travelers Casualty and Surety Company
St. Paul Fire and Marine Insurance Company

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint **Jeremy Polk** of **PHOENIX** **Arizona** , their true and lawful Attorney-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this **3rd** day of **February**, **2017.**

State of Connecticut

City of Hartford ss.

By: _____
Robert L. Raney, Senior Vice President

On this the **3rd** day of **February**, **2017**, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.

My Commission expires the **30th** day of **June**, **2021**

Marie C. Tetreault, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this **22nd** day of **September** , **2021**

Kevin E. Hughes, Assistant Secretary

To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.
Please refer to the above-named Attorney-in-Fact and the details of the bond to which the power is attached.

Punch List

Project Name: Public Sewer Force Main Improvement Plan 4th Street-West of Potrero

Project Number:PW2020-0432

Inspected By: Jason Craghead

Page: 1 of 1

Date: 6-15-2021

Item No.	Description	Completed by Construction (Sign/Date)	Accepted by (Sign/Date)
1)	Identify and mark 6" end cap for 6" force main near future lift station	6-28-21	6-28-21
2)	Identify and mark 16" end cap for 16" force main near future lift station	6-28-21	6-28-21

[COMPANY NAME]

BEAUMONT
CALIFORNIA

Punch List

Project Name: Public Sewer Improvement Plan 4th Street -West of Potrero BLVD **Project Number: PW2020-0430**

Inspected By: Jason Craghead **Page: 1 of 1** **Date: 6-15-2021**

Item No.	Description	Completed by Construction (Sign/Date)	Accepted by (Sign/Date)
1)	M.H #15,14,13, Raise M.H frame and cover per EMWD SB-53	6-28-21 Jason Craghead	6-28-21 Jason Craghead
2)	M.H A-1 Install frame and cover per EMWD SB-53	6-28-21 Jason Craghead	6-28-21 Jason Craghead
3)	M.H B-1 Install frame and cover per EMWD SB-53	6-28-21 Jason Craghead	6-28-21 Jason Craghead
4)	Clean outs at lift station to be installed per EMWD SB-52	6-28-21 Jason Craghead	6-28-21 Jason Craghead
5)	M.H 1-19, Modify covers to meet EMWD STD. SB-53 (drill ¾" pick hole in cover)	6-28-21 Jason Craghead	6-28-21 Jason Craghead
6)	Clean out manholes 1 through 19. Construction Debris inside bottom of manholes.	6-28-21 Jason Craghead	6-28-21 Jason Craghead

Staff Report

TO: City Council

FROM: Nicole Wheelwright, Deputy City Clerk

DATE November 2, 2021

SUBJECT: **Re-Ratification of Local Emergency and Re-Authorizing the Use of Teleconferencing to Conduct Public Meetings**

Background and Analysis:

On October 5, 2021, City Council adopted a resolution finding that certain conditions exist that necessitate the need to implement the Ralph M. Brown Act provisions provided by Government Code Section 54953. The recent amendment to Section 54953 allows the use of teleconferencing to conduct meetings of Beaumont's legislative bodies with exemptions to the process and procedure. These provisions are listed in full detail in the table below.

Assembly Bill 361 (AB361) was signed by Governor Newsom with an effective date of October 1, 2021, which provides exemptions to the procedures of conducting public meetings with the use of teleconferencing. Prior to AB361, the City of Beaumont conducted teleconferenced and hybrid public meetings in accordance with Executive Order N-08-21. That order held an expiration date of September 30, 2021.

AB361 amends Government Code Section 54953 to provide provisions to facilitate teleconferenced meetings during a declared state of emergency. These provisions can only be used in an active gubernatorial state of emergency. The provisions from this amendment are listed in the table below:

Brown Act Requirements	Provisions in AB361 Amendment
If the legislative body of a local agency elects to use teleconferencing, it shall post agendas at all teleconference locations and conduct teleconference meetings in a manner that protects the statutory and constitutional rights of the	Agendas not required to be posted at all teleconference locations. Meeting must still be conducted in a manner that protects the statutory and constitutional rights of the parties or the

parties or the public appearing before the legislative body of a local agency.	public appearing before the legislative body of a local agency.
If the legislative body of a local agency elects to use teleconferencing, each teleconference location shall be identified in the notice and agenda of the meeting or proceeding, and each teleconference location shall be accessible to the public.	Agendas are not required to identify each teleconference location in the meeting notice/agenda. Local agencies are not required to make each teleconference location accessible to the public.
If the legislative body of a local agency elects to use teleconferencing, during the teleconferenced meeting, at least a quorum of the members of the legislative body shall participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction.	No requirement to have a quorum of board members participate from within the territorial bounds of the local agency's jurisdiction.
If the legislative body of a local agency elects to use teleconferencing, the agenda shall provide an opportunity for members of the public to address the legislative body directly at each teleconference location.	In each instance in which notice of the time of the teleconferenced meeting is given or the agenda for the meeting is posted, the legislative body shall also give notice of the manner by which members of the public may access the meeting and offer public comment. The agenda shall identify and include an opportunity for all persons to attend via a call-in option or an internet-based service option. The legislative body shall allow members of the public to access the meeting, and the agenda shall include an opportunity for members of the public to address the legislative body directly. In the event of a disruption which prevents the local agency from broadcasting the meeting to members of the public using the call-in option or

	internet-based service option, or in the event of a disruption within the local agency's control which prevents members of the public from offering public comments using the call-in option or internet-based service option, the legislative body shall take no further action on items appearing on the meeting agenda until public access to the meeting via the call-in option or internet-based service option is restored. Written/remote public comment must be accepted until the point at which the public comment period is formally closed; registration/sign-up to provide/be recognized to provide public comment can only be closed when the public comment period is formally closed.
A member of the public shall not be required, as a condition to attendance at a meeting of a legislative body of a local agency, to register his or her name, to provide other information, to complete a questionnaire, or otherwise to fulfill any condition precedent to his or her attendance. If an attendance list, register, questionnaire, or other similar document is posted at or near the entrance to the room where the meeting is to be held or is circulated to the persons present during the meeting, it shall state clearly that the signing, registering, or completion of the document is voluntary, and that all persons may attend the meeting regardless of whether a person signs, registers, or completes the document.	An individual desiring to provide public comment through the use of an internet website, or other online platform, not under the control of the local legislative body that requires registration to log in to a teleconference, may be required to register as required by the third-party internet website or online platform to participate.

In order for a local agency to use the provisions provided by AB361, the agency must determine by majority vote that meeting in-person would present imminent risks to

health or safety of attendees and adopt a resolution stating such with a maximum period of thirty days. Thereafter, on a thirty-day basis, the City Council could then consider the continuance of teleconferenced public meetings by way of resolution after a re-evaluation of the state of emergency circumstances. In order to continue to facilitate meetings of the City's legislative bodies, City Council would affirm the following findings:

(A) The legislative body has reconsidered the circumstances of the state of emergency.
(B) Any of the following circumstances exist:
(i) The state of emergency continues to directly impact the ability of the members to meet safely in person.
(ii) State or local officials continue to impose or recommend measures to promote social distancing.

Fiscal Impact:

City staff estimates the cost to prepare this staff report to be $1,040.

Recommended Action:

Waive the full reading and adopt by title only, "A Resolution of the City Council of the City of Beaumont Proclaiming a Local Emergency Persists, Re-Ratifying the Proclamation of a State of Emergency by Executive Order N-09-21, and Re-Authorizing Remote Teleconference Meetings of the Legislative Bodies of the City of Beaumont for the Period of November 6, 2021, through December 6, 2021, Pursuant to Provisions of the Ralph M. Brown Act."

Attachments:

A. Resolution

RESOLUTION 2021-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BEAUMONT, CALIFORNIA, PROCLAIMING A LOCAL EMERGENCY PERSISTS, RE-RATIFYING THE PROCLAMATION OF A STATE OF EMERGENCY BY EXECUTIVE ORDER N-09-21, AND RE-AUTHORIZING REMOTE TELECONFERENCE MEETINGS OF THE LEGISLATIVE BODIES OF THE CITY OF BEAUMONT FOR THE PERIOD NOVEMBER 6, 2021 – DECEMBER 6, 2021, PURSUANT TO PROVISIONS OF THE RALPH M. BROWN ACT

WHEREAS, the City of Beaumont (the "City") is committed to preserving and nurturing public access and participation in meetings of the City Council; and

WHEREAS, all meetings of the City's legislative bodies are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code §§ 54950 – 54963) (the "Brown Act"), so that any member of the public may attend, participate, and watch the City's legislative bodies conduct their business; and

WHEREAS, the Brown Act, Government Code section 54953(e), makes provisions for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions; and

WHEREAS, a required condition is that a state of emergency is declared by the Governor pursuant to Government Code section 8625, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions as described in Government Code section 8558; and

WHEREAS, a proclamation is made when there is an actual incident, threat of disaster, or extreme peril to the safety of persons and property within the jurisdictions that are within the City's boundaries, caused by natural, technological, or human-caused disasters; and

WHEREAS, it is further required that state or local officials have imposed or recommended measures to promote social distancing, or, the legislative body meeting in person would present imminent risks to the health and safety of attendees; and

WHEREAS, the City Council previously adopted Resolution 2021-53 on October 5, 2021, finding that the requisite conditions exist for the legislative bodies of the City to conduct remote teleconference meetings without compliance with Government Code section 54953(b)(3); and

WHEREAS, as a condition of extending the use of the provisions found in Government Code section 54953(e), the City Council must reconsider the circumstances of the state of emergency that exists in the City, and the City Council has done so; and

WHEREAS, emergency conditions persist in the City, specifically, on March 4, 2020, the Governor of the State of California proclaimed a State of Emergency to exist in California as a

result of the threat of COVID-19; despite sustained efforts the virus continues to spread and is impacting nearly all sectors of California; and

WHEREAS, on June 9, 2021, the California Department of Public Health issued updated public health directives related to physical distancing and face coverings effective June 15, 2021, based on guidelines issued by the Centers for Disease Control and Prevention; and

WHEREAS, on or about July 28, 2021, Riverside County Public Health stated that "in light of the recent increase in local COVID-19 cases, Riverside County Public Health recommends residents follow the new state and federal guidance for face coverings. The current state and federal masking guidance recommend that vaccinated individuals wear face masks in public indoor settings. The state still requires unvaccinated individuals to wear masks indoors;" this remains the guidance of Riverside County Public Health; and

WHEREAS, the City Council does hereby find that the ongoing risk posed by the highly transmissible COVID-19 virus will continue to cause conditions of peril to the safety of persons within the City which are likely to be beyond the control of services, personnel, equipment, and facilities of the City, and the City Council desires to proclaim a local emergency and ratify the proclamation of state of emergency by the Governor of the State of California; and

WHEREAS, as a consequence of the local emergency persisting, the City Council does hereby find that the legislative bodies of the City shall continue to conduct their meetings without compliance with Government Code section 54953(b)(3), as authorized by Government Code section 54953(e), and that such legislative bodies shall continue to comply with the requirements to provide the public with access to the meetings as prescribed in Government Code section 54953(e)(2); and

WHEREAS, all meeting agendas stating meeting dates, times and the manner in which the public may attend and offer public comment by call-in option or internet-based service option shall be posted, at a minimum, on the City's website and at the City's main office.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BEAUMONT, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. Recitals.

The recitals set forth above are true and correct and are incorporated into this Resolution by this reference.

Section 2. Affirmation that Local Emergency Persists.

The City Council hereby considers the conditions of the state of emergency in the City and proclaims that a local emergency persists throughout the City, and the ongoing risk posed by the highly transmissible COVID-19 virus has caused, and will continue to cause, conditions of peril to the safety of persons within the City; furthermore, the guidance of Riverside County Public Health recommends physical distancing and face coverings.

Section 3. Re-ratification of Governor's Proclamation of a State of Emergency.

The City Council hereby ratifies the Governor of the State of California's Proclamation of State of Emergency, effective as of its issuance date of March 4, 2020.

Section 4. Remote Teleconference Meetings.

The Mayor, the City Manager, and legislative bodies of the City are hereby authorized and directed to take all actions necessary to carry out the intent and purpose of this Resolution including conducting open and public meetings in accordance with Government Code section 54953(e) and other applicable provisions of the Brown Act.

Section 5. Effective Date.

This Resolution shall take effect immediately upon its adoption and shall be effective until the earlier of (i) December 6, 2021, or such time the City Council adopts a subsequent resolution in accordance with Government Code section 54953(e)(3) to extend the time during which the legislative bodies of the City may continue to teleconference without compliance with Government Code section 54953(b)(3).

Section 6. Certification.

The Clerk of the City Council shall certify as to the adoption of this Resolution and shall cause the same to be processed in the manner required by law.

PASSED, ADOPTED, AND APPROVED, this 2nd day of November 2021, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Mike Lara, Mayor

ATTEST:

_____
Nicole Wheelwright, City Clerk

APPROVED AS TO FORM:

_____
John O. Pinkney, City Attorney

Staff Report

TO: City Council

FROM: Nicole Wheelwright, Deputy City Clerk

DATE November 17, 2021

SUBJECT: **Notice of Upcoming Vacancies on City Commissions and Committees**

Background and Analysis:

In accordance with Government Code Section 54970, also known as the "Maddy Act," the following notice of upcoming vacancies of City committees shall be posted for the fair and equal opportunity of citizens to be able to apply for the consideration of appointment. Per code, this list will be posted at the Beaumont Library for public view. As an added measure, not required by code, the City will also utilize social media outlets to advertise the vacancies with details on how to apply.

Fiscal Impact:

City staff estimates the cost to prepare this report to be $75.

Recommended Action:

Receive and file.

Attachments:

A. List of current seats and upcoming vacancies
B. Public Notice

City of Beaumont Planning Commission				
Municipal Code Section 2.24.040 - Term shall be four (4) years				
Qualifications: Beaumont resident, 18 years of age and a registered voter				
Meets: Second Tuesday of each month				
Appointee	Title	Date of Appointment	Date of Re-Appointment	Current Term Expires
Paul St. Martin	Commissioner	January 6, 2015	January 15, 2019	December 2022
Nathan Smith	Commissioner	December 21, 2010	January 15, 2019	December 2022
Patrick Stephens	Commissioner	January 15, 2019	December 15, 2020	December 2024
Anthony Colindres	Commissioner	November 5, 2019	December 15, 2020	December 2024
Jessica Black	Commissioner	December 15, 2020		December 2024

City of Beaumont Finance and Audit Committee				
Municipal Code Section 2.35.050 - Term shall be two (2) years (adopted September 2015). Term expiration dates were established at Council Meeting of Aug 1, 2017				
Qualifications: Beaumont resident or Beaumont business owner and 18 years of age				
Meets: First Monday of each month				
Appointee	Title	Date of Appointment	Date of Re-Appointment	Current Term Expires
Jennifer Ustation	CM or Highest Ranking Financial Staff Member	n/a		n/a
Julio Martinez	City Council Member	December 2020		December 2021
David Fenn	City Council Member	December 2020		December 2021
Baron Ginnetti	City Treasurer	January 15, 2019		n/a
Steve Cooley	Resident Member	June 2017	December 2020	December 2022
Thomas LeMasters	Resident Member	December 2020		December 2022
Vacant	Resident Member			December 2022
David Vanderpool	Resident Member	September 2021		December 2021
Vacant	Resident/Business Owner Member			December 2021
Dameon Butler	Alternate Member	December 2020		
Vacant	Alternate Member			

City of Beaumont Economic Development Committee				
Term expiration dates were established at Council Meeting August 1, 2017 - 2 year terms				
Qualifications: Local developer/economic representative, business community members, BUSD education representative, non-business community member or a industry expert				
Meets: Second Wednesday of each month excluding July				
Appointee	Title	Date of Appointment	Date of Re-Appointment	Current Term Expires
David Fenn	City Council Member	December 2020		December 2021
Rey Santos	City Council Member	December 2020		December 2021
Ebon Brown	BUSD/Secondary Education Representative	December 2019	December 2020	December 2022

Von Lawson	Post Secondary Education Representative	September 2019	January 2019	December 2021
Beaumont Chamber	Beaumont Chamber Representative	November 9, 2016	January 2020	n/a
Carl Vince	Beaumont Business Community Member	December 2020		December 2022
Monir Ahmed	Beaumont Business Community Member	January 2019	December 2020	December 2022
Allen Koblin	Beaumont Business Community Member	January 2019	December 2020	December 2022
Richard Bennecke	Community Member/Non Business Member	December 2020		December 2022
David Getka	Community Member/Non Business Member	December 2020		December 2022
Rob Moran	Local Developer/Economic Development Representative	January 2019	December 2020	December 2022
Angelina Segovia	Beaumont High School Student	December 2019	December 2020	December 2021
Casshandra Samuel	Alternate Member	December 2020		
Trina Fregozo	Alternate Member	December 2020		

Board of Administrative Appeals				
Term expiration dates were established by Ordinance 988 (2 years)				
Qualifications: 18 years of age, Beaumont resident or owners or employees of a Beaumont business				
Meets: on an as-needed basis				
Appointee	Title	Date of Appointment	Date of Re-Appointment	Current Term Expires
Elaine Morgan	Appeals Officer	December 2020		December 2022
Mandy Stephens	Appeals Officer	December 2020		December 2022
Dameon Butler	Appeals Officer	December 2020		December 2022
Jeena Cirivello	Appeals Officer	December 2020		December 2022
Allen McNabb	Appeals Officer	December 2020		December 2022
Vacant				
Vacant				
Vacant				
Vacant				

Notice of Vacancies for City of Beaumont Boards and Commissions

Beaumont, CA—Notice is hereby given that the Beaumont City Council is seeking to fill several vacancies on the Economic Development Committee, Finance and Audit Committee and Board of Administrative Appeals.

Planning Commission: No vacancies. Current terms expire December 2022 and December 2024.

Finance and Audit Committee: Seeking applications to fill three (3) vacancies for a term of two (2) years consisting of the following positions:

· Resident Member – 1 seat available
· Resident/Business Owner – 1 seat available
· Alternate Member – 1 seat available

The Committee meets regularly on the 2nd Monday of each month at 6:00 p.m. to review financial reports and be the oversight of finance related items as directed by Council. This is a non-compensated position.

Economic Development Committee: Seeking applications to fill one (1) vacancy for a term of two (2) years consisting of the following positions:

· Post Secondary Education Representative – 1 seat available

The Committee meets regularly on the 2nd Wednesday of each month at 4:00 p.m. to discuss and act in an advisory capacity to develop an Economic Development Strategic Plan for growth and recommend a vision for the future of Beaumont. This is a non-compensated position.

Board of Administrative Appeals: Seeking applications to fill four (4) vacancies for the Beaumont Board of Administrative Appeals for a term of two years. Board Members meet on an as-needed basis to conduct administrative hearings on written appeals made pursuant to the Beaumont Municipal Code. This is a non-compensated position.

Applications are available online at www.BeaumontCa.gov under Committees and Commission. The Beaumont City Council will conduct its first review of applicants at the regularly scheduled meeting of Tuesday, December 7, 2021, at 6:00 p.m. Completed applications received by 5:00 p.m. on Tuesday, November 30, 2021, will be considered. Questions regarding the application process may be directed to the Deputy City Clerk at (951)572-3196.

BEAUMONT
CALIFORNIA

Staff Report

TO: City Council

FROM: Todd Parton, City Manager

DATE November 2, 2021

SUBJECT: **Letter of Support for the Coachella Valley – San Gorgonio Pass Rail Corridor Service Project**

Background and Analysis:

The Riverside County County Transportation Commission (RCTC) has been coordinating with the US Federal Railroad Administration and the California Department of Transportation (CalTrans) to develop a passenger rail system that would connect the desert and Inland Empire communities to Los Angeles and Orange County.

This project is known as the "Coachella Valley-San Gorgonio Pass Rail Service" and spans 144 miles. The preferred route extends from Los Angeles Union Station to Coachella and includes stops in Fullerton, Riverside, and Palm Springs. Additional stations need to be planned in Loma Linda, the Pass Area, and Mid Valley Area.

Efforts for this rail project are now in the "Program Environmental Document and Service Development Plan" phase. This is the third of five phases. Thus far feasibility studies and an analysis of alternative routes have been completed. A copy of the rail corridor planning study, the Coachella Valley Intercity Rail Corridor Planning Study – May 2013, is included as Attachment C to this memorandum.

Under the current project phase, the Tier 1/Program Environmental Impact Statement/Environmental Impact Report was completed in May 2021 and circulated for public comment. It is expected to be approved by RCTC in early 2022. The executive summary of this report is included as Attachment D to this memorandum. This is a broad-level study that evaluates the potential environmental impacts of the various routing options. It accounts for engineering and environmental constraints as well as having provided an opportunity for public input.

On October 25, 2021, the RCTC Budget and Implementation Committee received a report on the rail corridor project. A copy of the staff report is included in Attachment E to this memorandum and includes information on the project's background, progress, and public comments submitted via the Tier 1 report process.

The next environmental assessment will be the Tier 2/Project-Level Analysis. This will include a more detailed evaluation of specific improvements, including station locations, funding, commencement of construction, and start of service. It is projected that the Tier 2 study will cost $60,000,000.

RCTC and CalTrans are planning to jointly submit a grant application to the US Federal Railroad Administration to fund a Tier 2 study. Consequently, RCTC is requesting that cities submit letters of support for the project and the grant application. A letter template is included as Attachment B to this memorandum.

Fiscal Impact:

City staff estimates that it cost approximately $185 to prepare this report.

Recommended Action:

City staff recommends that City Council authorize Mayor Lara to execute the letter of support for the Coachella Valley – San Gorgonio Pass Rail Corridor Service Project.

Attachments:

A. Coachella Valley – San Gorgonio Pass Rail Service Fact Sheet
B. Letter of Support Template to the US Federal Railroad Administration
C. Coachella Valley Intercity Rail Corridor Planning Study – May 2013
D. Tier 1/Program Environmental Impact Statement/Environmental May 2021
E. RCTC Budget and Implementation Committee Meeting Report – October 25, 2021

COACHELLA VALLEY–SAN GORGONIO PASS RAIL CORRIDOR SERVICE

Program Environmental Document and Service Development Plan

Coachella Valley–San Gorgonio Pass Rail Corridor Service

Project Highlights

- Connecting Coachella Valley and Los Angeles: Approximately 144 miles on an existing rail corridor, mostly parallel to I-5, Route 91, and I-10
- Serving the Counties of: Los Angeles, Orange, Riverside and San Bernardino
- Eastern Endpoint: Cities of Indio or Coachella in Riverside County
- Western Endpoint: Los Angeles Union Station in Los Angeles County
- Approximate trip time: 3 hours and 15 minutes
- People traveling through San Gorgonio Pass: Approximately 160,000 per day
- Proposed Service: Two daily round-trips
- Stations: Enhance access to four existing stations and potential to add five new passenger rail stations over time
- Adding: Tracks at selected locations to enhance train travel speeds, minimize delays, and maintain safety

Environmental Milestones

Milestones	Timeline
Prepare Tier 1/Program Level Draft EIS/EIR	*Winter 2020/21*
Notice of Availability/Notice of Completion	*Spring 2021*
Release of Tier 1/Program Level Draft EIS/EIR	*Spring 2021*
Prepare Tier 1/Program Level Final EIS/EIR	*Fall 2021*
Record of Decision/Notice of Determination	*December 2021*

Agency Partners

RCTC RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Caltrans

FRA

Program Overview

The proposed Coachella Valley-San Gorgonio Pass Rail Corridor (Coachella Valley Rail) extends approximately 144 miles between downtown Los Angeles and the Coachella Valley. The Riverside County Transportation Commission (RCTC), in coordination with the California Department of Transportation (Caltrans) and the Federal Railroad Administration (FRA), is working to bring passenger rail service as an alternate mode of travel across Southern California, connecting desert communities and attractions with Los Angeles, Orange County, and the Inland Empire.

The program proposes operating two daily round-trips between Los Angeles Union Station and Indio or Coachella, with morning and evening departures from each end. Passenger service is expected to take about 3 hours and 15 minutes, which is comparable to trips made by cars on congested highways connecting these communities, such as I-5, Route 91, and I-10.

Project History

1991
Initial Feasibility Studies: Evaluated one or two daily long-distance rail round-trips between Los Angeles and Indio

2010-2013
Additional Feasibility Studies

2013-2016
Market Assessment/Alternatives Analysis: Evaluated five alternatives to determine the preferred alignment

July 2016
Finalized Alternatives Analysis/Preferred Route Advances for Environmental Studies: Proceeded with preferred route through Fullerton and Riverside to be carried forward for analysis in the Service Development Plan and Tier 1/Program EIS/EIR

Fall 2016 – Spring 2021
Tier 1/Program EIS/EIR: Held public scoping meetings and completed studies for Draft EIS/EIR for public review

Environmental Process

The environmental analysis currently being conducted is a Tier 1/Program Environmental Impact Statement/Environmental Impact Report (EIS/EIR), in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The Tier 1/Program Draft EIS/EIR is anticipated to be released for public review in spring 2021 for 45 days with virtual public hearings. Future Tier 2/Project NEPA/CEQA documents will be prepared when funding is identified. RCTC is actively seeking funding opportunities to advance the program.

The Tier 1/Program Draft EIS/EIR identifies potential impacts caused by operating the service and constructing infrastructure (primarily tracks and stations). Specific station locations and track designs will not be identified at this stage of the program. The Tier 1/Program will address broad questions and environmental effects of the overall program; however, it will not address location-specific details or authorize construction.

The Tier 1/Program Draft EIS/EIR analyzes 18 environmental resource topics and reflects comments received during the 2016 public scoping process. Concurrently, a Service Development Plan (SDP) is being finalized to provide a high-level conceptual operations plan. Modeling is being conducted so that passenger and freight rail operations can perform efficiently.

Project Milestones

Topics Being Evaluated

The Tier 1/Program Draft EIS/EIR evaluates the impacts and benefits of the program including:

- Land Use and Planning (including agricultural and forestry resources)
- Transportation
- Visual Quality and Aesthetics
- Air Quality and Greenhouse Gases
- Noise and Vibration
- Jurisdictional Waters and Wetland Resources
- Biological Resources
- Floodplains, Hydrology, and Water Quality (including watersheds)
- Environmental Justice Effects
- Geology, Soils, Seismicity, and Paleontological Resources (including mineral resources)
- Hazards and Hazardous Materials
- Public Utilities and Energy
- Cultural Resources
- Parklands and Community Services
- Safety and Security
- Socioeconomics and Communities Affected
- Cumulative Effects
- Section 4(f)/6(f) Resources

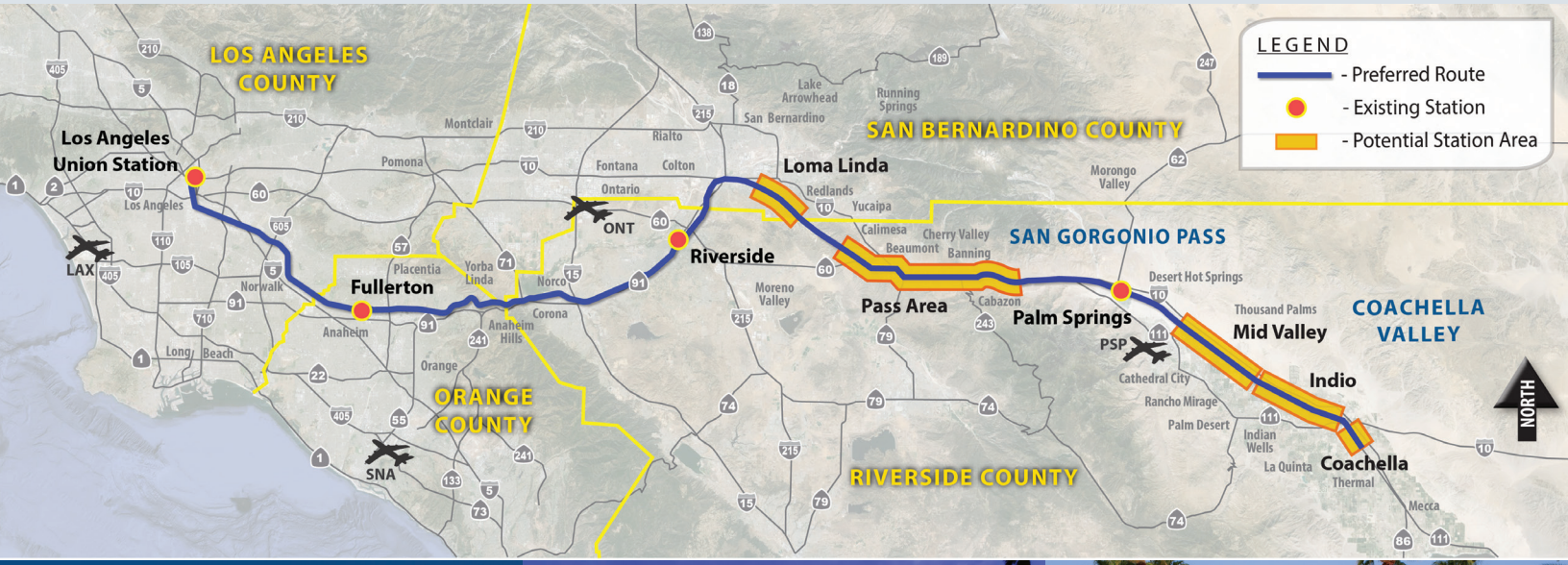
The Corridor at a Glance

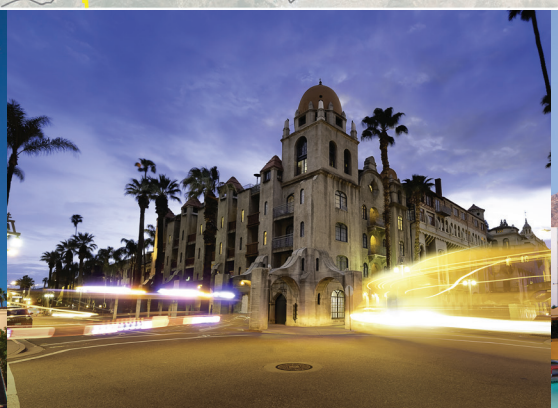
Western End

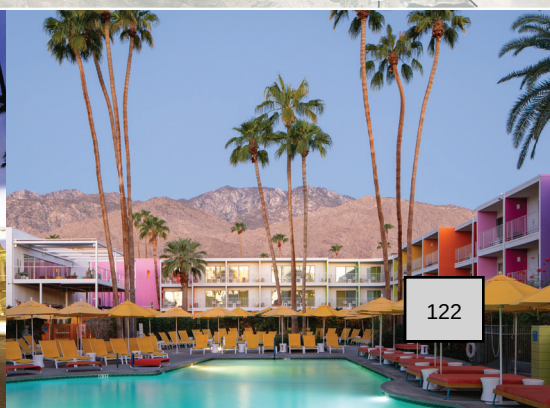
The western end of the corridor will connect riders to Los Angeles Union Station, the largest railroad passenger terminal in the western United States. Passengers can also access revitalized Downtown Fullerton and other attractions and concert venues in Orange County as well as Riverside's bustling downtown area that offers museums, theaters and the historic Mission Inn Hotel & Spa.

Eastern End

The eastern end of the corridor will give access to the growing communities of Banning and Beaumont and the vibrant city of Palm Springs. Travelers will also be connected to the heart of the Coachella Valley, home to premier golf courses and dining as well as the cities of Indio and Coachella near world-renowned music festivals and events.







How to Participate

RCTC, Caltrans, and the FRA encourage your participation in the environmental review process. The Tier 1 Program/Draft EIS/EIR for the Coachella Valley-San Gorgonio Pass Rail Corridor Service is anticipated for release in spring 2021.

Virtual public hearings will be held to solicit comments about the Tier 1/Program Draft EIS/EIR. Please watch for dates of these public hearings and how to submit comments during the 45-day public review period.

Contact Us

Please contact us to stay informed and share your thoughts on this proposed project.

951-787-7141

CVRail@rctc.org

CVRailProject

RCTC.org/cvrail

RCTC RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Caltrans

FRA

Logo Here

October 22, 2021

Mr. Amit Bose
Acting Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Subject: Support for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project Application for Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Funding

Dear Administrator Bose:

On behalf of [name organization], I am pleased to support the California Department of Transportation Division of Rail and Mass Transit's (CalTrans) application for Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant funding for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Tier II Project Approval and Environmental Documentation Project (Project).

If funded, the award would advance the project closer to construction and implementation of daily intercity rail service between Los Angeles and the Coachella Valley. With the Service Development Plan (SDP) and National Environmental Policy Act/California Environmental Quality Act (NEPA/CEQA) Tier I environmental clearance for the corridor expected to be approved in early 2022, the NEPA/CEQA Tier II environmental study estimated at $60,000,000 is the next step toward fulfilling the transformative vision in partnership with the Federal Railroad Administration (FRA).

As a joint project between CalTrans and Riverside County Transportation Commission (RCTC), the local implementing agency, the project will provide for the following:

- Preliminary engineering along the 76-mile eastern section of track to the 30% level; and
- Project-level environmental clearance for up to six stations, a new third main track, and associated grade crossing and signal improvements on the eastern section of the corridor.

The State of California and RCTC have a vested interest in fostering equitable investments in transportation infrastructure and transit mobility, as well as in sustainable freight and goods movement, and are committed to matching funds for this game-changing economic opportunity with environmental benefit from Los Angeles to Coachella Valley and disadvantaged communities along the route.

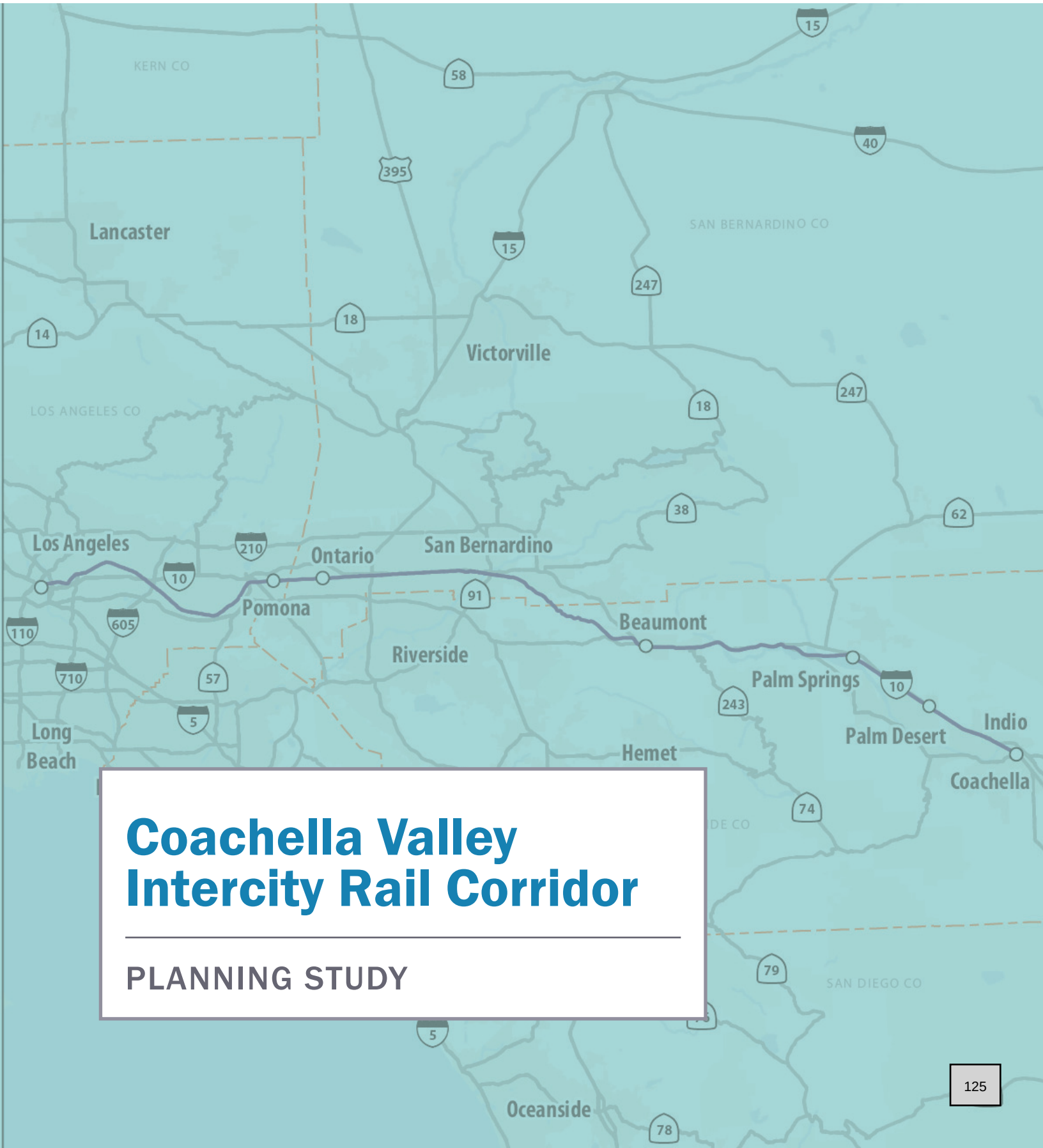
I am proud to support this application and urge its award. The Coachella Valley-San Gorgonio Pass Rail Corridor Service Project aligns with the goals of the CRISI program and will provide vital connections for a growing region. For questions regarding this letter of support, please contact [Name] at [phone number].

Sincerely,

Name
Title

Caltrans

MAY 2013



Coachella Valley Intercity Rail Corridor

PLANNING STUDY

The contents of this report reflect the views of the author who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the State of California or the Federal Railroad Administration. This publication does not constitute a standard, specification or regulation.

FINAL SUBMITTAL

May 2013

PLANNING STUDY

Coachella Valley Intercity Rail Corridor

Prepared for

California Department of Transportation

1120 N Street

P.O. Box 942874

Sacramento, CA 95814

Prepared by

AECOM

2101 Webster Street #1900

Oakland, CA 94612

with Cambridge Systematics

& Arellano Associates

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List of Acronyms

AA – Alternatives Analysis

AARA – American Recovery and Reinvestment Act

Amtrak – National Passenger Railroad Corporation

BNSF – BNSF Railway

Caltrans – California Department of Transportation

CETAP – Community and Environmental Transportation Acceptability Process

CO – Carbon Monoxide

Corridor – Coachella Valley Corridor

CSRP – California State Rail Plan

CVAG – Coachella Valley Association of Governments

DOR – Division of Rail

EIR – Environmental Impact Report

EIS – Environmental Impact Statement

FRA – Federal Railroad Administration

GHG – Greenhouse gas

HSR – High-Speed Rail

I-10 – Interstate 10

I-15 – Interstate 15

I-215 – Interstate 215

LACMTA – Los Angeles County Metropolitan Transportation Authority

LAEDC – Los Angeles Economic Development Corporation

LAUS – Los Angeles Union Station

LRTPs – Long Range Transportation Plans

Metrolink – Southern California Regional Rail Authority

MOU – Memorandum of Understanding

MPO – Metropolitan Planning Organization

NO_2 – Nitrogen Dioxide

PM_{10} – Respirable Particulate Matter

$PM_{2.5}$ – Fine Particulate Matter

PS – Planning Study

RCIP – Riverside County Integrated Project

RCTC – Riverside County Transportation Commission

ROW – right-of-way

RTIPs – Regional Transportation Improvement Plans

RTP – Regional Transportation Plan

SCAG – Southern California Association of Governments

SCRRA – Southern California Regional Rail Authority

SCS – Sustainable Communities Strategies

SDP – Service Development Plan

SR-60 – State Route 60

STIP – State Transportation Plan

TCI – Transit Capital Improvement funds

TDA – Transportation Development Act funds

TCIF – Trade Corridor Improvement Fund

TOD – transit-oriented development

UPRR – Union Pacific Railroad

VMT – Vehicle Miles Traveled

WRCOG – Western Riverside Council of Governments

1.0 Introduction

A Planning Study (PS) has been prepared for the Coachella Valley Intercity Rail Corridor following the Federal Railroad Administration (FRA) Alternatives Analysis (AA) guidelines published in the Federal Register (Volume 75, No. 126; July 1, 2010). This study effort will support the future implementation of Coachella Valley Corridor intercity passenger rail service. The study provides an overview of the proposed intercity rail service corridor and documents the Purpose and Need for the proposed rail service, which defines the framework for identification of the proposed service alternatives and related improvements. The planning study provides the first four sections included in the development of a corridor Service Development Plan (SDP); a complete SDP would be prepared in the future based on further planning studies, and will be supported by an environmental review effort.

The following discussion provides a description of the Corridor's setting, current and future passenger and freight rail services operating in the Corridor, and an overview of related study efforts.

1.1 Project Background

The proposed Coachella Valley Rail Corridor (Corridor) runs from Los Angeles to Indio through four Southern California counties: Los Angeles, Orange, Riverside, and a southern segment of San Bernardino County. The proposed intercity passenger rail service would provide conveniently scheduled, one-seat rail service for the communities in the fast-growing Coachella Valley and Banning Pass Area, and convenient visitor access to Coachella Valley destinations.

1.1.1 Corridor Description

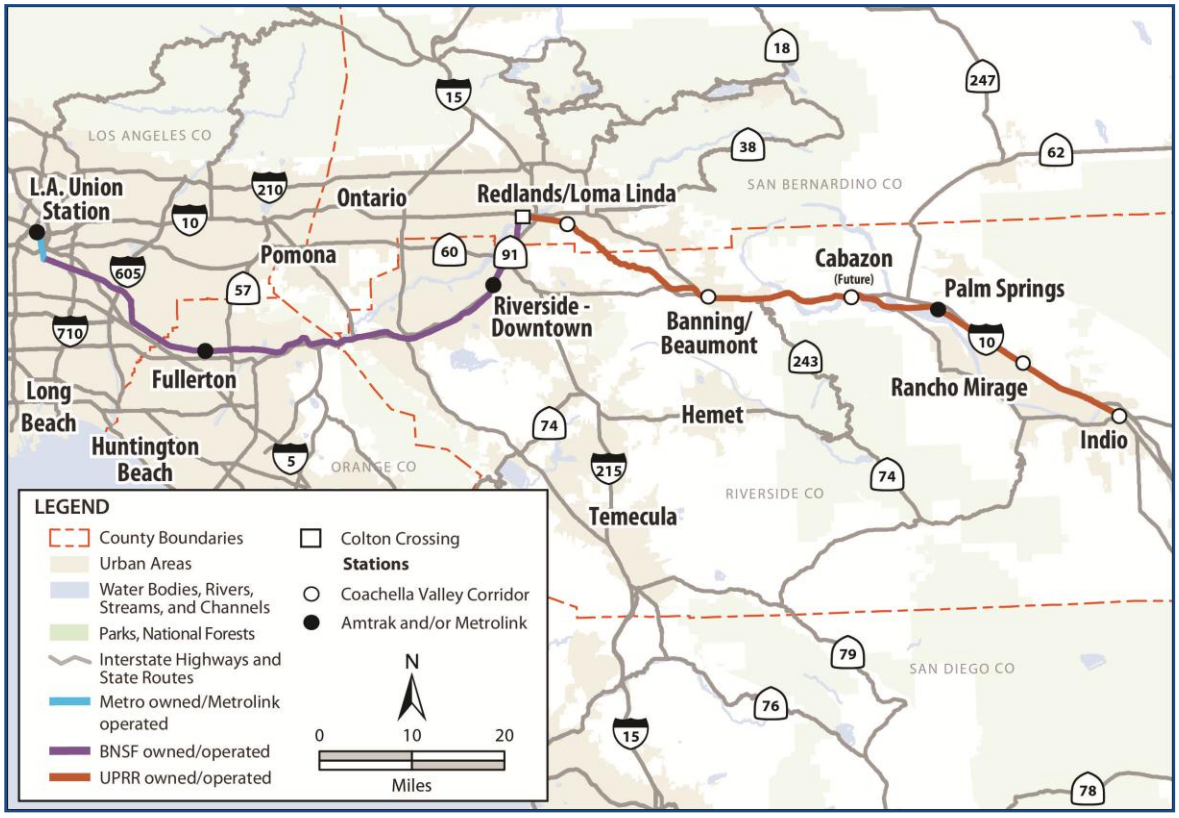
The Corridor refers to the approximately 200-mile long rail corridor between Los Angeles Union Station (LAUS) and the city of Indio as illustrated in Exhibit 1.1. The proposed rail service corridor consists of two segments: the western 59-mile long segment between LAUS and Riverside, and the eastern approximately 140-mile segment between Riverside and Indio. Leaving LAUS, the intercity rail service would operate over tracks along the west bank of the Los Angeles River owned by the Los Angeles County Metropolitan Transportation Authority (LACMTA or Metro) and operated by the Southern California Regional Rail Authority (SCRRA or Metrolink). At West Redondo Junction, the service would operate on BNSF Railway (BNSF) trackage south to Fullerton, east through Riverside, and north to the Colton Crossing[1] where the passenger service would continue east on Union Pacific Railroad (UPRR) right-of-way (ROW) from the Colton Crossing to Indio. Coachella Valley Corridor service would operate between LAUS and Indio with service to three existing shared Amtrak/Metrolink stations (LAUS, Fullerton, and Riverside-Downtown), and five existing or new stations between Riverside and Indio (Redlands/Loma Linda, Banning/Beaumont, Palm Springs, Rancho Mirage, and Indio) along with a possible future station in Cabazon.

The Coachella Valley intercity passenger rail service would operate through a wide variety of settings from the heavily-urbanized areas of Los Angeles and Orange counties to the less-populated areas of northern and eastern Riverside County. The western section of the Corridor (Los Angeles to Riverside) is

[1] Colton Crossing is an at-grade intersection of the BNSF and UPRR tracks located in San Bernardino County. The UPRR tracks generally run east-west and are used by the *Sunset Limited* and UPRR freight trains, while the north-south BNSF tracks are used by the *Southwest Chief*, Metrolink, and BNSF freight trains.

densely developed with many residential communities and employment centers including downtown Los Angeles, Fullerton, and Riverside. The Riverside to Indio section operates through urban, suburban, and rural areas. This portion of the Corridor is one of the fastest-growing areas of the Southern California region due to increasing residential development, which has resulted in a doubling of population between 1990 and 2010. In addition, the Coachella Valley has a large number of tourist destinations that attract regional trips from Los Angeles and Orange counties, as well as national and international visitors, including Palm Springs, Desert Hot Springs, and Joshua Tree National Park.

Exhibit 1.1: Coachella Valley Corridor



1.1.2 Corridor Rail Services

While there are numerous rail travel options in the western portion of the Corridor offering daily intercity and commuter rail service, the only current passenger rail option in the eastern portion is long-distance *Sunset Limited* service, which provides tri-weekly and inconveniently scheduled service for Coachella Valley residents and visitors. The following passenger rail services are currently operated in the Corridor by Amtrak and the SCRRA:

- The *Sunset Limited*, three round trips per week operated by Amtrak between Los Angeles and New Orleans via Pomona, Ontario, and Riverside, serves the Coachella Valley portion of the proposed corridor with one station (Palm Springs).
- The *Southwest Chief*, operated daily by Amtrak between Los Angeles and Chicago, serves the proposed corridor between LAUS and the Riverside-Downtown Station with three stations (LAUS, Fullerton, and Riverside). This long-haul service turns north east of Riverside to operate through the Cajon Pass and does not serve the Coachella Valley portion of the Corridor.

- Metrolink's *Riverside* Line, six weekday round trips operated by SCRRA between Los Angeles and Riverside via a northern alignment on UPRR's Los Angeles Subdivision through Pomona and Ontario, serves the proposed Corridor with two stations (LAUS and Riverside-Downtown).
- Metrolink's *91* Line, four and one-half weekday round trips operated by SCRRA between Los Angeles and Riverside via a southern alignment primarily on BNSF's San Bernardino Subdivision through Orange and Riverside counties, serves the Corridor with three stations (LAUS, Fullerton, and Riverside-Downtown).

Currently, there is no daily intercity passenger rail service east of the Riverside-Downtown Station. Amtrak Thruway Bus service (Route 39) connects to the *Pacific Surfliner* route at Fullerton and provides one daily round trip between Fullerton and Palm Springs, and a second trip from Fullerton to Indio. (Amtrak Thruway bus service must be connected with a trip on the *Pacific Surfliner* route.)

While not directly serving the proposed Corridor, state and regional rail system connections to and from the Coachella Valley Corridor would be provided to the following services:

- The *Pacific Surfliner* daily intercity service between LAUS and San Diego, operated by Amtrak and jointly funded by Amtrak and Caltrans, would connect with the proposed passenger rail corridor at the Fullerton Station;
- Metrolink's *Inland Empire-Orange County* Line, daily weekday and weekend commuter service operated by SCRRA between San Bernardino and Oceanside, connects with the proposed corridor at the Riverside-Downtown Station; and
- Metrolink's *San Bernardino* Line, daily weekday and weekend commuter service operated by SCRRA between LAUS and San Bernardino, connections with the proposed corridor at the Riverside-Downtown Station could be made with certain rail or bus transfers.

There are no SCRRA plans to operate commuter rail service east of the Riverside-Downtown Station, though the Perris Valley Line is scheduled to begin operations in 2014 with weekday commuter rail service between Riverside and Perris in southern Riverside County.

Longer term plans include the introduction of the California High-Speed Rail (HSR) service with the first of two HSR phases providing service between the San Francisco Bay Area and LAUS and Anaheim. The second HSR segment would operate south to San Diego and north to Sacramento. The HSR program environmental analysis effort identified the preferred alignment to San Diego as running east through San Bernardino and Riverside counties to the Ontario International Airport in San Bernardino County. It would then follow one of two potential alignments, either south along Interstate 15 (I-15) through Corona, or along the Interstate 215 (I-215) corridor south to March Air Reserve Base and on to the cities of Murrieta and San Diego. Service in the Coachella Valley Corridor would provide a connection to and from the statewide HSR system for Coachella Valley residents and visitors at LAUS.

Corridor freight rail services are operated by the BNSF and UPRR. The BNSF operates freight rail service in the western portion of the Corridor generally from LAUS south to Fullerton, east to Riverside, north to Colton Crossing, and then north through San Bernardino and the Cajon Pass. In the Corridor, the UPRR freight service roughly parallels the Interstate 10 (I-10) east from Colton to Indio and on to New Orleans. The UPRR also operates freight service along another UPRR line that roughly parallels State Route 60 (SR-60) from Los Angeles to Riverside, and then the trains share the BNSF tracks north to Colton. The UPRR's line between Colton and Indio is part of the carrier's Yuma Subdivision, which constitutes the west end of the UPRR's Sunset Route, linking the Ports of Los Angeles and Long Beach east with Phoenix, AZ, El Paso, TX, Houston, TX, and New Orleans, LA. The UPRR route extends west through Pomona and Ontario (Alameda Corridor East), along the east side of the Los Angeles River in

the vicinity of LAUS to enter the Alameda Corridor running south to the Ports of Los Angeles and Long Beach. In this corridor, the UPRR carries marine containers stacked two high on "double-stack trains" carrying the following from the Southern California ports east to New Orleans: automobiles and automobile parts; construction materials, including lumber, plywood, steel, and cement; and package express business. On the return trip, Midwest grain is shipped west to the livestock feedlots in Southern California.

The following three rail segments comprise the proposed intercity rail service corridor:

- Metro owned and Metrolink operated "River Subdivision" (LAUS to West Redondo Junction).
- BNSF owned and operated "San Bernardino Subdivision" (West Redondo Junction to Colton Crossing).
- UPRR owned and operated "Yuma Subdivision" (Colton Crossing to Indio).

1.1.3 Federal Railroad Administration Study Guidelines

The Coachella Valley PS is being prepared following FRA guidelines. The study-specific objectives include:

- Clearly demonstrate the purpose and need for new intercity passenger rail service.
- Identify alternatives for providing the new passenger rail service, and provide the basis for future identification of the alternative that best addresses the purpose and need.

A PS comprises the initial portion of a SDP. A complete SDP would demonstrate the financial and operational feasibility of the proposed Coachella Valley Corridor intercity rail service, and identify any infrastructure and operational improvements required to support the new service. The SDP discussion of any required system improvements would identify costs, funding sources, and implementation phasing.

This PS is intended to identify and evaluate the need for passenger rail service to help relieve the growing capacity and congestion constraints for intercity travel in the Coachella Valley Corridor. Within a multi-modal strategy, providing intercity rail service in this Corridor would provide the following benefits:

- Address increasing Corridor travel needs.
- Alleviate demand on the constrained highway system.
- Reduce travel times.
- Increase reliability and safety for Corridor trips.
- Increase travel capacity with minimal impacts to the Corridor's natural resources and communities, and provide potential benefits to air quality and greenhouse gas (GHG) emissions.

2.0 Purpose and Need

This Purpose and Need Statement is intended to provide the basis for the Coachella Valley Rail Corridor planning efforts, including the identification of service development alternatives. This study effort will identify and evaluate the need for conventional passenger rail service and related system improvements to help relieve the growing capacity and congestion constraints on intercity travel using existing air, highway, and passenger rail service in the Corridor between Los Angeles and Indio. The overall goal of the proposed service improvements is to improve mobility and reliability in this part of the State's rail system by expanding service in a cost-effective and environmentally sensitive manner.

The Los Angeles-Coachella Valley Rail Corridor refers to the approximately 200-mile long corridor between LAUS and the city of Indio as previously illustrated in Exhibit 1.1. The Corridor intercity rail service would operate through a wide variety of settings from the heavily-urbanized areas of Los Angeles and Orange counties to the less-populated, but rapidly growing areas of eastern Riverside County. In the western section of the Corridor (LAUS to Riverside), the intercity rail service would operate through the densely-developed urban setting on the Metro and BNSF owned alignment through the cities of Los Angeles, Fullerton, and Riverside. At Riverside, the alignment would turn north to Colton Crossing where it would then follow the UPRR owned trackage east to Indio. The Riverside to Indio section operates through a varied setting including urban, suburban, and rural areas. This portion of the Corridor is one of the fastest-growing areas of the Southern California region due to increasing residential development, and has experienced a doubling of population between 1990 and 2010. In addition, the Coachella Valley has a large number of tourist destinations that attract regional trips from Los Angeles and Orange counties, as well as national and international visitors.

2.1 Purpose

The purpose of the proposed rail service improvements to the Corridor is to provide new intercity rail service, and develop a reliable passenger and freight rail system that provides added capacity in response to increased passenger travel demand between Los Angeles, Orange, San Bernardino, and Riverside counties. The existing range and capacity of travel options is insufficient to meet the projected future travel demand. Currently, a majority of the intercity travel in the Corridor is made by automobile on an increasingly congested highway system. While there are numerous rail travel options in the western portion of the Corridor, including Amtrak *Pacific Surfliner* service and multiple Metrolink commuter lines, the only current rail option operating in the eastern portion is the tri-weekly, long-distance *Sunset Limited*. There is no current rail service that provides the proposed Los Angeles to Indio intercity service.

The purpose of the Corridor planning efforts is to identify possible rail service improvements to relieve the growing capacity and congestion constraints on intercity travel. New rail service and related system improvements are required to address the following Corridor challenges:

- Increase in travel demand due to growing Corridor population and employment, along with increased visitor trips to the Corridor's tourist destinations.
- Constrained travel options due to the Corridor's physical setting.
- Need for improved travel time, reliability, and safety to serve projected rail passenger needs and freight rail activity.
- Need to increase Corridor transportation system capacity with minimal impacts to local communities, natural resources, and air quality.

Corridor rail service and system improvements would contribute to the viability of the *Pacific Surfliner* route, support future statewide HSR system operations, support regional Metrolink commuter rail operations, and provide connectivity with local transit systems.

The project purpose for improved intercity Corridor rail service improvements has been established and documented in: the Metropolitan Planning Organization (MPO) *Regional Transportation Plan (RTP)*; county transportation commission plans; Corridor rail service feasibility studies; and the adopted *California State Rail Plan (CSRP) (2008)*.

Increase in Travel Demand

Between 2010 and 2040, the Los Angeles-Coachella Valley Corridor is projected to experience an approximately 34 percent increase in population to a total of 23.2 million residents, along with a 30 percent increase in employment with a resulting total of 8.2 million jobs. While a majority of the Corridor's population and employment growth will occur in the Los Angeles and Orange county portions of the Corridor, the Riverside County portion is forecasted to experience significant increases in population and employment, 52 percent and 49 percent respectively.

A majority of the future travel demand is still anticipated to be met by automobile travel, but an increasing portion of the projected trip growth could be accommodated by expanded intercity rail service. As a response to limited highway capacity in this congested corridor, travelers will seek more reliable and attractive alternate modes of transportation. Currently, there is no intercity rail service serving the Corridor. The ridership potential is demonstrated regionally by the rapid growth in Metrolink ridership, and locally by the increase in Amtrak Thruway Bus Route 39 ridership between Fullerton, Palm Springs, and Indio.

Protection of Communities, Natural Resources, and Air Quality

Implementing Corridor transportation system capacity improvements are required to accommodate the forecasted travel demand growth. More than 304 million additional annual trips to and from the Coachella Valley from other Corridor origins are projected to occur by 2030. Expanded highway construction, automobile usage, and congestion could result in pressures on local communities, natural resources, and air quality conditions. This is especially true in the environmentally-sensitive setting of the Coachella Valley portion of the Corridor where the alignment operates through desert areas with a wide range of protected and endangered species, and a national park. In addition, the Corridor runs through residential and downtown commercial areas of the cities and communities that it would serve. Expansion of the highway system would negatively impact the quality of life and economic well-being of Corridor residents and businesses. Rail service improvements would minimize impacts to natural resources and local communities with service operation and construction of any required system improvements occurring primarily within existing rail ROWs.

Travelers on the Corridor's highway system experience increasing congestion with corresponding air quality impacts. The Corridor is particularly sensitive to air quality impacts as portions are currently designated as either Non-Attainment or Attainment-Maintenance for ozone, Respirable Particulate Matter (PM_{10}), Fine Particulate Matter ($PM_{2.5}$), Carbon Monoxide (CO), and Nitrogen Dioxide (NO_2) under state and federal air quality conformity guidelines. Expansion of the highway system beyond current plans would have significant air quality impacts as meeting the increasingly stringent federal and state air quality standards will likely require reductions in the total vehicle miles traveled by automobiles. Accommodating future travel demand on intercity rail service would produce significantly less pollution per passenger mile traveled compared to typical automobile use, and would aid in reducing emissions throughout the Corridor and region. In addition, expanded rail service would lessen GHG emissions compared to increasing automobile use.

2.2 Need

The need for new rail service and related system improvements in the Corridor was established based on: future Corridor population and employment growth, and the corresponding increase in travel demand; constrained Corridor travel options; constrained rail service options; and the need for improved travel times, reliability, and safety.

2.2.1 Corridor Transportation Market Challenges

The proposed service corridor operates through four Southern California counties: Los Angeles, Orange, Riverside, and a southern portion of San Bernardino. The western portion of the Corridor is a densely developed with many residential communities and employment centers, including downtown Los Angeles, Fullerton, and Riverside. The eastern portion of the Corridor is one of the fastest-growing areas of the Southern California region due to increasing residential development and the growing influx of "snowbirds" who live in the area from October through April. Corridor employment has not grown at the same rate as the area's population, which has resulted in a significant imbalance of jobs and housing that poses a serious transportation and related air quality challenge. The projected continuing imbalance of housing and jobs demonstrates the need for expanded travel choices. In addition, the Coachella Valley contains visitor destinations that attract a high number of regional trips from Los Angeles and Orange counties, as well as national and international visitors.

Corridor Population Growth

By 2040, the Los Angeles-Coachella Valley Corridor's population is projected to increase by 33.7 percent with more than 5.8 million new residents for a total of 23.2 million residents as shown in Table 2.1. Along with the forecasted population growth, the Corridor's population density will increase by approximately 34 percent between 2011 and 2040 to an average of 724 residents per square mile. It should be noted that the average population density reflects the Corridor-wide average, not the urbanized average. The urbanized Corridor population density, which would indicate strong support for passenger rail system usages, would in fact be much higher due to the significant amount of mountainous topography and national park and protected species land, particularly in Riverside County.

Table 2.1: Coachella Valley Corridor Population and Density Forecasts (2011 to 2040)

	2011	2015	2020	2025	2030	2035	2040	Percent Change
Total Population (Thousands)	17,379	18,080	19,073	20,095	21,105	22,171	23,240	33.7%
Population Density (Pop/sq. mile)	541	563	594	626	657	690	724	33.8%

Source: Moody's Economy.com, 2011.

Among the Corridor counties, Los Angeles will have the largest population increase (3.3 million) by 2040, followed by Riverside (1.2 million) and Orange (1.1 million) as shown in Table 2.2. In a continuation of current population growth trends, Riverside County is projected to experience the largest growth rate (52.4 percent) followed by Orange County (34.2 percent), and Los Angeles County (32.5 percent).

Table 2.2: Coachella Valley Corridor Population Forecasts by County (2011 to 2040)

County	2011	2040	Percent Growth
Los Angeles	10,048,450	13,317,360	32.5%
Orange	3,101,101	4,160,218	34.2%
Riverside	2,198,632	3,350,870	52.4%
San Bernardino	2,030,501	2,411,909	18.8%

Source: Moody's Economy.com, 2011.

Corridor Employment Growth

Over the next 30 years, employment in the Coachella Valley Corridor is projected to grow by 1.9 million jobs to a total of 8.2 million jobs (30 percent) by 2040 as shown in Table 2.3. The future projections show that Los Angeles County will remain the major employment center in the Corridor:

- Los Angeles County – 1.1 new jobs (60 percent).
- Orange County – 411,400 new jobs (22 percent).
- Riverside County – 269,000 new jobs (10 percent).
- San Bernardino County – 92,300 new jobs (8 percent).

Table 2.3: Coachella Valley Corridor Employment Forecasts (2011 to 2040)

	2011	2015	2020	2025	2030	2035	2040	Percent Change
Total Employment (Thousands)	6,295	6,855	7,090	7,320	7,580	7,880	8,180	30.0%

Source: Moody's Economy.com, 2011.

While a majority of the Corridor's future total employment growth will occur in Los Angeles County, when evaluating the percentage of employment growth on a county basis as shown in Table 2.4, Riverside County is projected to have a 67 percent higher growth rate than that of Los Angeles County.

Table 2.4: Coachella Valley Corridor Employment Forecasts by County (2011 to 2040)

County	2011	2040	Percent Growth
Los Angeles	3,808,200	4,924,370	29.3%
Orange	1,369,000	1,780,380	30.0%
Riverside	546,820	815,400	49.1%
San Bernardino	569,050	661,350	16.2%

Source: Moody's Economy.com, 2011.

2.2.2 Corridor Transportation Market Opportunities

Cities to be served by the Los Angeles-Coachella Valley Corridor intercity rail service include Los Angeles, Fullerton, Riverside, Palm Springs, and Indio, as well as other communities that also serve as local and regional destinations. Key land uses in the Corridor include commercial and employment centers, civic centers, medical facilities, public and private colleges, cultural and entertainment venues, and parks and recreational resources. The Corridor's destinations and activity centers result in a diverse set of local and regional travel markets:

- Commuters and business travelers accessing employment centers located in downtown Los Angeles, Fullerton, Riverside, Palm Springs, and Indio. Other key employment destinations include: Loma Linda hospitals and medical facilities; the University of California, Riverside and University of Redlands; and March Air Reserve Base.
- Visitors traveling to the Corridor's many destinations including, downtown Riverside, Redlands, Palm Springs, and Indio; hot springs such as those in Desert Hot Springs; art, history, and natural history museums; shopping destinations such as those in Cabazon; casinos and related entertainment venues; and special event generators, such as the annual Palm Springs Film Festival and the Coachella Valley Music and Arts Festival held in Indio.
- Residents and visitors traveling to the Corridor's unique recreational facilities, including Joshua Tree National Park, the San Bernardino National Forest, Mount San Jacinto State Park, Lake Perris, and many public and private golf courses.

Corridor destinations and activity centers will include existing and planned transit oriented development (TOD) in existing and proposed station areas where possible. TOD in station areas furthers the Caltrans policy to promote integrated land use and transportation. This policy depends on, as well as supports, the efforts of local jurisdictions to maintain and redevelop their station area districts, and increase housing and employment opportunities for their residents. Two of the existing stations (LAUS and Fullerton) have existing station area development that includes housing, office, and commercial uses. There are employment destinations within walking distance of the Riverside-Downtown Station, along with some vacant property offering future development opportunities. Of the five stations proposed to serve the eastern portion of the Corridor, only the Indio Station would be within walking distance of a downtown commercial district with mixed land uses. The Palm Springs Station is separated from the downtown area by a large distance, but could be served by a shuttle connection. The site is currently surrounded by vacant land, but there are proposals to locate a satellite campus of the College of the Desert close to the station property. However, extensive housing and related TOD efforts directly adjacent to the station are not likely. The Rancho Mirage Station is proposed to be located on a 17 acre Coachella Valley Association of Governments-owned parcel adjacent to a casino and hotel, and would offer convenient access for visitors and employees. Siting options are being assessed for the Loma Linda/Redlands and Banning/Beaumont station areas. A more detailed assessment of TOD opportunities would be provided as part of a future SDP for the Coachella Valley Corridor.

Corridor Trip Purpose

Table 2.5 presents a comparison of the Coachella Valley Corridor trip purpose from 2000 to 2030. In 2000, 73 percent of the annual trips along the Corridor were made for recreational or other purposes, while 27 percent were business or commute trips. In 2030, business trips are projected to increase to 30 percent reflecting more intercity business trips, and a corresponding minor decrease in recreation and other travel. The same information is presented for the southern portion of the *Pacific Surfliner* Corridor, from LAUS to San Diego, as a comparison and to show the similarities between the two travel corridors.

Table 2.5: Existing and Forecast Coachella Valley Corridor Trip Purpose (2000 to 2030)

Trip Purpose	Coachella Valley		Pacific Surfliner South	
	2000	2030	2000	2030
Business/Commute	27%	30%	30%	31%
Recreation/Other	73%	70%	70%	69%

Source: *CSRP Market Analysis*, March 19, 2012.

2.2.3 Current and Forecasted Demand

The Corridor's existing travel market is substantial with 1.5 billion total annual two-way person trips (all modes) in 2000, and projections for more than 300 million additional trips by 2030, and another 100 million trips by 2040 (1.82 billion total). Table 2.6 identifies the total annual two-way county-to-county person trips for all travel modes to the Coachella Valley Corridor. The 2030 two-way person trip projections for the four key Coachella Valley travel pairs are as follows:

- Los Angeles County (south) to Coachella Valley – 29.0 million.
- Orange County to Coachella Valley – 14.7 million.
- San Bernardino County to Coachella Valley – 35.4 million.
- Riverside County (western portion) to Coachella Valley – 50.7 million.

Table 2.6: Projected 2030 Coachella Valley Corridor Total Annual Two-Way Person Trips (All Modes) between Counties (Millions)

	Los Angeles (South Co.)	Orange County	San Bernardino County	Riverside (West Co.)	Annual Trips (Millions)
Orange	707.3				707.3
San Bernardino	344.3	103.5			447.8
Riverside (West County)	146.6	125.3	258.6		530.5
Riverside (Coachella Valley)	29.0	14.7	35.4	50.7	129.8
Total	1,227.2	243.5	294.0	50.7	1,815.4

Source: *CSRP Market Analysis*, March 19, 2012.

Table 2.7 presents the projected rate of increase in the number of annual two-way person trips between the four counties between 2000 and 2030. The growth in travel clearly demonstrates the increasing need for the proposed Corridor intercity rail service connecting Los Angeles, Orange, southern San Bernardino, and western Riverside counties with the Coachella Valley:

- Los Angeles (South County) to Coachella Valley – 753 percent growth in travel.
- Orange County to Coachella Valley – 407 percent growth in travel.
- Riverside (West County) to Coachella Valley – 112 percent growth in travel.

The large and growing travel demand along the proposed service corridor indicates the potential opportunity for rail service to attract a share of this travel, particularly given the large number of recreational trips currently made between Los Angeles and Orange county origins and Coachella Valley visitor destinations.

The significant growth in the Amtrak Thruway Bus service ridership between Fullerton and the cities of Palm Springs and Indio indicates the potential viability of the proposed Coachella Valley intercity rail service. Ridership for this service began in December, 2011 and Table 2.8 shows the increase in the route's ridership during the first ten months of operation.

Table 2.7: Coachella Valley Corridor: Percent Increase in Total Annual Two-Way Person Trips (All Modes) between Counties (2000 to 2030)

	Los Angeles (South Co.)	Orange	San Bernardino	Riverside (West Co.)
Orange	3%			
San Bernardino	38%	12%		
Riverside (West County)	47%	27%	14%	
Riverside (Coachella Valley)	753%	407%	53%	112%

Source: *CSRP Market Analysis*, March 19, 2012.

Table 2.8: Coachella Valley Corridor: Amtrak Thruway Bus Ridership (Route 39)

Month	Ridership	Percent Change (over previous month)	Percent Change (since service initiation)
December 2011	593	NA(1)	NA
January 2012	684	15%	15%
February	804	18%	36%
March	1,263	57%	113%
April	1,616	28%	173%
May	1,417	(12%)	139%
June	1,531	8%	158%
July	1,595	4%	169%
August	1,511	(5%)	155%
September	1,390	(8%)	134%

Note:
(1) Service was initiated on December 5, 2011.

2.2.4 Corridor Capacity Constraints

As previously discussed, between 2010 and 2040, the Coachella Valley Corridor is projected to experience an approximately 34 percent increase in population and a 30 percent growth in employment. Travel would increase from the other Corridor counties to the Coachella Valley by an average of 143 percent between 2000 and 2030. Travel activity from Orange County to the Coachella Valley would increase by 407 percent translating to 11.8 million additional trips, while travel from Los Angeles County would grow by 753 percent or 25.6 million new trips. While a majority of the future travel demand is anticipated to be met by automobile travel, the large and growing travel demand in this proposed Corridor indicates a potential opportunity for rail service to attract a share of this travel.

Constrained Travel Options

The four counties of the Corridor are served by a transportation system that includes air, highway, and limited rail service. The existing travel options are constrained by the Corridor's physical setting and there are limited opportunities for highway and air system expansion to meet future travel demand needs. The western portion of the Corridor runs through a densely developed urban setting where highway system widening is no longer feasible without major property acquisition and community disruption. In the eastern portion of the Corridor, the relatively flat Coachella Valley is surrounded to the north and south by

mountains with the San Jacinto Peak rising to 10,834 feet. This portion of the Corridor is served by a single major east-west highway, the I-10, which also accommodates a high level of truck traffic particularly traveling east to Arizona. Current travel demand generated by residents and the area's growing tourism activities results in frequent Corridor highway congestion and travel delays. There is a high level of visitor travel to Coachella Valley destinations, such as Palm Springs, especially on Friday evenings and Sunday afternoons. There have been recent examples of two to four hour travel delays on the I-10 between Palm Springs and I-15, which have seriously impacted travelers.

Limited mixed-flow highway improvements are planned in this region primarily due to environmental constraints. The western portion of the Corridor is located in the South Coast Air Quality Basin, which is identified as non-attainment for ozone, PM_{10}, $PM_{2.5}$, CO, and NO_2 under state and federal air quality conformity guidelines. The Coachella Valley was included in the list of non-attainment and maintenance areas for ozone and PM_{10} in the region's *2040 Regional Transportation Plan (RTP)* prepared in 2012. In addition, the eastern portion of the Corridor is home to a wide range of endangered and protected species and Joshua Tree National Park.

In the eastern portion of the Corridor, limited commercial air travel access is available with only the Palm Springs International Airport providing connections to other U.S. cities and Canada. The other smaller municipal and private airports located in the Corridor offer access for personal and business aircraft.

There are limited rail travel options serving the proposed Coachella Valley Corridor. While there are numerous rail travel options in the western portion of the Corridor with daily Amtrak *Southwest Chief* and *Pacific Surfliner* service and multiple Metrolink lines offering weekday service, the only current rail option operating in the eastern portion is the tri-weekly *Sunset Limited*. A single connection to the future HSR system would be located in the Los Angeles County portion of the Corridor at LAUS.

The large and growing travel demand in the proposed service corridor indicates a potential opportunity for a new rail travel option offering improved mobility and additional travel capacity with minimal impacts to local communities, natural resources, and air quality. As the proposed Corridor intercity rail operations would occur within existing rail ROWs, operation of additional daily passenger rail service would have minimal environmental impacts.

Constrained Rail Service Options

Expansion of the Corridor's intercity rail system has not kept pace with travel demand resulting from current growth in population and employment. Current rail service provided in the Corridor by Amtrak and Metrolink is insufficient to serve the projected growth in Corridor travel demand between other portions of the Corridor and the Coachella Valley. Today, extensive rail service is operated in the western portion of the Corridor, but there is limited rail service in the eastern portion. No rail service currently provides the proposed end-to-end Corridor intercity service.

Amtrak operates the *Southwest Chief* and *Sunset Limited* through portions of the Coachella Valley Corridor providing long-distance service that does not meet intra-corridor needs. The *Southwest Chief* serves only the western portion of the Corridor, while the *Sunset Limited* operates only through the eastern portion. The daily *Southwest Chief* service, connecting Los Angeles and Chicago, serves the three stations located in the western portion of the Corridor (LAUS, Fullerton, and Riverside), but turns north at Riverside to operate through the Cajon Pass. The tri-weekly *Sunset Limited,* which connects Los Angeles and New Orleans, uses the UPRR Alhambra Subdivision from LAUS east through Pomona and Ontario and then south to Colton Crossing, and continues east on the UPRR Yuma Subdivision serving only one Corridor station (Palm Springs). The western portion of the *Sunset Limited* does not connect the strong Los Angeles and Orange County markets with Coachella Valley, and it is inconveniently scheduled

for Corridor visitors. Per the latest (November 2012) schedule, the eastbound train arrives at the Palm Springs Station at 12:36 a.m., while the westbound train arrives at 2:02 a.m. The existing tri-weekly *Sunset Limited* service provides insufficient service frequency and capacity to meet future intercity travel demand. A high level of weekday Metrolink commuter rail service is provided between LAUS and the Riverside-Downtown Station, but there are no operations east of Riverside to the Coachella Valley.

The proposed Corridor intercity rail service would provide convenient access for Los Angeles and Orange County trips to Coachella Valley destinations. It would originate and terminate in the Coachella Valley, provide multiple Corridor stations, and be scheduled to provide convenient intercity service for the communities between Los Angeles and Indio. The significant growth in the Amtrak Thruway Bus service ridership (with an average ridership increase of 109 percent over the previous month in the first 10 months of operation) between Fullerton and the cities of Palm Springs and Indio indicates the potential viability of the proposed intercity service.

Need for Improved Travel Times, Reliability, and Safety

Among the critical factors that impact the public's choice of transportation are travel time, reliability, and safety. Travel time and reliability are critical for all travelers, but particularly for work and business-related trips which require a more time-certain arrival. As highway congestion intensifies, travel delays increase and travel reliability worsens, and non-automobile modes such as rail become more attractive options for travel. The Corridor's highway system currently experiences significant congestion during both weekday and weekend peak periods, and there have been recent examples of major travel delays on the I-10 between Palm Springs and Interstate 15 (I-15). In addition, the reliability of the Corridor's highway system is impacted by a high level of truck activity and frequent high winds which cause vehicular travel delays and accidents.

With the significant projected annual trip growth – 304.2 million additional annual trips to and from the Coachella Valley by 2030 – automobile travelers will experience increasing highway congestion and resulting travel delays. The existing capacity of the Corridor's highway and limited rail system is insufficient to meet future demand, and current and projected future system congestion will continue to result in slower travel speeds, increased travel times, reduced reliability, and a higher potential for accidents. There are limited opportunities to expand the Corridor's highway system due to the potential for significant local community, natural resource, and air quality impacts. Corridor intercity rail service has the potential to serve future travel demand with faster and more reliable service. Currently, intercity rail travelers in the Corridor have one travel choice – the tri-weekly *Sunset Limited* which serves only one Corridor city with inconveniently scheduled service. Expansion of rail service east from Riverside to Indio on existing railroad ROWs, with related system improvements, will ensure the reliable functioning of both passenger and freight rail service.

2.3 Scope and Objective of the Plan

2.3.1 Scope

The Corridor faces significant mobility challenges as continued growth in population, employment, and tourism activity is projected to generate increased travel demand straining the existing transportation network. Development of an effective and convenient passenger rail system is necessary to meet the future mobility needs of residents, businesses, and visitors. The Corridor has future transportation challenges as evidenced by the following:

- Increasing Travel Demand. By 2040, the Corridor's population is projected to grow by more than 33 percent to a total of 23.2 million residents, along with a 30 percent increase in employment

with a resulting total of 8.2 million jobs. While a majority of the Corridor's population and job growth will occur in the Los Angeles and Orange county portions of the Corridor, the Riverside County portion is forecasted to experience significant increases in population and employment, 52 percent and 49 percent respectively. Travel activity from Orange County to the Coachella Valley will increase by 407 percent translating to 11.8 million additional trips, while travel from Los Angeles County will grow by 753 percent resulting in 25.6 million new trips. The large and growing county-to-county travel demand along the proposed Corridor indicates a potential opportunity for rail service to attract a share of this travel, particularly given the large number of recreational trips currently made between Los Angeles, Orange, and western Riverside counties and the tourist destinations of the Coachella Valley. The frequently severe congestion of the freeways serving this corridor would make rail an attractive alternative to automobile travel particularly for visitors.

- Constrained Travel Options. While the Corridor is served by a transportation system that includes air, highway, and rail service, system capacity is insufficient to meet the future travel demand. Corridor airport access is limited to one facility. The Coachella Valley portion of the Corridor is served by a single major highway, the I-10, which also accommodates a high level of truck traffic. Limited Corridor highway improvements are planned primarily due to air quality and natural resource impacts. The Coachella Valley is surrounded to the north and south by high mountain ranges limiting the space available for the expansion of the highway system or the construction of new highway alternatives without major community disruption. There are limited rail services serving the Corridor, with no intercity rail service providing end-to-end service from Los Angeles through Riverside to Indio.
- Significant Highway Congestion. Current travel demand generated by residents and visitors results in frequent weekday and weekend congestion and corresponding travel delays. There is a high level of weekend visitor travel to Coachella Valley destinations, and there have been recent examples of extended travel delays which have caused emergency conditions. With the projected population and employment growth, a majority of the future travel demand is anticipated to be met by automobile travel, which will result in increased highway congestion. There is limited space and funding available for highway system expansion. As highway congestion intensifies, travel delays will increase and reliability will decline. Rail travel could become an increasingly attractive option for personal, business, and visitor trips.
- Constrained Rail Service. Expanded Corridor rail service could accommodate an increasing portion of the projected travel demand growth, but it would need to be an entirely new service. The Amtrak *Southwest Chief* serves only the western portion of the Corridor between LAUS and Riverside, while the *Sunset Limited* operates only through eastern portion from Colton to Indio. There is no Metrolink commuter rail service east of Riverside to Indio. Current long-distance Amtrak and SCRRA commuter rail service operating in the Corridor is not sufficient to serve the projected Corridor travel demand growth, nor are the existing services designed to do so. Rail travel has the potential to serve future Corridor travel demand if new rail service connecting LAUS and Indio through Fullerton and Riverside is implemented.
- Need for Increased Travel Capacity Without Impacting Local Communities, Air Quality, and Natural Resources. More than 304 million additional annual trips are projected to occur to and from the Coachella Valley by 2030. Growing travel demand will require increased transportation system capacity, which could have negative impacts on local communities, regional and local air quality, and natural resources. Widening of the highway system is no longer feasible without major property acquisition and community disruption, while rail system capacity could be expanded within existing rail ROWs. In addition, highway system improvements are constrained

in the eastern portion of the Corridor due to a wide range of endangered and protected species, and a national park. Improvements in the Coachella Valley Corridor are particularly sensitive in the air quality impact area as portions of the Corridor are identified as non-attainment or maintenance areas for ozone, $PM_{2.5}$, PM_{10}, CO, and NO_2 based on federal and state air quality conformity requirements. Meeting federal and state air quality standards over the next 20 to 40 years will likely require reductions in the total miles traveled by vehicles. Rail system capacity could be increased with air quality benefits, including reductions of GHG emissions, and with minimal impacts to local communities and natural resources.

Expansion of the Corridor's intercity rail system has not kept pace with the significant increase in population, employment, travel, and tourism, and will require new service and related system improvements to meet existing demand and future growth. The proposed Corridor intercity rail service would provide a faster, safer, and more convenient intercity travel option that provides added capacity in response to increased travel demand. New rail service and improvements would provide additional capacity that would relieve some of the projected near-term and long-term demand on the highway system, potentially slowing the need to further expand highways and airports, or reduce the scale of those expansions, reducing their associated cost along with community and environmental impacts. The Coachella Valley Corridor intercity rail service and related improvements would augment the highway and airport system, thereby creating an interconnected, multimodal system, allowing for better mobility throughout the Corridor. In addition, Corridor rail service and system improvements would contribute to the viability of the *Pacific Surfliner* Corridor, support future statewide HSR system operations, support regional Metrolink commuter rail operations, and provide connectivity with local transit systems.

2.3.2 Objectives

In the adopted *CSRP (2008)*, Caltrans has described the overall objectives and policies for intercity rail service improvements as:

- Increase the cost-effectiveness of state-supported intercity passenger rail systems.
- Increase capacity on existing routes.
- Reduce running times to attract additional riders and to provide a more attractive service.
- Improve the safety of state-supported intercity rail service.

The PS-specific objectives include:

- Clearly demonstrate the purpose and need for new intercity passenger rail service.
- Identify alternatives for providing the new intercity passenger rail service, and provide the basis for future identification of the alternative that best addresses the purpose and need.

Within a multi-modal strategy, improving rail service in this Corridor would provide the following benefits:

- Address increasing Corridor travel needs.
- Alleviate demand on the constrained highway system.
- Reduce travel times.
- Increase reliability and safety for Corridor trips.
- Increase travel capacity with minimal impacts to the Corridor's natural resources and communities, and provide potential benefits to air quality and GHG emissions.

3.0 Rationale

Provision of intercity passenger rail service between Los Angeles and the Coachella Valley would serve the vital function of providing intercity service between the cities of Los Angeles, Fullerton, Riverside, Loma Linda/Redlands, Banning and Beaumont in the Banning Pass Area, Palm Springs, and Indio, along with the intermediate cities in the Coachella Valley. Improvements in the Corridor are required to develop a faster, safer, and more reliable transportation system to serve this fast-growing area in Southern California. New intercity passenger rail service would expand the travel options and provide added travel capacity in address increasing travel demand from Corridor population and employment growth. The existing transportation system is experiencing increasing congestion constraints due to heavy automobile and truck travel, which are projected to worsen in the future. Coachella Valley Corridor intercity rail service would provide the following benefits:

- Provide increased travel capacity to serve Corridor growth in a cost-effective manner with minimal impacts to local communities, natural resources, air quality and greenhouse gas emissions.
- Provide a new travel option as part of a multi-modal strategy identified in regional and county goals and plans.

Implementation of Coachella Valley Corridor rail service would benefit other existing and planned passenger rail services:

- Support Pacific Surfliner Corridor operations. Expanded intercity passenger rail service to and from the Coachella Valley would interface with the *Pacific Surfliner* South Corridor at the Fullerton Station, and would support increased *Pacific Surfliner* ridership.
- Support operations of the future HSR system. The future Coachella Valley service would provide important rail feeder for Corridor residents and visitors at LAUS, and, with a transfer, at the future Anaheim and San Bernardino (two options under study) HSR stations.
- Provide connectivity with local transit systems. Coachella Valley Corridor rail service would support a higher utilization of transit services operating to and from the Corridor's existing and future passenger rail stations.

3.1 Capacity Benefits

Coachella Valley Corridor intercity passenger rail service would accommodate an increasing portion of the Corridor's projected travel demand growth, and reduce the need for an expanded highway system. New Corridor intercity rail service would provide additional travel capacity to serve the forecasted Corridor residential, employment, and visitor growth in a cost-effective manner with minimal impacts to local communities, natural resources, and air quality. Providing additional highway system capacity could have negative impacts on regional and local air quality, local communities, and natural resources. The western portion of the Corridor is located in the South Coast Air Quality Basin which is identified as non-attainment for ozone, PM_{10}, $PM_{2.5}$, CO, and NO_2; and the Coachella Valley section was included in the list of non-attainment and maintenance areas for ozone and PM_{10} in the region's *2012 RTP*. Meeting federal and state air quality standards over the next 20 to 40 years will likely require reductions in the total distance traveled by vehicles. The Corridor passes through residential neighborhoods and the commercial centers of many communities, and operates through environmentally sensitive desert settings. Passenger rail system operations could be provided within existing rights-of-way with air quality and greenhouse gas emission benefits and minimal impacts to local communities and natural resources.

Service improvements and related infrastructure projects identified in the previous Coachella Valley Corridor studies (identified below in Section 4.1) for the Build/Improved Passenger Service Alternative would provide a reliable travel option in this congested travel corridor that would reduce travel time and enhance safety. Service improvements would improve the cost-effectiveness of intercity passenger rail service currently provided in the western portion of the Corridor, while supporting improved passenger and freight rail operations in the Coachella Valley. The improvements have independent utility and are not dependent on the completion of other Corridor programs to be successful.

3.2 Multi-Modal System Benefits

Developing alternative transportation choices is a key component of the multi-modal strategies identified in the Corridor's regional and county goals and plans. While the Corridor is served by a transportation system that includes air, highway, and passenger rail service, existing system capacity and options are insufficient to meet the projected future travel demand. The Corridor is served by an extensive network of regional and state highways, all of which operate with extended periods of automobile and truck congestion during weekday and weekend peak travel periods.

Limited Corridor passenger rail service is provided by the long-distance *Sunset Limited* which operates inconveniently-scheduled, tri-weekly service for Corridor travelers. In addition, the *Sunset Limited* does not connect the large southern Los Angeles, Orange, and western Riverside county markets with Coachella Valley destinations. Regional and county multi-modal transportation plans have been developed in recognition of future growth, which identify expansion of passenger rail service as a key mobility element. Provision of expanded intercity rail service in the Corridor would support regional and county goals and plans related to growth, smart growth, economic development, air quality and greenhouse gas emissions, sustainability, and provision of a balanced transportation system. Providing reliable and convenient passenger rail service would enhance rail travel as an increasingly viable and attractive option for personal and business trips, and would reduce the pressure to expand the Corridor's highway system.

3.3 Operational Benefits

Improvements to the Corridor's transportation system have not kept pace with the growth in travel demand, and the highway system is currently operating beyond capacity during peak travel periods with resulting travel time, reliability, and safety impacts. There are limited transportation choices available with the automobile being the primary travel mode. Limited rail service is provided in the Corridor by Amtrak and Metrolink. The existing Amtrak long-haul *Sunset Limited* service operating through the Corridor is not scheduled to serve the needs of intra-state travelers between Los Angeles and the Coachella Valley with the tri-weekly service arriving at inconvenient times for Corridor travelers. Daily Metrolink commuter rail service is provided between LAUS and the Riverside-Downtown Station, but does not continue east through the Coachella Valley to Indio.

In the Corridor, travel demand is projected to continue to increase as population and employment are forecasted to rise resulting in 304.2 million additional annual trips to and from the Coachella Valley by 2030. As a response to limited highway capacity in this congested corridor, travelers will continue to seek more reliable and attractive alternate modes of transportation. The large and growing travel demand in the Corridor indicates a potential opportunity for rail service to attract a share of this travel, particularly given the high number of recreational trips currently made between Los Angeles and Orange county origins and Coachella Valley visitor destinations. The periodically severe congestion of the freeways serving this area would make rail an attractive alternative to automobile travel particularly for visitors.

The proposed intercity service between LAUS and Indio would offer a key mobility choice with conveniently scheduled, daily one-seat service between key destinations in the Corridor.

4.0 Identification of Alternatives

This section describes the three alternatives identified in this planning study effort: the No-Build Alternative, which provides a baseline option representing the continued operation of the current Corridor transportation system with no new intercity passenger rail service; and two Build alternatives, which provide new intercity passenger rail service in the Corridor between LAUS and Indio to accommodate increased Corridor travel demand.

4.1 Previous Corridor Planning Studies

Corridor intercity rail service has been studied since 1991 when the Riverside County Transportation Commission (RCTC) completed the first in a series of studies evaluating the feasibility of operating daily intercity rail service between the cities of Los Angeles and Indio through Los Angeles and Orange counties. An overview of the five previous planning studies prepared by and/or with the participation of the RCTC, the Coachella Valley Association of Governments (CVAG), the Caltrans Division of Rail (DOR), and Amtrak is presented below. All of the studies considered the same alignment for future passenger rail service: south on the Metro owned and SCRRA operated ROW from LAUS to the West Redondo Junction, along the BNSF owned and operated San Bernardino Subdivision from West Redondo Junction through Fullerton and Riverside to Colton Crossing, and then east onto the UPRR owned and operated Yuma Subdivision through the Coachella Valley to Indio.

Los Angeles-Coachella Valley-Imperial County Intercity Rail Feasibility Study (1991)

This initial study provided an assessment of the technical, operational, financial, and institutional issues associated with operating State-sponsored Amtrak intercity rail service in the Corridor. The proposed routing was similar to that of the Corridor considered in this PS between LAUS and the Coachella Valley, with an extension to the international U.S./Mexico border also considered. The study was prepared by the RCTC with the participation of the CVAG, and was then forwarded to the Caltrans DOR for review and action.

Nine preliminary rail station sites were identified which included four existing stations (LAUS, Fullerton, Corona, and Riverside) and five new Coachella Valley stations (Loma Linda, Beaumont, and three other stations to be determined). Capital and operating budgets were prepared based on three daily round trips between Los Angeles and the Coachella Valley. Capital costs included provision of rolling stock (two train sets) and construction of new stations and track improvements (a new connecting track identified as required at Colton Crossing to permit movement between the BNSF and UPRR tracks). The total capital cost for the Los Angeles-Coachella Valley portion of the proposed service corridor, including rolling stock and locomotives, construction of five stations, and provision of track improvements and a layover facility, was identified as $41.0 million (1991 dollars).

After completion of the study, additional travel data was developed to better assess the Corridor's intercity rail ridership potential through a Caltrans-commissioned license plate survey. The survey results showed a low level of potential ridership (the survey was performed prior to the doubling of Riverside County population between 1990 and 2010), which was seen as a barrier to implementation of daily intercity rail service at that time.

Los Angeles-Coachella Valley Weekend Demonstration Passenger Rail Service (1993)

While the previous study was under review by the Caltrans DOR, the RCTC developed an alternative service concept for a two year demonstration project building on the existing Metrolink commuter rail services operating within Riverside County. The study proposed weekend-only service during the peak

visitor season of November through May, operating as an extension of existing Metrolink commuter rail service. Ten one-way trips running from Friday afternoon through Monday morning were to be operated by contracted Metrolink crews using Metrolink equipment. Alternate railroad alignments between LAUS and Riverside were considered, but the preliminary revenue and ridership estimates identified that the LAUS-Riverside alignment through the cities of Fullerton and Corona to Riverside would be the most productive due to the service linkage with the strong Los Angeles, Orange, and western Riverside county travel markets.

Coachella Valley Passenger Rail Service Feasibility Study (1999)

This study was led by the CVAG and focused on providing a framework for further operational and funding discussions related to operating passenger rail service in the Coachella Valley Corridor. The study focused on developing revised plans in recognition of three key issues: 1) the need for increased local participation at the policy and financial levels; 2) the assumption that the proposed service would be operated by Amtrak as negotiations with the UPRR could be completed more efficiently with Amtrak as a partner; and 3) changing station needs. From a station perspective, while Indio had been the only Coachella Valley passenger rail station in operation when the previous two studies were complete, a second station had been constructed with State Transit Capital Improvement (TCI) funds in the city of Palm Springs. The resulting recommendation from the study was for the proposed service to be operated with five existing stations (LAUS, Fullerton, Riverside-Downtown, Palm Springs, and Indio) and one new station to be located in the mid-Coachella Valley in the vicinity of the city of Palm Desert.

Three service options calling for either one or two daily round trips with an overnight layover at both ends (LAUS and Indio) were developed, as well as alternative funding plans which included a local participation element. Amtrak preferred the two round trip option as offering the level of flexibility desired by the traveling public based on their experience, and improvement plans were developed reflecting this service scenario. Capital costs were identified for: rolling stock (two five-car trainsets plus locomotives); an Indio layover facility, including a power switch for the maintenance tracks; possible host railroad (UPRR) track and signal improvements; and construction of one new station. The total capital cost identified in this study was $37.9 million (1999 dollars), a slightly lower cost than that identified in the 1991 study due to the UPRR's construction of the interconnect track improvements at Colton Crossing which had been included in the previously identified improvements. The study results were shared with the UPRR who expressed strong opposition to the operation of passenger rail service on the Yuma Subdivision.

Commuter Rail Feasibility Study (2005)

In 2005, the RCTC evaluated the potential of future commuter and intra-county commuter rail in Riverside County with a county-wide study of reasonably possible home-to-work commuter rail corridors. The Coachella Valley Corridor commuter rail option proposed six peak period direction trains during the morning and evening peak periods, and two off-peak trains in each direction. Due to the significant level of baseline UPRR freight train activity in this Corridor, and to accommodate the proposed addition of a high number of commuter rail trains during both peak periods with resulting impacts on freight rail operations, construction of a third main track adjacent to the existing UPRR main tracks was identified. A total capital cost of $528.2 million (2005 dollars) was identified to provide for system improvements including the third track, turnouts, related signal work, minor and major bridge widenings, upgraded at-grade highway-rail crossings, station construction (seven new commuter rail stations and an upgraded Palm Springs Station), new layover yard, and ROW purchase and easements. The Coachella Valley commuter rail option performed poorly when compared to the other commuter rail options, primarily due to the high capital cost of adding a third track, and the lack of a shared use agreement or right to operate Metrolink service. Intercity rail service operated by Amtrak was identified as the most viable option for passenger rail service in this Corridor.

Coachella Valley Rail Study Update (2010)

This study effort, prepared for the RCTC, updated the status of corridor rail service planning efforts as the Coachella Valley Corridor passenger service had been included in the approved *CSRP* (2008), though no funding was identified to support implementation. The study confirmed that the proposed intercity service would be operated by Amtrak running on the previously identified alignment from LAUS to Fullerton and Riverside, and then north to Colton and continuing east on the UPRR's Yuma Subdivision through the Coachella Valley. The updated list of stations included three existing stations (LAUS, Fullerton, and Riverside-Downtown) in the western portion of the Corridor, and five existing and/or new stations in the Coachella Valley section (Loma Linda, Banning/Beaumont, Palm Springs, Rancho Mirage, and Indio), with a future possible station identified in Cabazon.

Schedules were developed for two daily round trips with one train originating in Los Angeles and a second in Indio. The identified capital cost totaled $155 million (2010 dollars) for rolling stock (two eight car trainsets), a layover facility in Indio, and station construction (five new stations along with improvements to the Palm Springs Station). The study noted that grade-separated pedestrian track crossings may be required by the UPRR at the Coachella Valley stations, but the cost of those possible pedestrian improvements was not included in the estimate.

4.2 Regional and Local Plans

The CVAG and RCTC have joint responsibility for the planning and implementation of the future Coachella Valley passenger rail service. Under their direction, provision of daily rail service between Downtown Los Angeles and the Coachella Valley was included in the Riverside County list of projects presented in the Southern California Association of Governments (SCAG) *2040 RTP/Sustainable Communities Strategies (SCS)* adopted in 2012.

Coachella Valley Association of Governments

The CVAG serves as the regional planning agency leading development and implementation of the Coachella Valley regional transportation program, which includes the proposed Coachella Valley Corridor passenger rail service. While no funding is currently identified for this future service, the CVAG Executive Committee recently (April 29, 2013) directed staff to establish a 90 percent bus transit/10 percent passenger rail service funding allocation split for Coachella Valley Transportation Development Act (TDA) funds to be phased in over a three to four year period. In addition, a Memorandum of Understanding (MOU), will be established between RCTC and CVAG to develop a Coachella Valley Rail Fund that will use both the TDA funds and additional state and local funds to conduct station development studies and provide initial capital funding for station development.

Riverside County Transportation Commission

One of RCTC's primary responsibilities is to administer the voter-approved Measure A ½ cent sales tax program for transportation projects. The sales tax was first approved by voters in 1988 and was later extended in 2002 and will remain in place until 2039. Measure A is used to fund highway, regional arterial, street and road, new corridors, economic development, and transit projects throughout Riverside County. RCTC prepares periodic updates of short-term project priorities for the use of Measure A funds. The 2010 version of the *Framework for a Journey – 2009-2019 Delivery Plan* includes the Perris Valley Line project that extends Metrolink commuter rail service 24 miles further into southern Riverside County, but does not include funding for the Coachella Valley Corridor intercity rail project at this time. In recognition of the heavy freight rail activities occurring in the County, the RCTC has secured $162 million in State Proposition 1B bond funding to construct 12 grade separations in the future Corridor as identified

in the RCTC-prepared *Grade Separation Priority Update Study for Alameda Corridor East (Riverside County)* completed in February 2012.

As part of a five-county effort, RCTC has participated in the development of the following Southern California strategic planning efforts that will benefit Corridor passenger and freight rail capacity:

- Metrolink Commuter Rail Strategic Assessment. A 30-year commuter rail strategic plan for expanding current service.
- Multi-County Goods Movement Action Plan. A 30-year plan that reflects regional agreement of a phased strategy to maintain mobility for freight movement to, from, and within Southern California, and minimize the impacts of freight movements by truck, train, and air on local communities, the existing transportation system, and the environment.
- Five-County Los Angeles Economic Development Corporation (LAEDC) Joint Venture. A joint advocacy effort with BNSF and UPRR to develop new short-term federal funding and long-term public-private mechanisms for port-generated rail and truck capacity improvements in the five-county SCAG region. The Riverside County network includes proposed rail capacity improvements on the BNSF and UPRR main lines that parallel the SR-91 and I-10 freeways.

In a related effort, Riverside County launched a collaborative approach to its future growth management efforts through the Riverside County Integrated Project (RCIP), which integrates consideration of natural conservation, transportation, and land use issues in its future planning efforts. As part of the RCIP, the County has developed the Community and Environmental Transportation Acceptability Process (CETAP) to address congestion challenges and future travel demand in a process that identifies multi-modal options. Through these efforts, the CETAP has identified four priority corridors within the western Riverside County area for further study and potential improvement project implementation. The Coachella Valley Corridor was one of the corridors identified as experiencing increasing congestion. Land use studies, such as the Western Riverside Council of Governments' (WRCOG) *Smart Growth Case Study,* also identified the growing imbalance of population and employment and its effects on transportation in the region. Using indicators to measure various elements of "Smart Growth," such as land use patterns and transportation amenities, as well as housing and job balance, the region as a whole scored low. In particular, several indicators such as "Vehicle Miles Traveled (VMT) growth compared to population increase" and "transit availability" scored significantly lower and were seen as indicators of increasing future congestion and the need for new transportation solutions.

4.3 Corridor Service Plans

4.3.1 Corridor Rail Service Plans

Future Coachella Valley Corridor service plans have been developed and evaluated through a series of Corridor rail service feasibility studies prepared by the RCTC, CVAG, and Caltrans DOR with Amtrak's participation. Previous studies have identified service schedules focusing on providing either one or two daily round trips with the most recent Corridor study, the *Coachella Valley Rail Study Update (2010)*, identifying a preferred start up schedule of two daily round trips.

4.3.2 Corridor Rail Service Improvements

Rail service infrastructure improvements in the western portion of the Coachella Valley Corridor have been addressed through the development of two plans: for the LAUS-Fullerton segment, through the updated *Pacific Surfliner South Corridor Service Development Plan* currently being prepared; and for the Fullerton-Riverside section, through the *Metrolink Commuter Rail Strategic Assessment* prepared by the

SCRRA with RCTC's participation. Potential infrastructure improvements required in support of provision of intercity passenger rail service in the eastern portion of the Corridor (Riverside to Indio) have been identified through the previous Corridor studies summarized above. Along with the identification of rolling stock, the previous Corridor study efforts identified the following possible infrastructure needs:

- Track, siding, and signal improvements.
- Layover facility in Indio.
- Station projects.

As Corridor service plans more forward, Metro and the SCRRA, BNSF, and UPRR as the host railroad owners and operators may require improvements to ensure that implementation of new passenger service does not impact operations in this heavily-utilized passenger and freight rail corridor. Previous studies have identified possible improvements in the UPRR portion of the Corridor. It should be noted that the UPRR has consistently stated, and recently confirmed (March 6, 2013), their opposition to the introduction of passenger rail service in this Corridor. Further more detailed coordination and work for all portions of the Corridor would be performed in future planning work.

In the UPRR portion of the Corridor, more than 100 miles of new main line double-track have been built on the Sunset Route (Los Angeles–New Orleans), including the Yuma Subdivision, but many single-track segments remain east of Indio which constrain rail activity. Continuing strong growth in freight rail demand has resulted in capacity challenges in recent years. These capacity problems are anticipated to continue and increase in the future with the projected doubling of trade between the U.S. and Asia, which primarily enters through the Ports of Long Beach and Los Angeles and travels east through this Corridor. Current and future UPRR freight service operations in the Coachella Valley portion of the Corridor are impacted by two operational constraints:

- West Colton Yard. This large and relatively new rail yard serves as a hub for UPRR activity moving to and from the greater Los Angeles Basin. It currently experiences a high level of train activity which constrains operations on connecting trackage.
- San Gorgonio Pass. The Beaumont to Banning portion of the alignment travels through the San Gorgonio or Banning Pass, which cuts between the San Bernardino Mountains to the north and the San Jacinto Mountains to the south. Beaumont is located at the peak of the Pass at a 2,612 foot elevation, and Banning is located at a 2,350 foot elevation. On the west, the alignment elevation increases by approximately 1,750 feet between Riverside and Beaumont, while on the east the alignment elevation changes by approximately 2,365 feet between Banning and Indio (at a -13 foot elevation). These significant elevation changes impact rail operations in two ways. First, the gradient change causes most eastbound and westbound trains to operate at a reduced speed. Second, the gradient is steep enough so as to require the UPRR to add locomotives to its heavily loaded westbound trains at Indio to assist them in moving over the hill. This rail movement requires trains to come to a complete standstill to link up with their "helper units" and then regain speed in a manner that constrains operational capacity.

While the fleet requirements to operate one to two daily round trips in this Corridor are anticipated to be minor, additional rolling stock would be required. Layover space for the overnight storage of the required passenger rail vehicles would be provided at the Indio Station where former railroad land has been acquired for this purpose, or at the Amtrak facilities near or at LAUS. Heavy vehicle maintenance and repair are assumed to be accommodated at the existing Amtrak facility near LAUS, while cleaning and light maintenance needs would be handled at the Indio overnight storage facility.

The proposed Coachella Valley Corridor intercity service would operate between LAUS and Indio with service to three existing shared Amtrak/Metrolink stations (LAUS, Fullerton, and Riverside-Downtown),

and five existing or new stations between Riverside and Indio. The stations in the eastern portion of the Corridor would include: Redlands/Loma Linda (new station), Banning/Beaumont (new station), Palm Springs (existing Amtrak station), Rancho Mirage (new station), and Indio (existing bus station and planned intermodal station). A possible future sixth station is proposed in the Cabazon area. The Palm Springs Station has a permanent station structure and parking with room to expand if needed. In Indio, current Amtrak Thruway Bus and Greyhound passenger activities are accommodated in a temporary building structure. Land has been purchased and plans developed for a permanent multi-modal facility with train platforms and overnight rail vehicle storage area. For the three new stations, site options have been identified, but land has not been purchased; the CVAG does own land in the proposed Rancho Mirage station area.

4.4 No-Build Alternative

The No-Build Alternative provides a baseline discussion of the continuation of the current Corridor system with no improvements beyond those rail projects that have approved local, county, state, and federal funding. These projects are identified in documents including: county Long Range Transportation Plans (LRTPs), Regional Transportation Improvement Plans (RTIPs), and the State Transportation Plan (STIP). The RCTC has secured $162 million in Proposition 1B bond funding to construct 12 grade separation projects in Riverside County – ten of which will facilitate future Coachella Valley Corridor service. Three of the Corridor grade separation projects have been completed, and the remaining seven projects are anticipated to be completed by the end of 2013.

4.5 Build Alternatives

Two Build/Improved Passenger Service alternatives have been identified that are consistent with past planning studies. The first alternative would provide one daily round trip with future expansion based on ridership growth potential. A second alternative would provide two daily round trips with future expansion based on ridership growth potential. These alternatives would be studied through the preparation of a complete SDP, which would determine the more feasible and cost effective alternative, and the implementation timing of the recommended Build Alternative. As part of the SDP process, ridership modeling would be performed to test when there would be market demand for additional round trips beyond the initial one or two round trip(s). Based on the ridership modeling results, the SDP would test the feasibility and cost effectiveness of additional round trips.

Because the proposed rail service operations would occur within an existing railroad ROW, minimal environmental impacts are anticipated. A program level environmental statement (EIS) would be required for any federal funding, and state level environmental impact review (EIR) documentation would also need to be completed. Construction of the four new stations would primarily occur within existing developed areas or on former railroad property. Coachella Valley was included in the list of non-attainment and maintenance areas for ozone and PM10 in the 2012 RTP. Introduction of rail service travel alternatives in this congested area would reduce mobile source emissions, and have air quality and climate change benefits.

An overview of the possible capital projects and costs, as identified in the previous Coachella Valley Corridor planning studies, is summarized in Table 4.1. The previously identified costs do not include capital upgrade costs that might be included in operating agreements negotiated with Metro and Metrolink, or the BNSF and UPRR, The identified projects could be further divided into: immediate projects which are required to implement passenger service; and longer-term projects, such as station construction (except for Indio) which could be implemented as funding became available.

4.6 Next Steps

This Coachella Valley Intercity Rail Corridor planning study demonstrates the viability of the provision of intercity passenger rail service between Los Angeles and Indio. The expected increase in population and employment in the Corridor coupled with the significant growth in the Amtrak Thruway Bus service ridership between Fullerton and the cities of Palm Springs and Indio – 170 percent in the first 10 months in operation – indicates the strong potential for providing a rail service travel option in this proposed service corridor. The next steps in moving forward to intercity rail service implementation include:

- Evaluate the alternatives identified in this initial planning study conducted by Caltrans through preparation of a SDP. The SDP would develop ridership and revenue data for the two build alternatives, identify capital improvements necessary for the service alternatives based on capacity modeling and prior studies, and identify operating costs. Based on this data, the SDP would determine which service option is more feasible and cost effective, and it would identify a projected date for the start of service.

Table 4.1: "Build/Improved Passenger Service" Alternatives – Proposed Rail Improvement Projects

Improvement Description	**Los Angeles-Coachella Valley-Imperial County Intercity Rail Feasibility Study** (1991 dollars)	**Coachella Valley Passenger Rail Service Feasibility Study** (1999 dollars)	**Coachella Valley Rail Study Update** (2010 dollars)
Track and Signal Improvements	$ 1.4(1)	$ 5.0(2)	NA
Layover Facility (Indio)	0.4(3)	1.0	$ 15.0(3)
Power Switch for Maintenance Track	NA	0.3	NA
Contingency Factor (30%)	0.5	NA	NA
Engineering Contingency (15%)	0.4	NA	NA
Station Construction	9.9(4)	3.0(5)	60.0(6)
Rolling Stock (two trainsets)	28.4(7)	28.6(8)	80.0(9)
Total	**$41.0**	**$37.9**	**$155.0**

Notes:

(1) Cost for Colton Crossing track work connecting BNSF and UPRR tracks.
(2) Cost for host railroad (UPRR) improvements, if needed.
(3) Cost includes power switch for maintenance track.
(4) Cost for five new stations each with 100 parking spaces.
(5) Cost for new Palm Desert Station with 300 parking spaces.
(6) Cost for five new stations ($11.0 million each) and upgraded Palm Springs Station ($5.0 million).
(7) Cost reflects two six-car train sets: locomotive, food service car, four coach cars, and one passenger coach with a control cab.
(8) Cost reflects two five-car train sets.
(9) Cost reflects two eight-car train sets: locomotive, cab car, food service car, and five coach cars.
- "NA" indicates not applicable.

- Complete a programmatic EIR/EIS for the Coachella Valley intercity rail route to support selection and implementation of the preferred Build alternative.

- Resolve operational and capital improvement issues, including system projects necessary for implementation of passenger service, through focused discussions with: Metro and SCRRA (LAUS to West Redondo Junction); the BNSF (West Redondo Junction to Colton Crossing); and the UPRR (Colton Crossing to Indio).
- Continue discussions with local jurisdictions and the UPRR regarding development of the four proposed stations to be located in Redlands/Loma Linda, Banning/Beaumont, Rancho Mirage (possible use of the CVAG-owned site), and Indio.
- Identify potential sources of funding for capital and operational costs.
- Review and recommend the appropriate organizational options for implementing and managing the service.

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RCTC RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Tier 1/Program Environmental Impact Statement/Environmental Impact Report

Coachella Valley-San Gorgonio Pass Rail Corridor Service Program

May 2021

Coachella Valley-San Gorgonio Pass Rail Corridor Service Program

Draft Tier 1/Program Environmental Impact Statement/Environmental Impact Report

Pursuant to:

National Environmental Policy Act (42 USC 4321 et seq); Federal Railroad Administration Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999); Council on Environmental Quality's Regulations Implementing NEPA (40 CFR Parts 1500-1508); National Historic Preservation Act (54 USC 300101 et seq.); Clean Air Act as amended (42 USC 7401 et seq. and 40 CFR Parts 51 and 93); the Endangered Species Act of 1973 (16 USC 1531-1544); and the Clean Water Act (33 USC 1251-1387); California Environmental Quality Act (PRC 21000 et seq); and State of California CEQA Guidelines

Prepared by the:

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Abstract: This document considers, describes, and summarizes the environmental impacts associated with the development of a passenger rail system to provide an alternative travel mode that would reduce travel times and improve service reliability between Los Angeles and the Coachella Valley by providing intercity and commuter rail service. The Draft Tier 1/Program EIS/EIR evaluates the potential effects of a passenger rail system within the Program Corridor on land use and planning, transportation, visual quality and aesthetics, air quality and greenhouse gases, noise and vibration, jurisdictional waters and wetland resources, biological resources, floodplains and water quality, geological and paleontological resources, hazards and hazardous materials, public utilities and energy, cultural resources, parklands and community services, safety and security, socioeconomic conditions, environmental justice, and Section 4(f)/Section 6(f) resources.

ES.1 Executive Summary

Pursuant to the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA); the Federal Railroad Administration (FRA), California Department of Transportation (Caltrans) Division of Rail and Mass Transportation, and Riverside County Transportation Commission (RCTC) prepared this joint Draft Tier 1/Program Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) to evaluate and disclose the potential environmental consequences of the Coachella Valley-San Gorgonio Pass Rail Corridor Service Program (Program). The Program is proposing the implementation of passenger rail service options between Los Angeles Union Station (LAUS) in Los Angeles County, California and the City of Coachella in Riverside County, California. This corridor-level conceptual study evaluates alternatives along the 144-mile-long Coachella Valley-San Gorgonio Pass Rail Corridor (Program Corridor).

For this Tier 1/Program EIS/EIR, FRA and Caltrans are the joint lead agencies for the environmental review under NEPA, and RCTC is the lead agency under CEQA.

This Tier 1/Program EIS/EIR represents the first step within a tiered approach to NEPA analyses in accordance with the Council on Environmental Quality's (CEQ) Regulations for Implementing NEPA (40 Code of Federal Regulations [CFR] Parts 1500–1508), FRA's Procedures for Considering Environmental Impacts (64 *Federal Register* [FR] 28545, May 26, 1999), and CEQA Guidelines Sections 15168 and 15170. Tiering under NEPA and CEQA involves the evaluation of broad-level programs and issues in an initial Tier 1/Program-level analysis followed by more detailed evaluation of specific improvements in subsequent Tier 2/Project-level analyses.

This Tier 1/Program EIS/EIR evaluates potential environmental impacts of the No Build Alternative and the three Build Alternative Options broadly within the Program Corridor. The Program Corridor provides a flexible regional context for the best location of an enhanced passenger rail system while providing opportunities for the Build Alternative Options within the Program Corridor to account for engineering and environmental constraints, as well as public input.

This Tier 1/Program EIS/EIR is the basis for a Tier 2/Project-level analysis by identifying the Build Alternative Option to be advanced for further study and analysis. As such, no construction would be authorized as a result of the Tier 1/Program evaluation. During Tier 2/Project-level analysis, the selected Build Alternative Option identified in the Tier 1/Program-level analysis would be further developed and the environmental effects of the site-specific rail infrastructure and station facilities evaluated prior to final design and construction. The Tier 2/Project-level analysis would include refined engineering design; additional public involvement; site-specific quantitative analyses of environmental effects; and the identification of site-specific avoidance, minimization, and mitigation measures.

ES.1.1 Purpose and Need

The Program's Purpose is to implement a safe, reliable, and convenient intercity passenger rail service in the Program Corridor with the capability to meet the future mobility needs of residents, businesses, and visitors and meet the following objectives:

1. Provides travelers between the Los Angeles Basin and the Coachella Valley with a public transportation service that offers more convenient, reliable, and competitive trip times; better station access; and more frequency than currently available public transportation services
2. Provides travelers between the Los Angeles Basin and the Coachella Valley with an alternative to driving that offers reliable travel schedules
3. Provides travelers between the Los Angeles Basin and the Coachella Valley with an affordable transportation service
4. Serves a range of trip purposes traveling between the Los Angeles Basin and the Coachella Valley, particularly including business and personal trips
5. Improves regional travel opportunities between the Los Angeles Basin and the Coachella Valley for individuals without private vehicles
6. Serves the expected population growth in the Los Angeles Basin and the Coachella Valley
7. Assists regional agencies in meeting air pollution and greenhouse gas (GHG) emission reduction targets as mandated in state and federal regulations

The Program's Need is to address the absence of effective transportation alternatives to personal automobile travel between coastal regions of Southern California (e.g., Los Angeles and Orange Counties) and cities in the Inland Empire (e.g., City of Riverside) and the Coachella Valley (e.g., Cities of Coachella, Indio, Palm Springs); the projected increase in travel demand in the Program

Corridor resulting from population and employment growth; and the increasing unreliability of existing transportation systems within the Program Corridor.

ES.1.2 Program History and Prior Planning Activities

This Tier 1/Program EIS/EIR is preceded by several years of preliminary Program development activities. In 1991, RCTC completed the first in a series of studies evaluating the feasibility of operating one or two daily intercity passenger rail round trips between Los Angeles and Indio. From 1991 to 2013, RCTC completed additional feasibility studies on the Program Corridor. In July 2016, RCTC, in coordination with Caltrans and FRA, prepared and completed the 2016 Alternatives Analysis (AA) Report (summarized in Chapter 2, Program Alternatives, of this Tier 1/Program EIS/EIR) that evaluated a reasonable range of alternatives for implementation of daily intercity passenger rail service between Los Angeles and Indio. The purpose of the 2016 AA Report was to identify a reasonable range of preliminary alternative(s) that could be evaluated in a subsequent Service Development Plan (SDP) and Tier 1/Program EIS/EIR.

ES.1.3 Program Overview

The Program Corridor, which connects the Los Angeles metropolitan area with the Coachella Valley through the San Gorgonio Pass, currently has no daily intercity passenger rail service that services the Coachella Valley. While the Program Corridor contains existing rail lines and rail infrastructure, these existing rail systems currently support freight rail and the occasional Amtrak rail service. The proposed implementation of intercity passenger rail service in the Program Corridor, including the planning and construction of rail infrastructure improvements required to establish the service, are collectively known as the Coachella Valley-San Gorgonio Pass Rail Corridor Service Program.

The Program Corridor runs west-to-east, extending from a western terminus at LAUS to an eastern terminus in either the City of Indio or City of Coachella and consists of two sections: the Western Section and the Eastern Section. The boundary between the Western and Eastern Sections is in the City of Colton, at the intersection of existing railroad lines owned by Union Pacific Railroad (UP) and BNSF.

Passenger train frequencies proposed as part of the Program would consist of two daily round-trip intercity passenger trains operating the entire length of the Program Corridor between Los Angeles and the Cities of Indio or Coachella, with one morning departure and one afternoon departure from each end of the Program Corridor. Both proposed eastern terminus options would require construction of a new station, as neither the City of Indio nor the City of Coachella has existing stations to accommodate the proposed passenger rail service.

ES.1.4 Alternatives Considered

The Tier 1/Program EIS/EIR evaluates the No Build Alternative and three Build Alternative Options in the two geographic sections, as shown on Figure ES-1 through Figure ES-3. The Build Alternative Options have been developed to a level of detail appropriate for a Tier 1/Program service-level evaluation. The Tier 1/Program EIS/EIR Study Area represents the potential area where rail infrastructure improvements and station facilities could be implemented and constructed but does not represent the precise location or footprint of the improvement or facility. If a Build Alternative Option is selected, the Tier 2/Project-level analysis will consider further refinements to the Tier 1/Program EIS/EIR Study Area to optimize performance, reduce cost, and avoid or reduce impacts on properties and environmental resources.

Figure ES-1. Western Section of the Program Corridor (Build Alternative Options 1, 2, and 3)

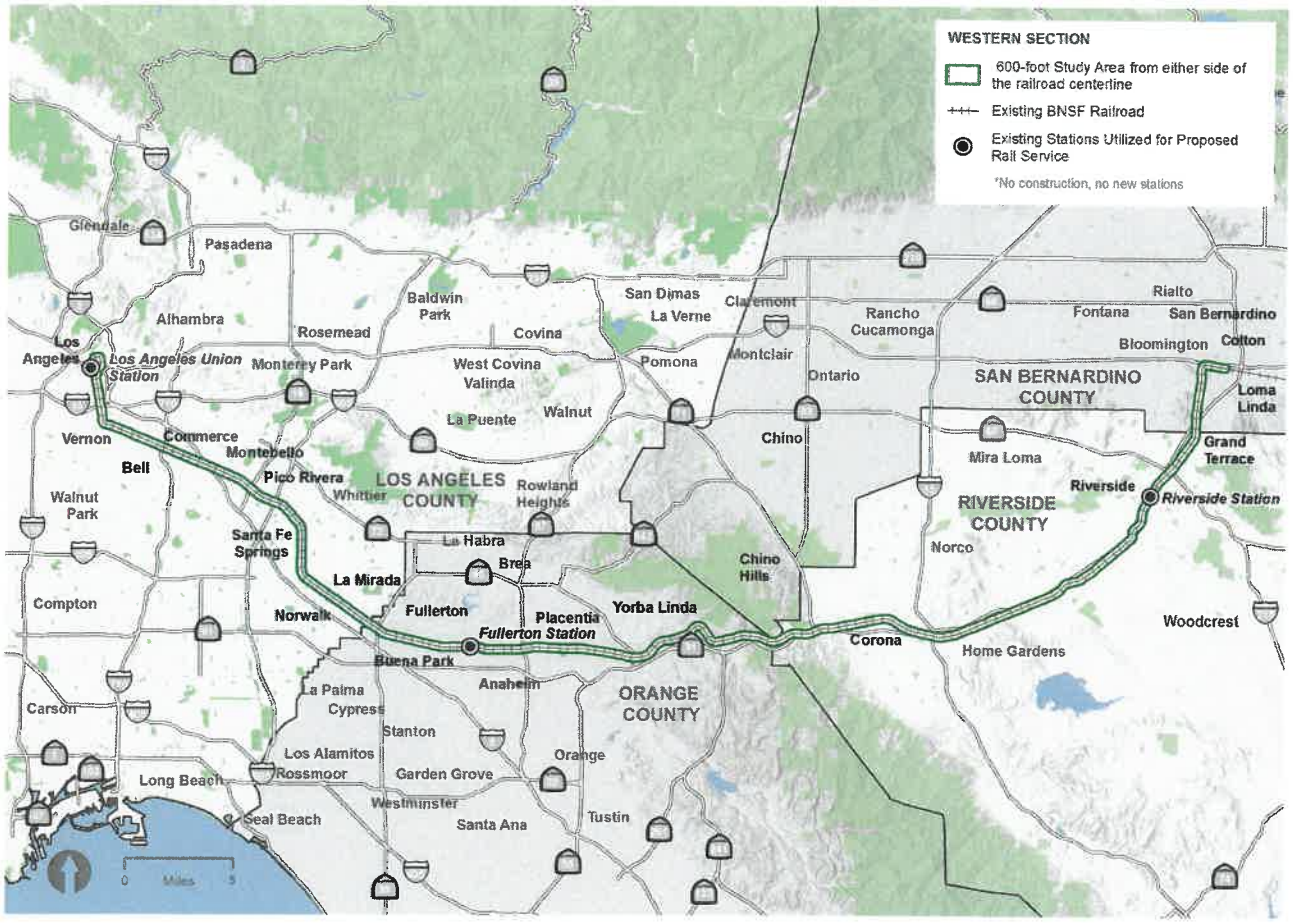

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Figure ES-2. Eastern Section of the Program Corridor (Build Alternative Option 1)

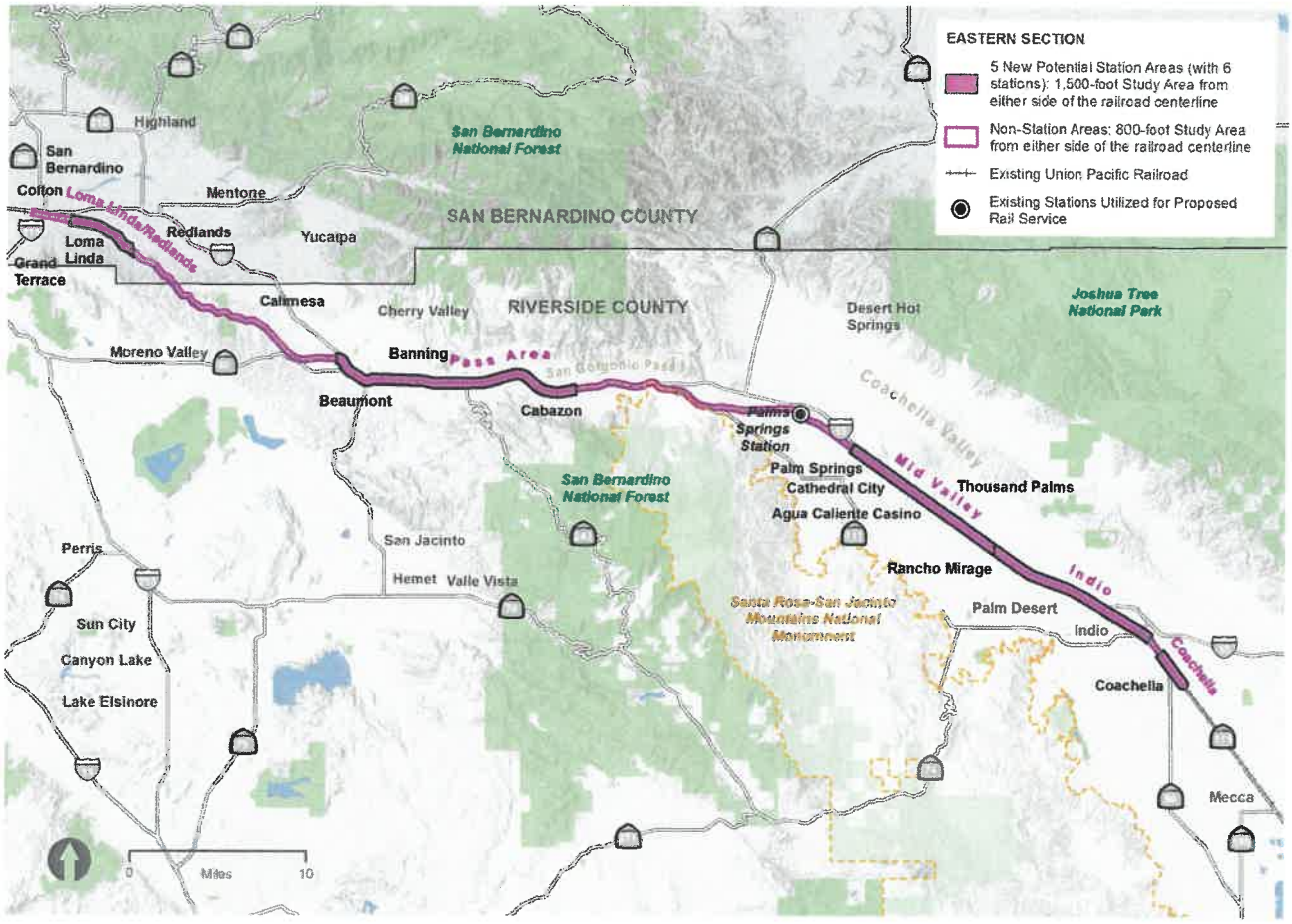

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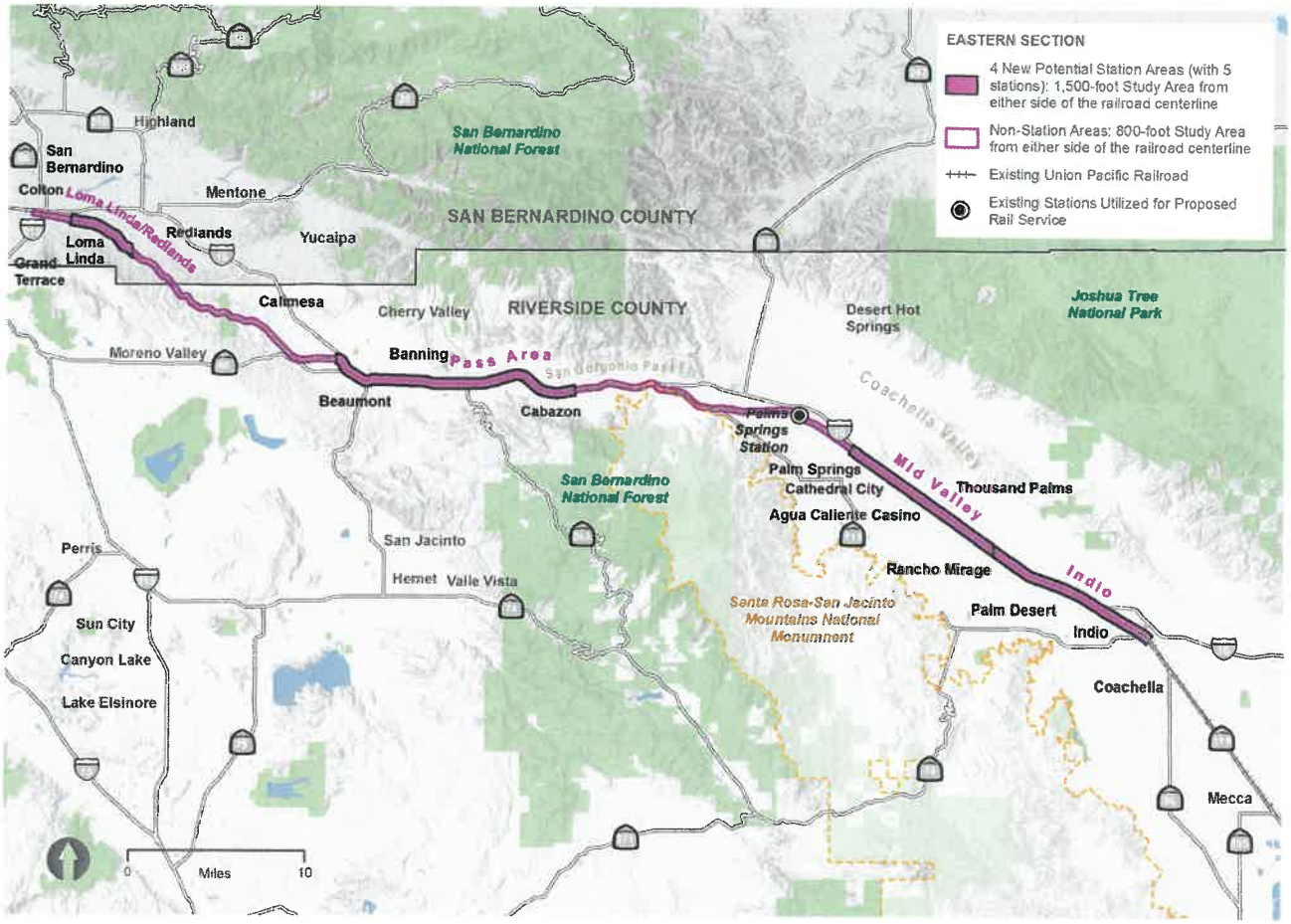
Figure ES-3. Eastern Section of the Program Corridor (Build Alternative Options 2 and 3)



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ES.1.4.1 No Build Alternative

The No Build Alternative would not fulfill the Program's Purpose and Need but is carried forward as a baseline alternative against which the Build Alternative Options are compared. The No Build Alternative assumes no new passenger rail service is implemented in the Program Corridor except for existing and committed transportation improvements (Table 2-7 and Table 2-8 in Chapter 2, Program Alternatives, of this Tier 1/Program EIS/EIR include a full list of programmed and planned capacity improvements projects).

ES.1.4.2 Build Alternative Option 1 (Coachella Terminus)

Build Alternative Option 1 includes a total Program Corridor distance of 144 miles and consists of a Western Section, terminating at LAUS, and an Eastern Section, terminating in the City of Coachella, the details of which are as follows:

Western Section. Under Build Alternative Option 1, existing rail infrastructure would be used in the Western Section of the Program Corridor, and no additional railroad infrastructure improvements would be required. LAUS would serve as the western terminus, while existing stations in the Cities of Fullerton and Riverside would be utilized to support the proposed passenger rail service. No new stations or improvements to existing stations would be required to accommodate the proposed service within the Western Section of the Program Corridor.

Eastern Section. Under Build Alternative Option 1, potential new infrastructure improvements on the Eastern Section of the Program Corridor could include sidings, additional main line track, wayside signals, drainage, grade-separation structures, and station facilities to accommodate the proposed passenger rail service. As part of the SDP and Tier 1/Program EIS/EIR process, rail operations simulation modeling is being conducted to identify potential infrastructure needs. Upon completion of the SDP and the Tier 1/Program EIS/EIR process, the specific infrastructure improvements would be determined and refined through coordination and additional consultations with UP, RCTC, Caltrans, and FRA prior to Tier 2/Project-level analysis.[1] Potential rail infrastructure improvements and station facilities could include:

- Up to five new stations;

[1] The Tier 2/Project-level process does not automatically follow the Tier 1/Program process, rather a project would be defined based on the Tier 1/Program Environmental Impact Statement (EIS)/ Environmental Impact Report (EIR) broad project scope and funded at that time. The Tier 2/Project-level process would be a separate environmental document and could be funded and led by an agency other than the Federal Railroad Administration (FRA) and Riverside County Transportation Commission (RCTC), depending upon the source of funding.

- A third main line track to augment the existing two-track main line along the Eastern Section of the Program Corridor to Coachella;
- Various crossovers connecting the existing main line tracks to the new third main line track;
- A new second Mt. Vernon connector track in Colton;
- A new siding at Loma Linda to allow passenger trains to meet, reducing delay;
- A new railroad bridge across the Santa Ana River; and
- Additional infrastructure components throughout the Program Corridor including, but not limited to, wayside signals, drainage structures, and grade-separation structures.

Under Build Alternative Option 1, the proposed passenger rail services within the Eastern Section of the Program Corridor would use the existing station in the City of Palm Springs. Additionally, up to five new potential stations could be constructed in the following areas: 1) Loma Linda/Redlands Area (serving the Cities of Loma Linda and Redlands), 2) the Pass Area (serving the communities of Beaumont, Banning, and Cabazon), 3) the Mid-Valley Area (serving the communities of Cathedral City, Thousand Palms, the Agua Caliente Casino area, Rancho Mirage, and Palm Desert), 4) the City of Indio, and 5) the City of Coachella as the eastern terminus of the Program Corridor.

As shown on Figure ES-2, the Tier 1/Program EIS/EIR Study Area for the Eastern Section of the Program Corridor identifies station catchment areas where future station facilities could be constructed in addition to other rail infrastructure improvements along the existing rail right-of-way (ROW). The Tier 1/Program EIS/EIR service-level evaluation does not clear these potential future station facilities or rail infrastructure improvements for construction. Completion of Tier 2/Project-level environmental review would be required prior to implementation of site-specific infrastructure improvements, including station locations.

As part of Build Alternative Option 1, additional rail infrastructure improvements for the Eastern Section of the Program Corridor have been considered. These potential infrastructure improvements include the addition of station tracks and a third main line track, as follows:

- **Station tracks:** The station tracks improvements would consist of construction of new controlled track sidings that augment operational flexibility by creating a location off of the existing main line tracks that would allow passenger trains to stop for the boarding and alighting of passengers at station platforms, thereby reducing rail traffic congestion on the main line tracks. Station tracks would be approximately 1 mile or less in length and located at or near proposed station locations. The station tracks could include, but not be limited to, the following components and/or construction requirements:
    - Components and/or construction requirements of the station tracks may include grading for the additional track, turnout construction pads, and signal berms.
    - Drainage improvements may include culvert extensions and new standalone bridge structures or modifications to existing bridges.
    - Other structural components of station tracks would include roadway overpass modifications or reconstruction, as well as pier protection for existing structures.
    - Retaining walls may be required at certain locations to contain the improvements within the UP ROW.
    - Existing at-grade crossings would require modification to allow for the placement of an additional crossing surface for the new tracks and relocation or replacement of automatic warning devices.
    - Track construction would consist of UP-standard track sections, with track centers of 20 feet or more, using new continuously welded rail. Signal and communication infrastructure would be upgraded and augmented, as required.

- **Third main track**: A third main line track would augment the existing two main tracks along the Eastern Section of the Program Corridor to Coachella. The third main line track would be constructed primarily within the existing UP ROW; however, possible slopes could extend outside the existing UP ROW in certain locations. Many of the features described above for the station track scenario would also be constructed under this scenario, but the construction activities would not be restricted to railroad segments near the proposed stations. To facilitate operation, additional universal crossovers would be constructed, and existing crossover locations may be relocated due to topographic constraints. The third main line track scenario is consistent with the infrastructure improvements proposed through the rail operations modeling work to achieve 90 percent on-time performance of passenger rail service without adding delay to freight rail service in the Eastern Section of the Program Corridor.

ES.1.4.3 Build Alternative Option 2 (Indio Terminus)

Build Alternative Option 2 includes a total Program Corridor distance of 140.25 miles and consists of a Western Section, terminating at LAUS, and an Eastern Section, terminating at the City of Indio, the details of which are as follows:

Western Section. The Western Section under Build Alternative Option 2 would be the same as that described above under Build Alternative Option 1.

Eastern Section. Build Alternative Option 2 would require potential new rail infrastructure improvements on the Eastern Section of the Program Corridor and could include sidings, additional main line track, wayside signals, drainage, grade-separation structures, and station facilities to accommodate the proposed passenger rail service. Potential rail infrastructure improvements and station facilities under Build Alternative Option 2 could include:

- Up to four new stations;
- A third main line track to augment the existing two track main line along the Eastern Section of the Program Corridor to Indio;
- Various crossovers connecting the existing main line tracks to the new third main line track;
- A new second Mt. Vernon connector track in Colton;
- A new siding at Loma Linda to allow passenger trains to meet, reducing delay;
- A new railroad bridge across the Santa Ana River; and
- Additional infrastructure components throughout the Program Corridor including, but not limited to, wayside signals, drainage structures, and grade-separation structures.

Under Build Alternative Option 2, passenger rail services within the Eastern Section of the Program Corridor would use the existing station in the City of Palm Springs. Additionally, up to four new potential stations could be constructed in the following areas: 1) Loma Linda/Redlands Area (serving the Cities of Loma Linda and Redlands), 2) the Pass Area (serving the communities of Beaumont, Banning, and Cabazon), 3) the Mid-Valley Area (serving the communities of Cathedral City, Thousand Palms, the Agua Caliente Casino area, Rancho Mirage, and Palm Desert), and 4) the City of Indio as the eastern terminus of the Program Corridor.

As shown on Figure ES-3, the Tier 1/Program EIS/EIR Study Area for the Eastern Section of the Program Corridor identifies station catchment areas where future station facilities could be constructed in addition to other rail infrastructure improvements along the existing rail ROW. The Tier 1/Program EIS/EIR service-level evaluation does not clear these potential future station facilities or rail infrastructure improvements for construction. Completion of Tier 2/Project-level environmental review would be required prior to implementation of site-specific infrastructure improvements, including station locations.

As part of Build Alternative Option 2, additional infrastructure improvements for the Eastern Section of the Program Corridor have been considered. These potential infrastructure improvements include the addition of station tracks and a third main line track. The addition of station tracks would be the same as described under Build Alternative Option 1; however, the third track under Build Alternative Option 2 would augment the existing two main tracks along the Eastern Section of the Program Corridor to the proposed Indio Station Area.

ES.1.4.4 Build Alternative Option 3 (Indio Terminus with Limited Third Track)

Build Alternative Option 3 includes a total Program Corridor distance of 140.25 miles and consists of a Western Section, terminating at LAUS, and an Eastern Section, terminating at the City of Indio, the details of which are as follows:

Western Section. The Western Section under Build Alternative Option 3 would be the same as that described above under Build Alternative Options 1 and 2.

Eastern Section. The Eastern Section under Build Alternative Option 3 would be the same as that described above under Build Alternative Option 2, except for the following differences:

As part of Build Alternative Option 3, additional infrastructure improvements for the Eastern Section of the Program Corridor have been considered. These potential infrastructure improvements include the addition of station tracks and a third main line track. The addition of station tracks would be the same as described under Build Alternative Options 1 and 2; however, the addition of the third main

track would be limited under Build Alternative Option 3 when compared with Build Alternative Options 1 and 2. The limited third track under Build Alternative Option 3 would augment the existing two main tracks along the Eastern Section of the Program Corridor to the proposed Mid-Valley Station Area.

ES.1.4.5 Recommended Preferred Alternative

The No Build Alternative does not meet the Program Purpose and Need and would not shift highway trips within the Program Corridor, reduce congestion, increase access to employment and activity centers, or provide reliable travel times and a level of safety comparable to that offered by passenger rail travel. The No Build Alternative would not connect the suburban and rural areas between Los Angeles and the Coachella Valley with a high-capacity travel option, facilitate continued development of a multimodal transportation network, or provide mobility choices for existing and future needs.

Considering the projected ridership, agency and public input, and potential environmental impacts associated with implementing passenger rail within the Program Corridor, Build Alternative Option 1 is considered to be better performing than Build Alternative Option 2 or 3, with similar potential impacts on the environment. Based on the analysis contained in this Tier 1/Program EIS/EIR service-level evaluation and as summarized in Chapter 7, Evaluation of Alternatives, Build Alternative Option 1 is identified as the recommended preferred alternative for purposes of NEPA and CEQA.

ES.1.5 Summary of Effects

This section summarizes the potential effects of implementation of the Build Alternative Options based on the analysis of the social, economic, and environmental resources documented in Chapter 3, Environmental Analysis, Consequences, and Mitigation. The No Build Alternative is carried forward as a baseline against which the Build Alternative Options are compared. The potential effects, and differences in effects among Build Alternative Options, are described in each resource section and summarized in Table ES-1, respectively. Station locations have not yet been selected, but general considerations regarding station effects are discussed.

The potential for effects and comparison of effects among Build Alternative Options are based on an initial survey of resources within Tier 1/Program EIS/EIR Study Area for each Build Alternative Option.

ES.1 Executive Summary

Pursuant to the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA); the Federal Railroad Administration (FRA), California Department of Transportation (Caltrans) Division of Rail and Mass Transportation, and Riverside County Transportation Commission (RCTC) prepared this joint Draft Tier 1/Program Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) to evaluate and disclose the potential environmental consequences of the Coachella Valley-San Gorgonio Pass Rail Corridor Service Program (Program). The Program is proposing the implementation of passenger rail service options between Los Angeles Union Station (LAUS) in Los Angeles County, California and the City of Coachella in Riverside County, California. This corridor-level conceptual study evaluates alternatives along the 144-mile-long Coachella Valley-San Gorgonio Pass Rail Corridor (Program Corridor).

For this Tier 1/Program EIS/EIR, FRA and Caltrans are the joint lead agencies for the environmental review under NEPA, and RCTC is the lead agency under CEQA.

This Tier 1/Program EIS/EIR represents the first step within a tiered approach to NEPA analyses in accordance with the Council on Environmental Quality's (CEQ) Regulations for Implementing NEPA (40 Code of Federal Regulations [CFR] Parts 1500–1508), FRA's Procedures for Considering Environmental Impacts (64 *Federal Register* [FR] 28545, May 26, 1999), and CEQA Guidelines Sections 15168 and 15170. Tiering under NEPA and CEQA involves the evaluation of broad-level programs and issues in an initial Tier 1/Program-level analysis followed by more detailed evaluation of specific improvements in subsequent Tier 2/Project-level analyses.

This Tier 1/Program EIS/EIR evaluates potential environmental impacts of the No Build Alternative and the three Build Alternative Options broadly within the Program Corridor. The Program Corridor provides a flexible regional context for the best location of an enhanced passenger rail system while providing opportunities for the Build Alternative Options within the Program Corridor to account for engineering and environmental constraints, as well as public input.

This Tier 1/Program EIS/EIR is the basis for a Tier 2/Project-level analysis by identifying the Build Alternative Option to be advanced for further study and analysis. As such, no construction would be authorized as a result of the Tier 1/Program evaluation. During Tier 2/Project-level analysis, the selected Build Alternative Option identified in the Tier 1/Program-level analysis would be further developed and the environmental effects of the site-specific rail infrastructure and station facilities evaluated prior to final design and construction. The Tier 2/Project-level analysis would include refined engineering design; additional public involvement; site-specific quantitative analyses of environmental effects; and the identification of site-specific avoidance, minimization, and mitigation measures.

ES.1.1 Purpose and Need

The Program's Purpose is to implement a safe, reliable, and convenient intercity passenger rail service in the Program Corridor with the capability to meet the future mobility needs of residents, businesses, and visitors and meet the following objectives:

1. Provides travelers between the Los Angeles Basin and the Coachella Valley with a public transportation service that offers more convenient, reliable, and competitive trip times; better station access; and more frequency than currently available public transportation services
2. Provides travelers between the Los Angeles Basin and the Coachella Valley with an alternative to driving that offers reliable travel schedules
3. Provides travelers between the Los Angeles Basin and the Coachella Valley with an affordable transportation service
4. Serves a range of trip purposes traveling between the Los Angeles Basin and the Coachella Valley, particularly including business and personal trips
5. Improves regional travel opportunities between the Los Angeles Basin and the Coachella Valley for individuals without private vehicles
6. Serves the expected population growth in the Los Angeles Basin and the Coachella Valley
7. Assists regional agencies in meeting air pollution and greenhouse gas (GHG) emission reduction targets as mandated in state and federal regulations

The Program's Need is to address the absence of effective transportation alternatives to personal automobile travel between coastal regions of Southern California (e.g., Los Angeles and Orange Counties) and cities in the Inland Empire (e.g., City of Riverside) and the Coachella Valley (e.g., Cities of Coachella, Indio, Palm Springs); the projected increase in travel demand in the Program

Corridor resulting from population and employment growth; and the increasing unreliability of existing transportation systems within the Program Corridor.

ES.1.2 Program History and Prior Planning Activities

This Tier 1/Program EIS/EIR is preceded by several years of preliminary Program development activities. In 1991, RCTC completed the first in a series of studies evaluating the feasibility of operating one or two daily intercity passenger rail round trips between Los Angeles and Indio. From 1991 to 2013, RCTC completed additional feasibility studies on the Program Corridor. In July 2016, RCTC, in coordination with Caltrans and FRA, prepared and completed the 2016 Alternatives Analysis (AA) Report (summarized in Chapter 2, Program Alternatives, of this Tier 1/Program EIS/EIR) that evaluated a reasonable range of alternatives for implementation of daily intercity passenger rail service between Los Angeles and Indio. The purpose of the 2016 AA Report was to identify a reasonable range of preliminary alternative(s) that could be evaluated in a subsequent Service Development Plan (SDP) and Tier 1/Program EIS/EIR.

ES.1.3 Program Overview

The Program Corridor, which connects the Los Angeles metropolitan area with the Coachella Valley through the San Gorgonio Pass, currently has no daily intercity passenger rail service that services the Coachella Valley. While the Program Corridor contains existing rail lines and rail infrastructure, these existing rail systems currently support freight rail and the occasional Amtrak rail service. The proposed implementation of intercity passenger rail service in the Program Corridor, including the planning and construction of rail infrastructure improvements required to establish the service, are collectively known as the Coachella Valley-San Gorgonio Pass Rail Corridor Service Program.

The Program Corridor runs west-to-east, extending from a western terminus at LAUS to an eastern terminus in either the City of Indio or City of Coachella and consists of two sections: the Western Section and the Eastern Section. The boundary between the Western and Eastern Sections is in the City of Colton, at the intersection of existing railroad lines owned by Union Pacific Railroad (UP) and BNSF.

Passenger train frequencies proposed as part of the Program would consist of two daily round-trip intercity passenger trains operating the entire length of the Program Corridor between Los Angeles and the Cities of Indio or Coachella, with one morning departure and one afternoon departure from each end of the Program Corridor. Both proposed eastern terminus options would require construction of a new station, as neither the City of Indio nor the City of Coachella has existing stations to accommodate the proposed passenger rail service.

ES.1.4 Alternatives Considered

The Tier 1/Program EIS/EIR evaluates the No Build Alternative and three Build Alternative Options in the two geographic sections, as shown on Figure ES-1 through Figure ES-3. The Build Alternative Options have been developed to a level of detail appropriate for a Tier 1/Program service-level evaluation. The Tier 1/Program EIS/EIR Study Area represents the potential area where rail infrastructure improvements and station facilities could be implemented and constructed but does not represent the precise location or footprint of the improvement or facility. If a Build Alternative Option is selected, the Tier 2/Project-level analysis will consider further refinements to the Tier 1/Program EIS/EIR Study Area to optimize performance, reduce cost, and avoid or reduce impacts on properties and environmental resources.

Figure ES-1. Western Section of the Program Corridor (Build Alternative Options 1, 2, and 3)

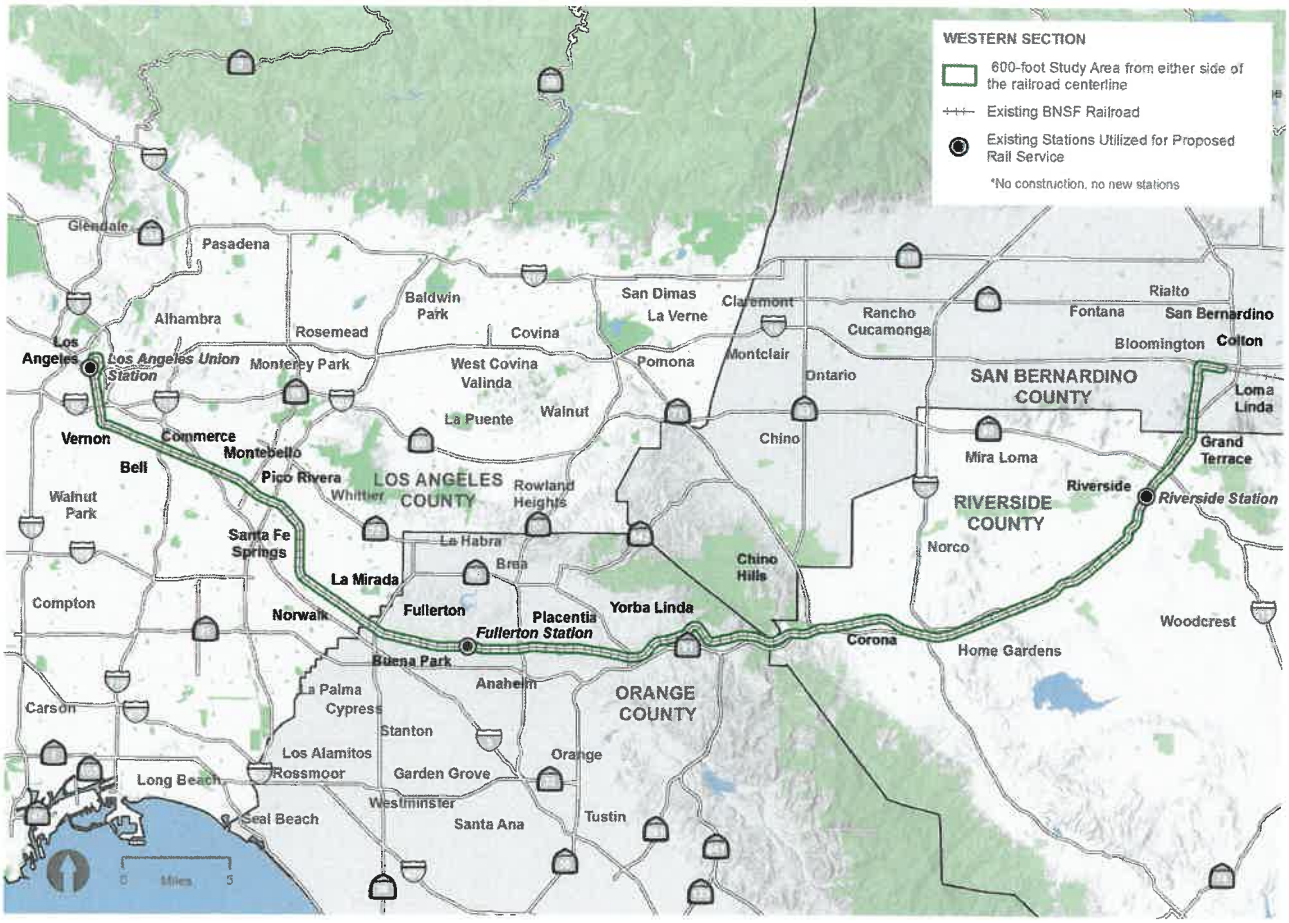

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Figure ES-2. Eastern Section of the Program Corridor (Build Alternative Option 1)

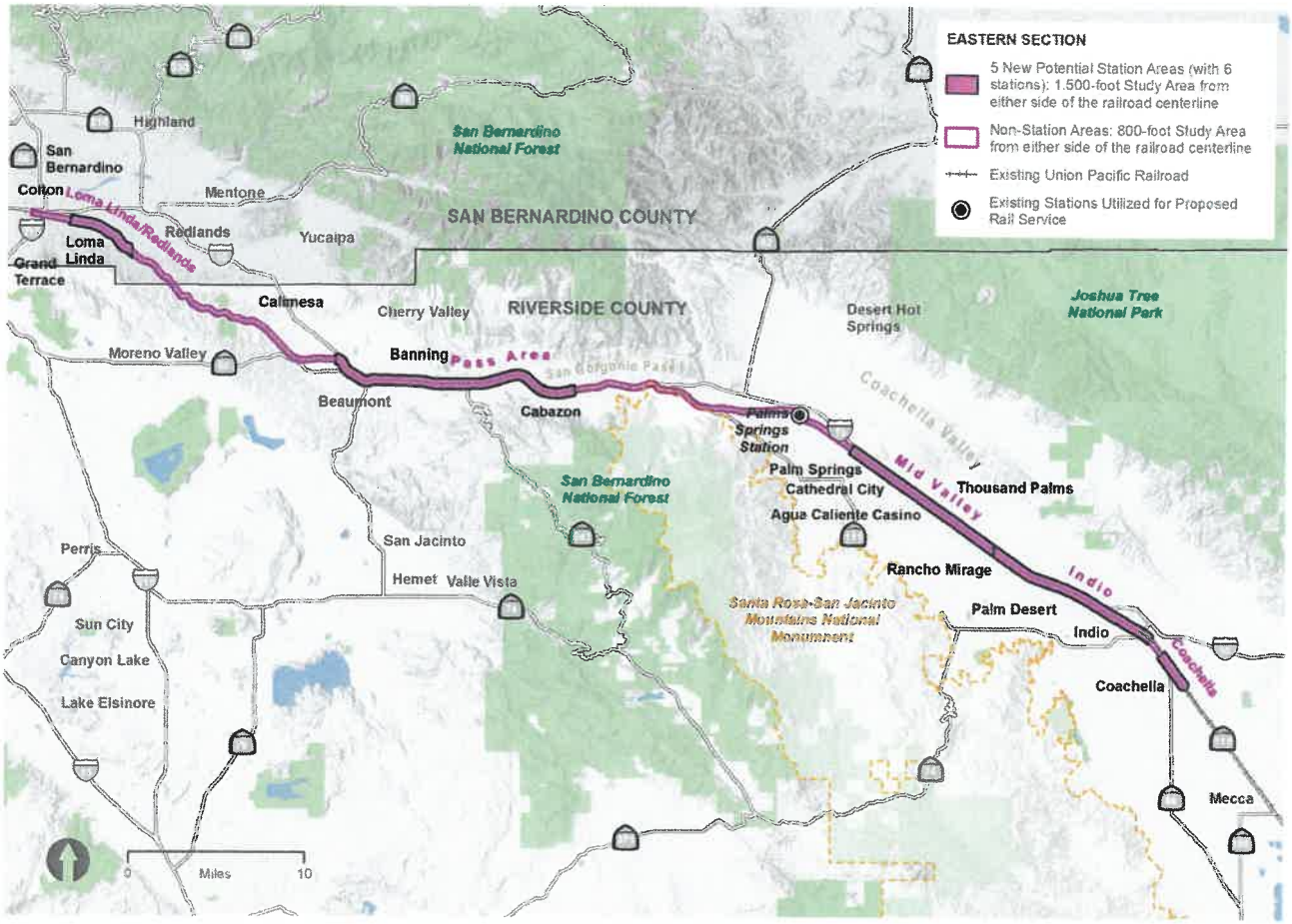

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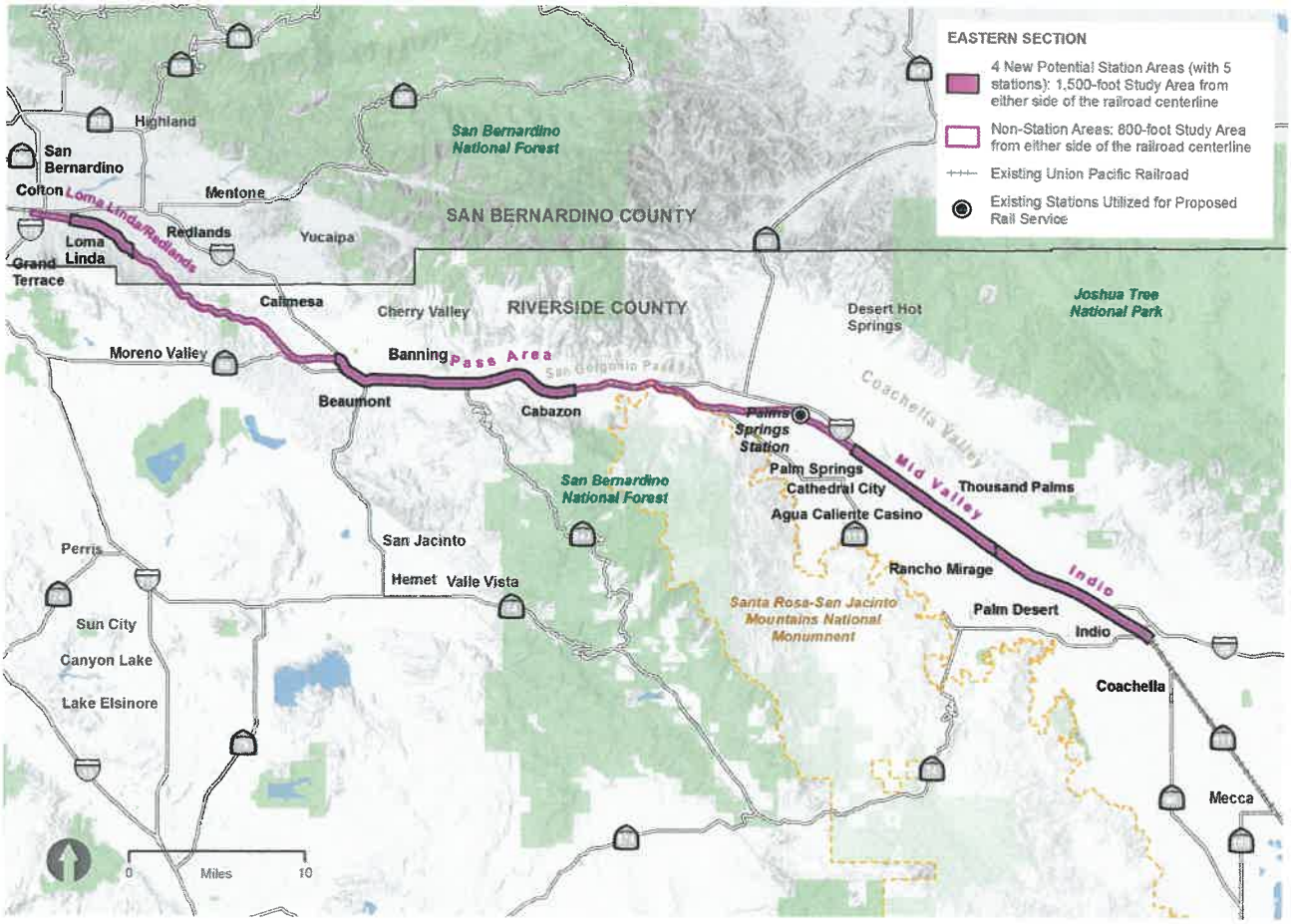
Figure ES-3. Eastern Section of the Program Corridor (Build Alternative Options 2 and 3)



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ES.1.4.1 No Build Alternative

The No Build Alternative would not fulfill the Program's Purpose and Need but is carried forward as a baseline alternative against which the Build Alternative Options are compared. The No Build Alternative assumes no new passenger rail service is implemented in the Program Corridor except for existing and committed transportation improvements (Table 2-7 and Table 2-8 in Chapter 2, Program Alternatives, of this Tier 1/Program EIS/EIR include a full list of programmed and planned capacity improvements projects).

ES.1.4.2 Build Alternative Option 1 (Coachella Terminus)

Build Alternative Option 1 includes a total Program Corridor distance of 144 miles and consists of a Western Section, terminating at LAUS, and an Eastern Section, terminating in the City of Coachella, the details of which are as follows:

Western Section. Under Build Alternative Option 1, existing rail infrastructure would be used in the Western Section of the Program Corridor, and no additional railroad infrastructure improvements would be required. LAUS would serve as the western terminus, while existing stations in the Cities of Fullerton and Riverside would be utilized to support the proposed passenger rail service. No new stations or improvements to existing stations would be required to accommodate the proposed service within the Western Section of the Program Corridor.

Eastern Section. Under Build Alternative Option 1, potential new infrastructure improvements on the Eastern Section of the Program Corridor could include sidings, additional main line track, wayside signals, drainage, grade-separation structures, and station facilities to accommodate the proposed passenger rail service. As part of the SDP and Tier 1/Program EIS/EIR process, rail operations simulation modeling is being conducted to identify potential infrastructure needs. Upon completion of the SDP and the Tier 1/Program EIS/EIR process, the specific infrastructure improvements would be determined and refined through coordination and additional consultations with UP, RCTC, Caltrans, and FRA prior to Tier 2/Project-level analysis.[1] Potential rail infrastructure improvements and station facilities could include:

- Up to five new stations;

[1] The Tier 2/Project-level process does not automatically follow the Tier 1/Program process, rather a project would be defined based on the Tier 1/Program Environmental Impact Statement (EIS)/ Environmental Impact Report (EIR) broad project scope and funded at that time. The Tier 2/Project-level process would be a separate environmental document and could be funded and led by an agency other than the Federal Railroad Administration (FRA) and Riverside County Transportation Commission (RCTC), depending upon the source of funding.

- A third main line track to augment the existing two-track main line along the Eastern Section of the Program Corridor to Coachella;
- Various crossovers connecting the existing main line tracks to the new third main line track;
- A new second Mt. Vernon connector track in Colton;
- A new siding at Loma Linda to allow passenger trains to meet, reducing delay;
- A new railroad bridge across the Santa Ana River; and
- Additional infrastructure components throughout the Program Corridor including, but not limited to, wayside signals, drainage structures, and grade-separation structures.

Under Build Alternative Option 1, the proposed passenger rail services within the Eastern Section of the Program Corridor would use the existing station in the City of Palm Springs. Additionally, up to five new potential stations could be constructed in the following areas: 1) Loma Linda/Redlands Area (serving the Cities of Loma Linda and Redlands), 2) the Pass Area (serving the communities of Beaumont, Banning, and Cabazon), 3) the Mid-Valley Area (serving the communities of Cathedral City, Thousand Palms, the Agua Caliente Casino area, Rancho Mirage, and Palm Desert), 4) the City of Indio, and 5) the City of Coachella as the eastern terminus of the Program Corridor.

As shown on Figure ES-2, the Tier 1/Program EIS/EIR Study Area for the Eastern Section of the Program Corridor identifies station catchment areas where future station facilities could be constructed in addition to other rail infrastructure improvements along the existing rail right-of-way (ROW). The Tier 1/Program EIS/EIR service-level evaluation does not clear these potential future station facilities or rail infrastructure improvements for construction. Completion of Tier 2/Project-level environmental review would be required prior to implementation of site-specific infrastructure improvements, including station locations.

As part of Build Alternative Option 1, additional rail infrastructure improvements for the Eastern Section of the Program Corridor have been considered. These potential infrastructure improvements include the addition of station tracks and a third main line track, as follows:

- **Station tracks:** The station tracks improvements would consist of construction of new controlled track sidings that augment operational flexibility by creating a location off of the existing main line tracks that would allow passenger trains to stop for the boarding and alighting of passengers at station platforms, thereby reducing rail traffic congestion on the main line tracks. Station tracks would be approximately 1 mile or less in length and located at or near proposed station locations. The station tracks could include, but not be limited to, the following components and/or construction requirements:
    - Components and/or construction requirements of the station tracks may include grading for the additional track, turnout construction pads, and signal berms.
    - Drainage improvements may include culvert extensions and new standalone bridge structures or modifications to existing bridges.
    - Other structural components of station tracks would include roadway overpass modifications or reconstruction, as well as pier protection for existing structures.
    - Retaining walls may be required at certain locations to contain the improvements within the UP ROW.
    - Existing at-grade crossings would require modification to allow for the placement of an additional crossing surface for the new tracks and relocation or replacement of automatic warning devices.
    - Track construction would consist of UP-standard track sections, with track centers of 20 feet or more, using new continuously welded rail. Signal and communication infrastructure would be upgraded and augmented, as required.

- **Third main track**: A third main line track would augment the existing two main tracks along the Eastern Section of the Program Corridor to Coachella. The third main line track would be constructed primarily within the existing UP ROW; however, possible slopes could extend outside the existing UP ROW in certain locations. Many of the features described above for the station track scenario would also be constructed under this scenario, but the construction activities would not be restricted to railroad segments near the proposed stations. To facilitate operation, additional universal crossovers would be constructed, and existing crossover locations may be relocated due to topographic constraints. The third main line track scenario is consistent with the infrastructure improvements proposed through the rail operations modeling work to achieve 90 percent on-time performance of passenger rail service without adding delay to freight rail service in the Eastern Section of the Program Corridor.

ES.1.4.3 Build Alternative Option 2 (Indio Terminus)

Build Alternative Option 2 includes a total Program Corridor distance of 140.25 miles and consists of a Western Section, terminating at LAUS, and an Eastern Section, terminating at the City of Indio, the details of which are as follows:

Western Section. The Western Section under Build Alternative Option 2 would be the same as that described above under Build Alternative Option 1.

Eastern Section. Build Alternative Option 2 would require potential new rail infrastructure improvements on the Eastern Section of the Program Corridor and could include sidings, additional main line track, wayside signals, drainage, grade-separation structures, and station facilities to accommodate the proposed passenger rail service. Potential rail infrastructure improvements and station facilities under Build Alternative Option 2 could include:

- Up to four new stations;
- A third main line track to augment the existing two track main line along the Eastern Section of the Program Corridor to Indio;
- Various crossovers connecting the existing main line tracks to the new third main line track;
- A new second Mt. Vernon connector track in Colton;
- A new siding at Loma Linda to allow passenger trains to meet, reducing delay;
- A new railroad bridge across the Santa Ana River; and
- Additional infrastructure components throughout the Program Corridor including, but not limited to, wayside signals, drainage structures, and grade-separation structures.

Under Build Alternative Option 2, passenger rail services within the Eastern Section of the Program Corridor would use the existing station in the City of Palm Springs. Additionally, up to four new potential stations could be constructed in the following areas: 1) Loma Linda/Redlands Area (serving the Cities of Loma Linda and Redlands), 2) the Pass Area (serving the communities of Beaumont, Banning, and Cabazon), 3) the Mid-Valley Area (serving the communities of Cathedral City, Thousand Palms, the Agua Caliente Casino area, Rancho Mirage, and Palm Desert), and 4) the City of Indio as the eastern terminus of the Program Corridor.

As shown on Figure ES-3, the Tier 1/Program EIS/EIR Study Area for the Eastern Section of the Program Corridor identifies station catchment areas where future station facilities could be constructed in addition to other rail infrastructure improvements along the existing rail ROW. The Tier 1/Program EIS/EIR service-level evaluation does not clear these potential future station facilities or rail infrastructure improvements for construction. Completion of Tier 2/Project-level environmental review would be required prior to implementation of site-specific infrastructure improvements, including station locations.

As part of Build Alternative Option 2, additional infrastructure improvements for the Eastern Section of the Program Corridor have been considered. These potential infrastructure improvements include the addition of station tracks and a third main line track. The addition of station tracks would be the same as described under Build Alternative Option 1; however, the third track under Build Alternative Option 2 would augment the existing two main tracks along the Eastern Section of the Program Corridor to the proposed Indio Station Area.

ES.1.4.4 Build Alternative Option 3 (Indio Terminus with Limited Third Track)

Build Alternative Option 3 includes a total Program Corridor distance of 140.25 miles and consists of a Western Section, terminating at LAUS, and an Eastern Section, terminating at the City of Indio, the details of which are as follows:

Western Section. The Western Section under Build Alternative Option 3 would be the same as that described above under Build Alternative Options 1 and 2.

Eastern Section. The Eastern Section under Build Alternative Option 3 would be the same as that described above under Build Alternative Option 2, except for the following differences:

As part of Build Alternative Option 3, additional infrastructure improvements for the Eastern Section of the Program Corridor have been considered. These potential infrastructure improvements include the addition of station tracks and a third main line track. The addition of station tracks would be the same as described under Build Alternative Options 1 and 2; however, the addition of the third main

track would be limited under Build Alternative Option 3 when compared with Build Alternative Options 1 and 2. The limited third track under Build Alternative Option 3 would augment the existing two main tracks along the Eastern Section of the Program Corridor to the proposed Mid-Valley Station Area.

ES.1.4.5 Recommended Preferred Alternative

The No Build Alternative does not meet the Program Purpose and Need and would not shift highway trips within the Program Corridor, reduce congestion, increase access to employment and activity centers, or provide reliable travel times and a level of safety comparable to that offered by passenger rail travel. The No Build Alternative would not connect the suburban and rural areas between Los Angeles and the Coachella Valley with a high-capacity travel option, facilitate continued development of a multimodal transportation network, or provide mobility choices for existing and future needs.

Considering the projected ridership, agency and public input, and potential environmental impacts associated with implementing passenger rail within the Program Corridor, Build Alternative Option 1 is considered to be better performing than Build Alternative Option 2 or 3, with similar potential impacts on the environment. Based on the analysis contained in this Tier 1/Program EIS/EIR service-level evaluation and as summarized in Chapter 7, Evaluation of Alternatives, Build Alternative Option 1 is identified as the recommended preferred alternative for purposes of NEPA and CEQA.

ES.1.5 Summary of Effects

This section summarizes the potential effects of implementation of the Build Alternative Options based on the analysis of the social, economic, and environmental resources documented in Chapter 3, Environmental Analysis, Consequences, and Mitigation. The No Build Alternative is carried forward as a baseline against which the Build Alternative Options are compared. The potential effects, and differences in effects among Build Alternative Options, are described in each resource section and summarized in Table ES-1, respectively. Station locations have not yet been selected, but general considerations regarding station effects are discussed.

The potential for effects and comparison of effects among Build Alternative Options are based on an initial survey of resources within Tier 1/Program EIS/EIR Study Area for each Build Alternative Option.

Table ES-1.Summary of Resource Effects by Build Alternative Option

Environmental Topic	No Build Alternative	Build Alternative Option 1
Land Use and Planning	***Land Use Compatibility*** Under the No Build Alternative, passenger rail service between Coachella and Los Angeles would not be established, and land would not be allocated for rail infrastructure or station facilities. Although this may prevent potential displacements of existing and planned land uses, it would increase the likelihood for displacing land uses adjacent to existing highways, such as I-10, SR 60, and SR 111, which would likely need to be widened to accommodate the projected demands for capacity as population in the region increases. In addition, the No Build Alternative would be inconsistent with federal, state, and regional plans and policies that promote expansion of existing transportation options, as well as multimodal connectivity throughout the region. ***Agricultural Resources*** No effects on agricultural resources are anticipated under the No Build Alternative.	***Land Use Compatibility*** *Construction:* Negligible effects within Western S no construction activities required. Potentially mo effects could occur within the Eastern Section du temporary construction effects and permanent R acquisitions beyond the extent of the existing rail ROW. *Operation:* Negligible effects within Western Sec additional stations or rail infrastructure are requir use changes anticipated. Potentially moderate ef could occur within the Eastern Section due to the changes associated with the addition of new stat track infrastructure. ***Agricultural Resources*** *Construction:* Negligible effects in Western Secti construction activities required. Substantial effec occur within the Eastern Section associated with conversion of designated agricultural land to non-agricultural use. • Prime farmland: 560.40 acres • Unique farmland: 96.70 acres • Farmland of statewide importance: 22.6 • Farmland of local importance: 2,623.90 • Grazing land: 1,923.20 acres • Agricultural preserve: 760.82 acres *Operation:* Negligible effects in Western Section Eastern Section once construction activities are

Environmental Topic	No Build Alternative	Build Alternative Option 1
Transportation	Under the No Build Alternative, longer travel times and increased VMT would be anticipated as regional growth within the Program Corridor continues and roadway congestion increases. Therefore, the No Build Alternative could result in air quality effects and potential additional noise effects on the surrounding land uses, which could affect sensitive receptors adjacent to existing transportation corridors.	*Construction:* Negligible effects in Western Sect construction activities required. Moderate to sub effects in Eastern Section associated with rail op railroad/roadway crossings, and traffic due to po temporary closure of lanes, sidewalks, bicycle la routes, driveways, streets, and freeway lanes. *Operation:* Build Alternative Option 1 is anticipat auto trips to intercity rail passenger trips, thereb vehicle trips and VMT on the regional highways. *Annual Auto Trips and VMT Reduction by Horiz* Opening Year (2024) auto trip reduction: 107,34 Opening Year (2024) VMT reduction: 10,498,24 Future Year (2044) auto trip reduction: 178,045 Future Year (2044) VMT reduction: 17,412,809 *Ridership:* Expected to increase by 66 percent fr 204,107 one-way trips in Opening Year (2024) t one-way trips in Future Year (2044).

Environmental Topic	No Build Alternative	Build Alternative Option 1
Visual Quality and Aesthetics	Because no physical changes would occur, no effects on views of visual resources, visual character or quality, or light and glare conditions are anticipated under the No Build Alternative.	*Construction:* Negligible effects in Western Secti construction activities required. Negligible effect quality and aesthetics within the Eastern Section construction activities would not permanently ob views of the landscape, change the visual chara in degradation of visual quality, or add significan sources of light or glare. *Operation:* Negligible effects in Western Section would operate within existing ROW and the addi daily roundtrips would not result in notable chan visual quality and aesthetics. Potentially modera could occur in the Eastern Section if the improve would remove structures, remove landscaping, c introduce visual elements that are out of scale o visually incompatible with the existing visual cha and/or add increased light levels or spillover ligh adjacent areas. *Visual Resources:* Park/trail: 27 Designated scenic highway: 0 NRHP site: 7 NRHP district: 1

Environmental Topic	No Build Alternative	Build Alternative Option 1
Air Quality and Greenhouse Gases	Projected future growth in the Program Corridor would result in a corresponding increase in traffic and VMT as more cars would be on the roadways. Therefore, traffic congestion is likely to worsen with the No Build Alternative, resulting in air quality effects. Similarly, with the continued trend in increases of VMT within the Program Corridor, fossil fuel consumption and associated GHG emissions would likely increase under the No Build Alternative. Similarly, while no Program-related construction or increase in service would occur, freight and intercity rails trips from other planned and future projects would result in air quality effects within the Program Corridor under the No Build Alternative.	*Construction:* Negligible air quality and GHG effe Western Section as no construction activities are proposed. Substantial air quality effects in the Ea Section could occur due to construction air qualit emissions exceeding localized air quality standar *Operation:* Localized air quality effects could be substantial; however, operation of the Program w generally result in long-term net benefits to air qu through reduction of criteria pollutants through a in regional VMT. Substantial GHG benefits are a as operation would reduce regional vehicle trips resulting in a reduction of GHG emissions.
Noise and Vibration	No Program-related construction or increase in service would occur; however, freight and intercity train trips would increase in frequency due to regional growth and demand from other projects. Under the No Build Alternative, ambient noise and vibration levels from existing train operations and local traffic would continue. While no Program-related construction or increase in service would occur, rail noise is anticipated to increase within the Program Corridor.	*Construction:* Negligible noise and vibration effec Western Section as no construction activities are proposed. Substantial noise effects and moderat effects in the Eastern Section due to construction and vibration levels exceeding FTA or local stanc sensitive receptors. *Operation:* Negligible noise and vibration effects associated with continued operation of trains and within Western Section. Moderate noise effects w Eastern Section due to addition of new station loc and new rail infrastructure, which could have an e adjacent noise sensitive uses. Negligible vibratio within the Eastern Section.

Environmental Topic	No Build Alternative	Build Alternative Option 1
Jurisdictional Waters and Wetland Resources	No effects on jurisdictional waters and wetland resources are anticipated under the No Build Alternative.	*Construction:* Negligible effects in Western Secti construction activities required. Potentially mode effects in the Eastern Section due to temporary construction activities in proximity to jurisdictiona and wetlands. *Operation:* Negligible effects in Western Section associated with continued operation of trains anc within existing ROW. Potentially moderate effect Eastern Section associated with maintenance of bridges, embankments, and station areas. *Waterbodies:* 38 waterbodies *Wetlands:* 355 wetlands (731 acres)
Biological Resources	No effects on biological resources are anticipated under the No Build Alternative.	*Construction:* Negligible effects in Western Secti construction activities required. Substantial cons effects within the Eastern Section due to the nun biological resources within the Program's potenti construction footprint. *Operation:* Negligible effects in Western Section associated with continued operation of trains anc within existing ROW. Potentially moderate effect Eastern Section associated with maintenance ac (e.g., application of pesticides and herbicides, ac light sources that could disrupt wildlife habitat/mc and increased human activity). *Sensitive Vegetation Communities:* 5 sensitive communities with potential to occur *Special-Status Plant Species:* 22 species with pc occur *Special-Status Wildlife Species:* 66 species with to occur *Wildlife Movement Corridors:* 1 (San Bernardino-Jacinto Connection)

Environmental Topic	No Build Alternative	Build Alternative Option 1
Floodplains, Hydrology, and Water Quality	No effects on floodplains, hydrology, or water quality are anticipated under the No Build Alternative.	*Construction:* Negligible effects in Western Secti construction activities required. Potentially mode effects within the Eastern Section on floodplains hydrology, and water quality would occur as a re construction activities in proximity to these water resources. *Operation:* Negligible effects in both the Western Eastern Sections due to compliance with legislat governing impacts on water resources.
Geology, Soils, Seismicity, and Paleontological Resources	Because no physical changes associated with the Program would occur, no effects on geology, soils, seismicity, and paleontological and mineral resources are anticipated under the No Build Alternative. However, due to the seismic nature of Southern California, geologic hazards such as seismically induced fault rupture, ground shaking, landslides, and liquefaction may still occur under the No Build Alternative.	***Seismic and Geologic Hazards*** *Construction.* Negligible effects in Western Secti construction activities required. Potentially mode effects in the Eastern Section due to constructior within seismic zones and areas geologically ill-su prone to landslides, underlain by expansive soils railroad infrastructure. *Operation.* Negligible effects in Western Section additional infrastructure proposed. Potentially mo effects in the Eastern Section due to the propose alternative traversing a seismically active region. ***Paleontological Resources*** *Construction.* Negligible effects in Western Secti construction activities required. Substantial effec Eastern Section due to excavation within paleont sensitive areas. *Operation.* Negligible effects as operation in the and Eastern Sections would not involve sub-surfa excavations. ***Mineral Resources*** *Construction.* Negligible effects in Western Secti construction activities required. Substantial effec Eastern Section as land designated for mineral r extraction could be converted to transportation u *Operation.* Negligible effects in the Western and Sections as operation would not involve sub-surf excavations.

Environmental Topic	No Build Alternative	Build Alternative Option 1
Hazards and Hazardous Materials	Because no physical changes would occur, no effects on hazards or hazardous materials are anticipated under the No Build Alternative.	*Construction:* Negligible effects in Western Secti construction activities required. Potentially mode effects in the Eastern Section due to constructio located in proximity to hazardous materials sites hazard severity zones, and airport influence are *Operation:* Negligible effects in both the Westerr Eastern Sections as any operational use/transpc hazardous materials would be in compliance witl federal law. *Number of Hazardous Materials Regulatory Data Listings:* 2,282 *Fire Hazard Severity Zones:* 4,048.7 acres *Airports/Airport Influence Areas:* 8 *Schools within 0.25 mile:* 26
Public Utilities and Energy	Because no physical changes would occur, no effects on public utilities or solid waste facilities are anticipated under the No Build Alternative. However, projected future growth in the Program Corridor would result in a corresponding increase in traffic and VMT as more cars would be on the roadways. Therefore, traffic congestion is likely to worsen with the No Build Alternative, resulting in air quality effects. Similarly, with the continued trend in increases of VMT within the Program Corridor, energy consumption would likely increase under the No Build Alternative.	*Construction:* Negligible effects in Western Secti construction activities required. Potentially mode effects in the Eastern Section due to conflicts wit utility infrastructure during construction. Potentia moderate effects pertaining to water and energy construction in the Eastern Section as constructi Program would require consumption of available resources; however, existing supplies would be s *Operation:* Negligible effects in Western Section existing tracks would be utilized and maintenanc conducted within the existing ROW. Potentially n effects in the Eastern Section due to increased d water, energy, wastewater treatment, and solid v disposal. *Electric transmission lines:* 180 *Natural gas pipelines:* 6 *Oil/petroleum product pipelines:* 7 *Canals/aqueducts:* 1 *Landfills in proximity:* 27

Environmental Topic	No Build Alternative	Build Alternative Option 1
Cultural Resources	Because no physical changes would occur, no effects on cultural resources are anticipated under the No Build Alternative.	*Construction:* Negligible effects in Western Secti construction activities required. Substantial effec Eastern Section as construction activities could r damage and disturbance of cultural resources, ir previously unknown buried cultural resources an human remains. *Operation:* Negligible effects in both the Western Eastern Sections as operational activities would predominantly located in the railroad ROW with l probability of damaging cultural resources and/o remains. *Number of Known Cultural Resources:* 384 (117 archaeological sites and 267 built environm resources). Of these 384 known cultural resourc resource is a listed NRHP property, 41 resources potentially eligible for NRHP or CRHR listing, and resources have not been evaluated for NRHP or eligibility.

Environmental Topic	No Build Alternative	Build Alternative Option 1
Parklands and Community Services	Because no physical changes would occur, no effects on parklands or community services are anticipated under the No Build Alternative.	*Construction:* Negligible effects in Western Secti construction activities required. Moderate effects Eastern Section could result on existing parklanc community facilities if the resources are near wh infrastructure improvement or station is being co and/or if parklands would be acquired and demo construct the proposed improvements. *Operation:* Negligible effects in Western Section operation would occur within an existing railroad Potentially moderate effects in the Eastern Secti station areas could encourage transit-oriented development and associated increases in popula in turn, increases in the use of existing parks anc community facilities; however, operation of the n railroad infrastructure and stations would not be to require new or physically altered parklands an community facilities. *Park/trail:* 27 *Place of worship:* 90 *Educational facility:* 27 *Healthcare facility:* 8 *Fire protection facility:* 9 *Law enforcement facility:* 6

Environmental Topic	No Build Alternative	Build Alternative Option 1
Safety and Security	Because no physical changes would occur, no effects on safety and security are anticipated under the No Build Alternative.	*Construction:* Negligible effects in Western Sect construction activities required. Potentially mode Eastern Section effects associated with construc temporary closure of lanes, sidewalks, bicycle la routes, driveways, streets, and freeway lanes cc in safety hazards during construction. *Operation:* Negligible effects in the Western Sec addition of two daily round trips would not chang existing safety and security protocols for passen transit employees, and the public in or near the e passenger rail system or station facilities. Potent moderate effects in the Eastern Section due to implementation of new infrastructure requiring n safety equipment and protocols.

Notes:

CRHR=California Register of Historical Resources; FTA=Federal Transit Administration; GHG=greenhouse gas; I=Interstate; NRHP=N

ES.1.6 Avoidance, Minimization, and Mitigation Strategies

The avoidance, minimization, and mitigation strategies described in this Tier 1/Program-level EIS/EIR are not intended to be exhaustive for site-specific impacts. Each resource analysis in Chapter 3, Environmental Analysis, Consequences, and Mitigation, includes a list of avoidance, minimization, and mitigation strategies that would be considered and further developed at the Tier 2/Project-level analysis. Strategies include conceptual avoidance and minimization measures for the next phase of design, suggestions for programmatic agreements, and descriptions of options for replacing or reestablishing the affected resources.

ES.1.7 Public Review of Tier 1/Program Draft EIS/EIR

This Draft Tier 1/Program EIS/EIR is being made available to the public for review and comment and distributed to agencies and stakeholders with jurisdiction, expertise, or interest in the issues involved in the Tier 1/Program Draft EIS/EIR document.

ES.1.7.1 Document Availability

In accordance with Governor Newsom's Executive Order (EO) N-54-20 in effect during the COVID-19 public health emergency, the requirement to provide general public access to physical copies of CEQA notices and public review documents has been suspended until further notice. Instead, access to electronic versions of the CEQA notices and documents is required. The Draft Tier 1/Program EIS/EIR with technical appendices is available for review online on RCTC's website (https://www.rctc.org/projects/coachella-valley-san-gorgonio-pass-corridor-rail-corridor-service-project/) and FRA's website (https://railroads.dot.gov/environment/environmental-reviews/coachella-valley-san-gorgonio-pass-corridor-investment-plan).

Requests for hard copies of the Draft Tier 1/Program EIS/EIR with technical appendices may be sent to:

Riverside County Transportation Commission

Sheldon Peterson, Rail Manager

P.O. Box 12008

Riverside, California 92502-2208

or via email to cvrail@rctc.org

Hard copies of the Draft Tier 1/Program EIS/EIR Executive Summary and CD copies of the entire Draft Tier 1/Program EIS/EIR with accompanying technical appendices will also be available for public view at the following locations (subject to library location hours and COVID-19 procedures):

Los Angeles Union Station/Metro Library and Archive One Gateway Plaza 15th Floor Los Angeles, California 90012 (Hard copy of the Draft EIS/EIR and appendices available in English and hard copy of Executive Summary available in English and Spanish)	Fullerton Public Library 353 W Commonwealth Avenue Fullerton, California 92832 (Hard copy of Executive Summary available in English and Spanish)	Arlington Library 9556 Magnolia Avenue Riverside, California 92503 (Hard copy of Executive Summary available in English and Spanish)
Riverside County Transportation Commission 4080 Lemon Street Riverside, California 92501 (Hard copy of the Draft EIS/EIR and appendices available in English and hard copy of Executive Summary available in English and Spanish)	Colton Public Library 656 N 9th Street Colton, California 92324 (Hard copy of Executive Summary available in English and Spanish)	Loma Linda Branch Library 25581 Barton Road Loma Linda, California 92354 (Hard copy of Executive Summary available in English and Spanish)
A.K. Smiley Public Library 125 W. Vine Street Redlands, California 92373 (Hard copy of Executive Summary available in English and Spanish)	Beaumont Library 125 E. Eighth Street Beaumont, California 92223 (Hard copy of Executive Summary available in English and Spanish)	Banning Public Library 21 W. Nicolet Street Banning, California 92220 (Hard copy of Executive Summary available in English and Spanish)
Palm Springs Public Library 300 S. Sunrise Way Palm Springs, California 92262 (Hard copy of Executive Summary available in English and Spanish)	Riverside County Indio Branch Library 200 Civic Center Mall Indio, California 92201 (Hard copy of Executive Summary available in English and Spanish)	Riverside County Coachella Branch Library 1500 6th Street Coachella, California 92236 (Hard copy of Executive Summary available in English and Spanish)

ES.1.7.2 Providing Comments on the Tier 1/Program Draft EIS/EIR

Public agencies and the public are invited to comment on the scope and content of the environmental information included in the Draft Tier 1/Program EIS/EIR. FRA, Caltrans, and RCTC will make the Draft Tier 1/Program EIS/EIR available for at least 45 days to allow for public review and comment. The comment period for the Draft Tier 1/Program EIS/EIR extends from May 21, 2021 to July 6, 2021.

Provide your written comments, including specific statutory responsibilities of your agency, as applicable. Written comments on the content of the Draft Tier 1/Program EIS/EIR should be submitted no later than July 6, 2021. The document can be viewed at the websites noted above and https://www.regulations.gov/docket/FRA-2021-0048. Comments can be shared directly with FRA by visiting the regulations.gov link (above) or by searching regulations.gov for Docket Number (FRA-2021-0048). All electronic comments should be submitted via regulations.gov.

Written comments should be sent via United States (U.S.) mail to:

Federal Railroad Administration

Amanda Ciampolillo, Environmental Protection Specialist

1200 New Jersey Avenue SE

Washington, DC 20590

Comments should include "Coachella Valley – San Gorgonio Pass Rail Corridor Service Program – Draft Tier 1/Program EIS/EIR Comments" in the subject line and the name of a contact person in your organization, if applicable.

ES.1.7.3 Public Hearings

The purpose of the public hearings is to explain the Program and the Draft Tier 1/Program EIS/EIR evaluation. FRA, Caltrans, and RCTC have scheduled two public hearings as an important component of the NEPA and CEQA process. The virtual public hearings for the Program are scheduled as follows:

June 22, 2021, 06:00 p.m.

June 26, 2021, 09:00 a.m.

Public hearing materials and information will be available prior to the public hearings on the RCTC website: http://www.rctc.org/projects/coachella-valley-san-gorgonio-pass-corridor-rail-corridor-service-project/.

The format of the public hearing will consist of a Program overview. Following presentation of the Program, meeting attendees will be able to virtually participate and are encouraged to provide questions and comments on the Program. Comments on the Draft Tier 1/Program EIS/EIR from the public during the public hearing may be submitted virtually via court reporter. Spanish language translators will be present during the public hearings. People requesting Americans with Disabilities Act accommodations or additional translator services are encouraged to contact RCTC at (909) 627-2974 at least 72 hours in advance of the meetings.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	October 25, 2021
TO:	Budget and Implementation Committee
FROM:	Sheldon Peterson, Rail Manager
THROUGH:	Lorelle Moe-Luna, Multimodal Services Director
SUBJECT:	Coachella Valley-San Gorgonio Pass Rail Corridor Planning Study Update and Amendment to HDR Engineering Agreement

STAFF RECOMMENDATION:

This item is for the Committee to:

1) Approve Agreement No. 14-25-072-07, Amendment No. 7 to Agreement No. 14-25-072-00, with HDR Engineering (HDR) related to the Coachella Valley-San Gorgonio Pass Rail Corridor Service Planning Study for an additional amount of $259,000, and a total amount not to exceed $7,175,748;
2) Authorize the Executive Director, pursuant to legal counsel review, to finalize and execute the agreement on behalf of the Commission;
3) Approve the allocation of $259,000 in State Transit Assistance (STA) Funds from Western Riverside County's Commuter Rail Program for the Coachella Valley Rail Program (Program);
4) Approve adjustments to the Fiscal Year 2021/22 budget in the amounts of $259,000 each to increase STA Fund–Western County Rail transfers out and Coachella Valley Rail Fund transfers in and professional services expenditures;
5) Amend the Commission's FY 2021/22 Coachella Valley Rail Short-Range Transit Plan (SRTP);
6) Adopt Resolution No. 21-018, "*Resolution of the Riverside County Transportation Commission Approving the Allocation of State Transportation Improvement Program/Interregional Transportation Improvement Program Funding to Support the Coachella Valley San Gorgonio Pass Rail Corridor"*; and
7) Forward to the Commission for final action.

COACHELLA VALLEY – SAN GORGONIO PASS RAIL CORRIDOR SERVICE BACKGROUND

In October 2013, the Commission approved Resolution No. 13-042, *"Resolution of Support to Establish Daily Intercity Rail Service from Los Angeles to the Coachella Valley Via the Pass Area,"* in which the Commission committed to overseeing preparation of a Service Development Plan (SDP) in coordination with the Caltrans Division of Rail and Mass Transit and the Federal Railroad Administration (FRA) as the next step toward establishing daily rail service between Los Angeles and the Coachella Valley.

In May 2014, following a competitive procurement process, the Commission awarded a contract to HDR to prepare a full SDP starting with an Alternatives Analysis (AA), followed by a SDP and program-level Environmental Impact Statement (EIS)/Environmental Impact Report (EIR).

In July 2016, the AA was completed and accepted by the Commission and FRA with the recommendation of a preferred route to be carried forward for analysis in a SDP and Tier 1 EIS/EIR. The preferred route, as shown in Figure 1 below, would run from Los Angeles Union Station, through Fullerton, Riverside, and the San Gorgonio Pass, to Indio or Coachella (Corridor), operating primarily over tracks owned by the BNSF Railway (BNSF) from Los Angeles to Colton, and tracks owned by the Union Pacific Railroad (UP) between Colton and Indio or Coachella. Included in the AA was a market analysis that identified a projected 47 percent increase in travel over the next 20 years between Los Angeles and Coachella Valley and a projected 23 percent population increase by 2035 for the four counties comprising the Corridor (Los Angeles, Orange, Riverside, and San Bernardino). Additionally, the analysis found that Coachella Valley is expected to double its population and the San Gorgonio Pass Area is projected to increase 134 percent by 2035.

Since the commencement of the EIS/EIR and SDP, public project scoping has been completed, a comprehensive operational model of the rail corridor has been developed, conceptual engineering and service operations plan have been completed, technical studies have been prepared to evaluate the impacts of implementing the service, the Draft Tier 1/Program EIS/EIR has been prepared and circulated for public review and comment, and the Draft SDP has been prepared. To date, the Commission has authorized a total of about $6.9 million to conduct the study.

Figure 1: Proposed Coachella Valley – San Gorgonio Pass Rail Corridor

Project Status

Since the last project update to the Commission in May 2021, the Tier 1/Program Draft EIS/EIR was circulated for public review and comment from May 19, 2021 through July 6, 2021, and an extensive outreach program was undertaken to solicit input on the environmental document. The outreach effort included:

- Development of a 4-minute video which described how the Program could make it easier to travel through the congested traffic conditions in the Corridor;
- Development of a media toolkit that included resources for media outlets and other organizations to share information about the Program on their social media or websites; the toolkit included the Program video, Program Fact Sheets (in English and Spanish), Program Frequently Asked Questions (in English and Spanish), and the Program Logo;
- A press release on May 19 that provided background information on the Program, information about the methods for submitting comments, and a link to the media toolkit;
- Social media and website posts by stakeholder organizations and the news media included 25 social media posts and 14 newspaper articles and TV segments;
- Twelve display advertisements placed in print and online publications, featuring announcements about the availability of the Program EIS/EIR along with information about when the public hearings would be held;
- Email notifications were sent to an extensive database of project stakeholders, interested agencies and organizations;
- Social media postings that were developed and shared by the project outreach team from early May through July 6 to provide information about the EIS/EIR release and review, the project video, the public hearings, and the available methods for providing comments;
- Geographically focused digital advertising campaigns that were implemented to notify the public about the public comment period and the public hearings; these digital advertisements were viewed online 999,994 times on electronic devices;
- Briefings and presentations about the EIS/EIR and public comment opportunity that were made to the Program's Technical Advisory Committee, elected officials, and nine stakeholder groups and agencies; and
- Virtual public meetings held on June 22 (Tuesday) and June 26 (Saturday).

A total of 294 comment letters were received during the 45-day public comment period, of which nine letters were received from public agencies, 15 letters were received from organizations, and 273 letters were received from individuals. Additionally, ten comment letters were received from individuals after the close of the Draft Tier 1/Program EIS/EIR public comment period (i.e., after July 6, 2021) for a grand total of 304, as shown in Table 1 below. Although FRA, Caltrans, and RCTC are not obligated to respond to comment letters received after the close of the formal comment review period, responses were developed for these late arriving comment letters as a courtesy. The number of comments received from agencies, organizations, and individuals indicates significant public interest and effective outreach efforts.

Table 1. Summary of Commenters and Affiliations on the Draft Tier 1/Program EIS/EIR

	Agencies	Organizations	Individuals	Total
Number of Comment Letters	9	15	280	304
Number of Comments Contained within Comment Letters	62	42	~400	~504

Percentage of Comment Letters that Expressed General Support for the Program	78%	73%	82%	82%

Notes: Some comment letters received did not state a preference associated with support or opposition towards the Program.

According to the National Environmental Policy Act, federal agencies are required to identify and formally respond to all substantive public comments. A substantive comment does one or more of the following:

- Questions, with a reasonable basis, the accuracy of the information and/or analysis in the Draft Tier 1/Program EIS/EIR;
- Questions, with a reasonable basis, the adequacy of the information and/or analysis in the Draft Tier 1/Program EIS/EIR;
- Presents reasonable alternatives other than those presented in the Draft Tier 1/Program EIS/EIR that meet the purpose and need of the proposed action and addresses significant issues;
- Questions, with a reasonable basis, the merits of an alternative or alternatives;
- Causes changes in or revisions to the proposed action; and
- Questions, with a reasonable basis, the adequacy of the planning process itself.

Many of the comment letters included multiple comments, thus, within the 304 comment letters, a total of 504 comments were tallied requiring written responses. Many of the comments received were on the same topic or expressed similar concerns. Rather than repeat the same response to each of those comments, twelve "Master Responses" were prepared, each of which addresses broad topic areas and/or comment themes, as shown in Table 2.

Table 2: Summary of Master Responses

Master Response Number	Topic
1	Proposed Station Locations
2	Conceptual Nature of Build Alternative Option Components
3	Freight Train Volume Assumptions
4	Noise Quiet Zones
5	Wildlife Corridors
6	Train Trip Frequency
7	Train Trip Duration
8	Program Funding
9	Program Timing
10	Transit Connections
11	Locomotive Technology
12	Environmental Justice

The comments and responses have reached 315 pages are currently being reviewed by FRA and Caltrans. Upon completion of this review, the final environmental documents will be updated to include any necessary changes based on public comments. These final documents will then be provided to FRA and Caltrans for additional review and comments prior to the ultimate Record of Decision. The SDP draft has also been completed and is currently being reviewed by the FRA and Caltrans prior to being finalized.

To prepare for the Program's next steps, staff is actively pursuing several state and federal grant opportunities to secure funding for the Tier 2 environmental phase.

DISCUSSION

In order to complete this phase of the Program, an additional contract amendment with HDR is needed. The significant number of comments required a substantially greater amount of time and effort by the HDR team to prepare responses than is expected for a typical Tier 1/Program environmental document of this sort, and the process required several weeks to prepare responses and to review and refine the responses with RCTC and its legal team. In addition, the sheer volume of comments and responses is expected to require the HDR team to expend additional time and effort to respond to FRA comments and questions after it completes its review of the draft responses to comments.

Therefore, staff recommends the Commission approve Agreement No. 14-25-072-07 with HDR (Attachment 1) for additional services in the amount of $259,000, which increases the total agreement authorization to $7,175,748. Staff also recommends the Commission authorize the Executive Director, pursuant to legal counsel review, to finalize and execute the agreement on behalf of the Commission.

FISCAL IMPACT:

To fund the additional work to provide final responses to comments in the Tier 1 environmental document, staff recommends an allocation of $259,000 in STA Funds from Western Riverside County's Commuter Rail Program as part of its contribution to the Program. With proposed stops in Riverside and the San Gorgonio Pass area, it is appropriate for Western Riverside County to contribute to the Program. In connection with this allocation, staff also recommends an amendment to the Commission's FY 2021/22 Coachella Valley Rail SRTP.

This additional work was not anticipated in the FY 2021/22 budget; therefore, staff recommends the Commission approve FY 2021/22 budget adjustments of $259,000 each to increase State Transit Assistance Fund–Western County Rail transfers out and Coachella Valley Rail Fund transfers in and professional services expenditures.

In addition, it is requested that the Commission adopt Resolution No. 21-018 approving the allocation of State Transportation Improvement Program/Interregional Transportation Improvement Program funding to support the Coachella Valley San Gorgonio Pass Corridor. This

resolution is required to secure funding needed for the next phase of the Program moving into the Tier 2 environmental effort.

Financial Information						
In Fiscal Year Budget:	No	Year:	FY 2021/22	Amount:	$259,000	
Source of Funds:	State Transit Assistance				Budget Adjustment:	Yes
GL/Project Accounting No.:	State Transit Assistance Fund–Western County Rail 002204 97001 00000 0000 241 62 97001 $259,000 (Transfers out) Coachella Valley Rail Fund 004202 XXX 59001 0000 245 25 59001 $259,000 (Transfers in) 004202 65520 00000 0000 245 25 65520 $259,000 (Expenditures)					
Fiscal Procedures Approved:	Theresia Trevino				Date:	10/15/2021

Attachments:

1) Draft Amendment 14-25-072-07
2) FY 2021/22 SRTP Table 4 Amendment
3) Resolution No. 21-018

Staff Report

TO: City Council

FROM: Todd Parton City Manager

DATE November 2, 2021

SUBJECT: **Continued Public Hearing and Consideration of Resolution Denying Certification of Final Partially Recirculated EIR for the Legacy Highlands Specific Plan Project**

Background and Analysis:

2008 Approval of Project, and Certification of the Final EIR

On January 15, 2008, the City Council certified the Legacy Highlands Specific Plan Project Final Environmental Impact Report, SCH No. 2005031155 (the "2008 EIR"), and approved the Legacy Highlands Specific Plan Project ("Project"). Specifically, the City Council adopted the following resolutions and ordinances for the Project:

- Resolution No. 2008-05 certifying the 2008 EIR for the Project,
- Resolution No. 2008-06 adopting Specific Plan No. 07-02,
- Resolution No. 2008-07 requesting initiation of annexation proceedings,
- Ordinance No. 924 adopting a zone change to pre-zone the Project area from County of Riverside W-2 (Controlled Development) to City of Beaumont SP-A (Specific Plan Area) and R-R (Rural Residential), and
- Ordinance No. 925 adopting the Development Agreement between the City of Beaumont and The Preserve LLC.

CEQA Lawsuit and Judgment

Following a final action by the City, a lawsuit was filed under the California Environmental Quality Act ("CEQA") in February 2008, challenging the City's actions. A hearing on the writ petition was conducted in February 2009. The Court found the 2008 EIR deficient with respect to water supply impacts and alternatives analysis. Further, the court held that the Statement of Overriding Consideration did not comply with CEQA. The remaining challenges to the 2008 EIR were found to be without merit. A Statement of Decision, Judgment and Peremptory Writ of Mandate ("Writ") were issued on March 30, 2009, that directed the City to set aside and vacate its certification of the 2008 EIR

for the Project. In addition, the court directed the City to set aside and vacate the land use approvals related to the Project.

Bankruptcy Proceeding

The Preserve, LLC, the Project's applicant, filed a Chapter 11 bankruptcy case in the United States Bankruptcy Court, Central District of California during the CEQA litigation, which was subsequently converted to a Chapter 7 filing. In December 2008, the United States Bankruptcy Court entered an order granting relief from the automatic stay to permit the CEQA action to proceed.

Enacting Resolution No. 2009-24

On June 30, 2009, the City complied with the judgment and the Writ by enacting Resolution No. 2009-24, which rescinded all prior approvals for the Project. Specifically, the City Council set aside and vacated its adoption of Resolution No. 2008-05 (i.e., certification of the 2008 EIR); and approvals of the Legacy Highlands Project, including the Legacy Highlands Specific Plan and the Development Agreement.

Stipulation Voiding Resolution No. 2009-24

In 2017, The Preserve, LLC asserted that the City of Beaumont violated the automatic stay of the Bankruptcy Court by enacting Resolution 2009-24. The City disputed such assertion. Nevertheless, out of an abundance of caution, the parties stipulated that Resolution 2009-24 was enacted in violation of the automatic stay and thus was void, withdrawn and cancelled. In December 2017, the stipulation was approved by the United States Bankruptcy Court.

Partially Recirculated Environmental Impact Report

The City prepared and distributed the December 2020 Partially Recirculated Environmental Impact Report ("PREIR"). The PREIR addressed the issues identified in the CEQA Judgment. The PREIR was circulated for a 45-day review period from December 14, 2020, through January 28, 2021. A final PREIR was prepared and submitted to the City on or about February 23, 2021, and was ready for review and approval or disapproval by the City. However, in light of the stipulation, the City could not take any action related to the final PREIR until the automatic stay was lifted. To do otherwise would not only be in direct violation of the stipulation, but also in violation of the judgment and the Writ. The purchaser of the Project disagreed with the City's position that it needed to comply with the judgment and Writ in the CEQA action.

Motion for Relief from the Automatic Bankruptcy Stay

On May 21, 2021, the City filed a Notice of Motion and Motion for Relief from the automatic stay under 11 U.S.C. § 362 in the United States Bankruptcy Court. After reviewing the pleadings submitted by the parties, and after conducting a hearing, the

United States Bankruptcy Court granted the City's motion for relief from automatic stay on June 29, 2021. The court ordered, among other things, that the City may comply with the Statement of Decision, the judgment and the Writ in the Riverside County Superior Court CEQA action, and review and act upon the currently proposed final PREIR.

City of Beaumont Adopted Ordinance Complying with Court Orders

On August 17, 2021, City Council approved the first reading of an ordinance decertifying the final environmental impact report and rescinding adoption of findings statement overriding considerations, mitigation monitoring and reporting program, Specific Plan No. 07-02, pre-zoning Ordinance No 924, development agreement Ordinance No. 925, and request for the Local Agency Formation Commission (LAFCO) to initiate annexation proceedings as to the Legacy Highlands Specific Plan, Site Plan, Land Division, Annexation, Pre-Zoning and Zoning. In a previous item on the current agenda, the City Council will have considered the second reading and adoption of such ordinance. Upon adoption, the City will have complied with the Statement of Decision, the judgment and the Writ in the Riverside County Superior Court CEQA action, and the United States Bankruptcy Court.

Project Case History

Project Location

The Project site is located southerly of SR-60 and westerly of SR-79 in unincorporated Riverside County, adjacent to the boundary of the City of Beaumont. The Project site lies within the City of Beaumont Sphere of Influence (SOI) and would be annexed to the City as one of the Project's requested discretionary actions.

Project Summary

The Project would provide for a total of up to 2,868 dwelling units (1,107 single family residential units + 1,761 active adult, low density residential units), 100 acres (approximately 1.20 million square feet) of commercial/industrial uses, a 20-acre school site, various neighborhood parks, undeveloped open space, and all supporting infrastructure and utilities. In addition to approval of the specific plan, the Project required approval by the City Council of a zone change to pre-zone 1,616.89 acres of land from County of Riverside W-2 (Controlled Development) to City of Beaumont SP-A (Specific Plan Area) and R-R (Rural Residential). The Project also required the City Council to request LAFCO to initiate proceedings for the annexation of the Project area to the City and concurrent detachment from the Riverside County Waste Management Resources District, and annexation to the Beaumont Cherry Valley Water District. The Project applicant also requested approval of a 25-year Development Agreement between the City of Beaumont and The Preserve, LLC, which would have given The

Preserve, LLC a vested right to develop and construct the Project in accordance with the entitlements received from the City pursuant to its discretionary approvals as well as all existing land use regulations and development standards in existence at the time the development agreement was approved.

Since the 2008 EIR has been vacated, the final PREIR is incomplete and must be denied.

As noted above, on September 21, 2021, the City Council passed, approved, and adopted an Ordinance rescinding all prior approvals for the Project, including the certification of the 2008 EIR. The Ordinance was enacted in compliance with the CEQA Judgment and Writ from the Riverside County Superior Court, and the Order from the United States Bankruptcy Court.

The final EIR consists of the draft EIR, among other things. (CEQA Guidelines, § 15132(a).) Before approving the project, the lead agency must certify that its decision-making body reviewed and considered the information contained in the EIR, that the EIR reflects the agency's independent judgment and analysis, and that the EIR was completed in compliance with CEQA. (Pub. Resources Code, § 21082.1, subd. (c); CEQA Guidelines, § 15090.)

Based on the CEQA Guidelines, the City Council must review and consider the information in the 2008 EIR when reviewing and approving or disapproving the certification of the final PREIR. However, since the 2008 EIR and entitlements have been rescinded, there is no longer an EIR for the Project. Therefore, the City Council should deny the certification of the final PREIR.

If City Council concurs, the appropriate action would be a motion to adopt a resolution denying the certification of the final PREIR.

Fiscal Impact:

City staff estimates the cost to prepare this report to be $9,750.

Recommended Action:

Hold the continued public hearing, and
Waive the full reading and adopt by title only, “A Resolution of the City Council of the City of Beaumont, California, Denying the Certification of the Final Partially Recirculated Environmental Impact Report.”

Attachments:

A. Resolution

RESOLUTION NO. 2021-___

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BEAUMONT, CALIFORNIA, DENYING THE CERTIFICATION OF THE FINAL PARTIALLY RECIRCULATED ENVIRONMENTAL IMPACT REPORT

WHEREAS, The Preserve LLC applied for the approval of the Legacy Highlands Specific Plan for property located south of State Route 60 and west of State Route 79, within the City of Beaumont's sphere of influence, for the development of approximately 1,600 acres, including more than 700 acres of undeveloped open space, up to 2,868 residential units, 100 acres of commercial development, and supporting school, park, and recreation uses (the "Project").

WHEREAS, in addition to approval of the specific plan, the Project required approval by the City Council of a zone change to pre-zone 1,616.89 acres of land from County of Riverside W-2 (Controlled Development) to City of Beaumont SP-A (Specific Plan Area) and R-R (Rural Residential). The Project also required the City Council to request the Local Agency Formation Commission of Riverside County to initiate proceedings for the annexation of the Project area to the City of Beaumont and concurrent detachment from the Riverside County Waste Management Resources District, and annexation to the Beaumont Cherry Valley Water District. The Project applicant also requested approval of a 25 year Development Agreement between the City of Beaumont and The Preserve LLC which would have given The Preserve LLC a vested right to develop and construct the Project in accordance with the entitlements received from the City pursuant to its discretionary approvals as well as all existing land use regulations and development standards in existence at the time the Development Agreement was approved.

WHEREAS, the City of Beaumont conducted an extensive environmental review for this Project which included an Environmental Impact Report ("2008 EIR") prepared by the independent firm of Applied Planning, Inc., with technical reports concerning biological resources, traffic and circulation, air quality, and noise.

WHEREAS, on January 15, 2008, the City Council held a duly noticed and advertised hearing on the matter. At the close of the public hearing, the City Council took the following actions:

1. Approved Resolution No. 2008-05 certifying the Final 2008 EIR for the Project;

2. Approved Resolution No. 2008-06 adopting Specific Plan No. 07-02;

3. Approved Resolution No. 2008-07 requesting initiation of annexation proceedings;

4. Approved Ordinance No. 924 adopting a zone change to pre-zone the Project area from County of Riverside W-2 (Controlled Development) to

City of Beaumont SP-A (Specific Plan Area) and R-R (Rural Residential); and

5. Approved Ordinance No. 925 adopting the Development Agreement between the City of Beaumont and The Preserve LLC.

WHEREAS, on or about February 14, 2008, Cherry Valley Pass Acres and Neighbors ("CVPAN") and Cherry Valley Environmental Planning Group ("CVEPG") filed a petition for a writ of mandate and complaint for declaratory relief in an action entitled Cherry Valley Pass Acres and Neighbors, et al. v. City of Beaumont, et al., Case No. RIC492830 in the Riverside County Superior Court based, in part, on the following alleged violations of the California Environmental Quality Act ("CEQA"):

1. Failure to adequately analyze the Project's water impacts;
2. Failure to properly analyze cumulative impacts;
3. Failure to properly analyze growth inducing effects;
4. Failure to properly analyze Project alternatives; and
5. Failure to adopt an adequate statement of Overriding Considerations.

WHEREAS, The Preserve LLC filed a chapter 11 bankruptcy case in the United States Bankruptcy Court, Central District of California (Case No. 2:10-bk-18429-BB) on September 25, 2008, which was subsequently converted to one under chapter 7. On December 16, 2008, United States Bankruptcy Judge Sheri Bluebond entered an order granting relief from the automatic stay to permit the CEQA action to proceed.

WHEREAS, on February 3, 2009, after reviewing the pleadings submitted by the parties, and after conducting a trial on the petition and complaint filed by CVPAN and CVEPG, Judge Mac Fisher of the Riverside County Superior Court issued a Statement of Decision in the CEQA action, finding the 2008 EIR deficient with respect to water supply impacts and alternatives analysis. Further, the Court held that the statement of Overriding Consideration did not comply with CEQA. The remaining challenges to the 2008 EIR were found to be without merit.

WHEREAS, on March 30, 2009, in accordance with the Statement of Decision, on March 30, 2009, Judge Fisher issued a Judgment and Writ of Mandate (“Writ”) in the CEQA action directing the City to set aside and vacate its certification of the 2008 EIR for the Project. In addition, the court directed the City to set aside and vacate the land use approvals related to the Project.

WHEREAS, on June 30, 2009, the City of Beaumont complied with the Judgment and the Writ by enacting Resolution No. 2009-24, which rescinded all prior approvals for the Project. Specifically, the City Council set aside and vacated its (a) adoption of Resolution No. 2008-05; and (b) approvals of the Legacy Highlands Project, including the Legacy Highlands Specific Plan and the Development Agreement.

WHEREAS, in the fall of 2017, The Preserve LLC asserted that the City of Beaumont violated the automatic stay by enacting Resolution No. 2009-24. The City disputed such assertion. Nevertheless, out of an abundance of caution, the parties stipulated that Resolution No. 2009-24 was enacted in violation of the automatic stay and thus was void, withdrawn and cancelled. On December 20, 2017, the Stipulation was approved by the United States Bankruptcy Court.

WHEREAS, the City prepared a Partially Recirculated Environmental Impact Report ("PREIR") based on the Statement of Decision. The following is a summary of the City's environmental review for the PREIR:

1. The City issued a Notice of Availability advising the public that it was circulating the PREIR for a 45-day review period: December 14, 2020 through January 28, 2021.

2. A Final PREIR was prepared and submitted to the City Council on or about February 23, 2021 and was ready for review and approval or disapproval by the City. However, in light of the 2017 Stipulation, the City could not take any action related to the Final PREIR until the automatic stay was lifted. To do otherwise would not only be in direct violation of the Stipulation, but also in violation of the Judgment and the Writ. The purchaser of the Project disagreed with the City's position that it needed to comply with the Judgment and Writ in the CEQA action.

WHEREAS, on May 21, 2021, the City of Beaumont filed a Notice of Motion and Motion for Relief from the Automatic Stay under 11 U.S.C. § 362 in the United States Bankruptcy Court. After reviewing the pleadings submitted by the parties, and after conducting a hearing, Judge Bluebond of the United States Bankruptcy Court granted the City's motion for relief from automatic stay on June 29, 2021. The Court ordered, among other things, that:

1. The City may take the PREIR Actions[1] as required or permitted by local and state law including, but not limited to complying with the Statement of Decision, the Judgment and the Writ in the Riverside County Superior Court CEQA action, and reviewing and acting upon the currently proposed Final PREIR; and

[1] The PREIR Actions is defined in the United States Bankruptcy Order to include, but are not limited to, reviewing and acting upon the Final PRIER, complying with the judgment and the writ in the Riverside County Superior Court, the related entitlements, the Legacy Highlands development agreement, specific plan, site plan, land division, annexation, pre-zoning and zoning, mitigation monitoring and reporting program, Findings of Facts and a Statement of Overriding Considerations, Resolution No. 2008-05, Resolution No. 2008-06, Resolution No. 2008-07, Ordinance No. 924 and Ordinance No. 925.

2. The City Council and the Planning Commission shall retain any and all discretion and authority under CEQA, other state law as well as local law with regards to the PREIR Actions.

WHEREAS, on August 17, 2021, the City complied with the CEQA Judgment and Writ from the Riverside County Superior Court, and the Order from the United States Bankruptcy Court. Specifically, the City Council of the City of Beaumont, California introduced and waived full reading for the first time and ordered posted at a regular meeting "An Ordinance of the City Council of the City of Beaumont, California, Decertifying the Final Environmental Impact Report; Rescinding Adoption of Findings, Statement of Overriding Considerations, Mitigation Monitoring and Reporting Program, Specific Plan No. 07-02, Pre-Zoning Ordinance No. 924, Development Agreement Ordinance No. 925, and Request for the Local Agency Formation Commission to Initiate Annexation Proceedings as to the Legacy Highlands Specific Plan, Site Plan, Land Division, Annexation, Pre-Zoning and Zoning" ("the Ordinance").

WHEREAS, on September 21, 2021, the Ordinance was passed, approved and adopted at a regular meeting of the City Council of the City of Beaumont, California.

WHEREAS, the City Council must complete and certify the Final PREIR within one year following its acceptance of the application as complete. (14 Cal. Code Reg. § 15108; Pub. Res. Code § § 21100.2, 21151.5(a).) Therefore, the Final PREIR must be reviewed and approved or disapproved for certification no later than December 8, 2021.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Beaumont, California makes the following findings, determinations and recommendations with respect to the Final PREIR for the proposed Project:

SECTION 1: Denial of Final PREIR

1. That the above recitations are true and correct, and material to this Resolution.

2. The Riverside County Superior Court issued a Judgment and Writ in the CEQA litigation ordering the City Council to set aside and vacate its (a) adoption of Resolution No. 2008-05 (certifying the 2008 EIR); and (b) approvals of the Legacy Highlands Project, including the Legacy Highlands Specific Plan and the Development Agreement.

3. The United States Bankruptcy Court issued an Order that the City may take the PREIR Actions as required or permitted by local and state law including, but not limited to complying with the Statement of Decision, the Judgment and the Writ in the Riverside County Superior Court CEQA action, and reviewing and acting upon the currently proposed Final PREIR.

4. Based on the CEQA Judgment and Writ from the Riverside County Superior Court, and the Order from the United States Bankruptcy Court, the City Council passed, approved, and adopted an Ordinance rescinding all prior approvals for the Project, including the certification of the 2008 EIR on September 21, 2021.

5. The City Council must review and consider the information in the 2008 EIR when considering and certifying the Final PREIR. However, since the 2008 EIR and entitlements have been rescinded, there is no longer an EIR for the Project. Therefore, the City Council hereby denies the certification of the Final PREIR.

SECTION 6: Effective Date

This resolution shall take effect immediately upon its adoption.

MOVED, PASSED, and ADOPTED this 2nd day of November by the following roll call vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Lloyd White, Mayor Pro Tem

Attest:

_____
Steven Mehlman, City Clerk

Approved as to form:

_____
John Pinkney, City Attorney

Staff Report

TO: City Council

FROM: Sue Foxworth, Solid Waste and Recycling Manager

DATE November 2, 2021

SUBJECT: **Public Hearing and First Reading of an Ordinance Amending and Restating Chapter 8.12 (Solid Waste Management) of the City of Beaumont Municipal Code**

Background and Analysis:

The legislature of the State of California, by enactment of the California Integrated Waste Management Act of 1989, (AB 939 or the "Act" codified at Public Resources Code §§ 4000 et seq.) established a solid waste management process which requires cities and other local jurisdictions to implement plans for source reduction, reuse, and recycling as integrated waste management practices for solid waste attributed to sources within their respective jurisdictions.

The Act provides that aspects of solid waste handling of local concern include, but are not limited to frequency of collection, means of collection and transportation, level of services, charges and fees, and nature, location and extent of providing solid waste services. The Act encompasses mandates including Assembly Bill (AB) 341 and AB 1826, as well as the newly adopted Short-Lived Climate Pollutants mandate, Senate Bill (SB) 1383.

SB 1383 builds on existing legislation, AB 341 and AB 1826. The stated purpose of SB 1383 is to reduce organic waste disposal, recover edible food waste from the waste stream, and reduce methane emissions. The goal of SB 1383 is to reduce greenhouse gas emissions to 40% below 1990 levels by year 2030. To achieve this, the target is to reduce organic waste that ends up in the landfill 50% by year 2020, and 70% by year 2025. In addition to reducing landfilled organics by 75% the State will also be required to recover edible food that is currently thrown away by 20% through programs such as establishing edible food recovery programs. In order to achieve the reduction of landfilled waste, and to increase recovery, the State has mandated the following:

1. Provide organics collection services to all residents, multi-family complexes and businesses;
2. Establish edible food recovery programs;
3. Conduct education and outreach to the community;
4. Procure recyclable and recovered organics products; and
5. Monitor compliance and conduct enforcement.

The proposed ordinance maintains the same structure as the existing code, but adds and addresses the required elements of SB 1383, including:

Collection Services: Trash, recyclable and organic collection services for all commercial, multi-family and residential accounts are required unless a commercial waiver is granted;

Commercial Edible Food Generator: These generators are required to recover the maximum amount of edible food that would otherwise be disposed in the waste stream and implement related programs. These generators shall maintain and provide record access to City staff;

Food Recovery Organizations: Shall maintain and provide record access to City staff;

Inspections and Investigations: City representatives are authorized to conduct inspections and investigations to conform compliance. Regulated entities shall provide access and cooperate with City staff during the process; and

Enforcement: Violation of any provision of the provisions of the ordinance shall be a misdemeanor that may be enforced by the City in any manner authorized by law, including but not limited to an administrative citation, criminal citation, nuisance abatement action, or civil action.

On May 7, 2017, the City Council unanimously approved a Collection Services Agreement for the Provision of Residential and Commercial Garbage, Recyclable Materials and Organics Waste Collection Services between the City and USA Waste of California, Inc., d.b.a. Waste Management of the Inland Empire. The agreement went into effect of July 1, 2019. The proposed ordinance contains the necessary provisions and enforcement mechanisms to ensure that residents and property owners, as well as the City's franchisee, Waste Manage of the Inland Empire, comply with the state law requirements concerning solid waste including SB 1383, Short-Lived Climate Pollutants mandate.

Fiscal Impact:

It is estimated that the cost to prepare this report is approximately $500 and the cost to prepare the ordinance is approximately $2,500.

Recommended Action:

Hold a Public Hearing, and
Waive the full reading and approve by title only, “An Ordinance of the City Council of the City of Beaumont, California, Amending and Restating Chapter 8.12 (Solid Waste Management) of the City of Beaumont Municipal Code.”

Attachments:

A. Ordinance
B. Exhibit A to Ordinance

ORDINANCE NO. __

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BEAUMONT, CALIFORNIA AMENDING AND RESTATING CHAPTER 8.12 (SOLID WASTE MANAGEMENT) OF THE CITY OF BEAUMONT MUNICIPAL CODE

WHEREAS, State recycling law, Assembly Bill 939 of 1989, the California Integrated Waste Management Act of 1989 (California Public Resources Code Section 40000, *et seq*., as amended, supplemented, superseded, and replaced from time to time), requires cities and counties to reduce, reuse, and recycle (including composting) Solid Waste generated in their jurisdictions to the maximum extent feasible before any incineration or landfill disposal of waste, to conserve water, energy, and other natural resources, and to protect the environment; and

WHEREAS, State recycling law, Assembly Bill 341 of 2011 (approved by the Governor of the State of California on October 5, 2011, which amended Sections 41730, 41731, 41734, 41735, 41736, 41800, 42926, 44004, and 50001 of, and added Sections 40004, 41734.5, and 41780.01 and Chapter 12.8 (commencing with Section 42649) to Part 3 of Division 30 of, and added and repealed Section 41780.02 of, the Public Resources Code, as amended, supplemented, superseded and replaced from time to time), places requirements on businesses and Multi-Family property owners that generate a specified threshold amount of Solid Waste to arrange for recycling services and requires the City to implement a Mandatory Commercial Recycling program; and

WHEREAS, State organics recycling law, Assembly Bill 1826 of 2014 (approved by the Governor of the State of California on September 28, 2014, which added Chapter 12.9 (commencing with Section 42649.8) to Part 3 of Division 30 of the Public Resources Code, relating to Solid Waste, as amended, supplemented, superseded, and replaced from time to time), requires businesses and Multi-Family property owners that generate a specified threshold amount of Solid Waste, Recycling, and Organic Waste per week to arrange for recycling services for that waste, requires the City to implement a recycling program to divert Organic Waste from businesses subject to the law, and requires the City to implement a Mandatory Commercial Organics Recycling program; and

WHEREAS, SB 1383, the Short-lived Climate Pollutant Reduction Act of 2016, requires CalRecycle to develop regulations to reduce organics in landfills as a source of methane. The regulations place requirements on multiple entities including the City, residential households, Commercial Businesses and business owners, Commercial Edible Food Generators, haulers, Food Recovery Organizations, and Food Recovery Services to support achievement of Statewide Organic Waste disposal reduction targets; and

WHEREAS, SB 1383, the Short-lived Climate Pollutant Reduction Act of 2016, requires the City to adopt and enforce an ordinance or enforceable mechanism to implement relevant provisions of SB 1383 Regulations. This ordinance will also help reduce food insecurity by requiring Commercial Edible Food Generators to arrange to have the maximum amount of their Edible Food, that would otherwise be disposed, be recovered for human consumption.

THE CITY COUNCIL OF THE CITY OF BEAUMONT HEREBY DOES ORDAIN AS FOLLOWS:

SECTION 1: CEQA ENVIRONMENTAL DETERMINATION.

The City Council exercises its independent judgment and finds that this ordinance is not subject to the California Environmental Quality Act (CEQA) pursuant to the State CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, Section 15308, which exempts "actions by regulatory agencies for protection of the environment." This Ordinance is consistent with the goals of California State Assembly Bills 939, 341, and 1826, and Senate Bill 1383.

SECTION 2. AMENDMENT TO CHAPTER 8.12, "SOLID WASTE MANAGEMENT."

Chapter 8.12, Solid Waste Management, is hereby amended in restated in its entirety as set forth in Exhibit A.

SECTION 3. AMENDMENT TO SECTION 9.03.155, "SPECIAL EVENTS RECYCLING."

Section 9.03.155 of the City of Beaumont Municipal Code

"9.03.155 - Special events recycling.

All applicants will be required to comply with the recyclable material and organic waste requirements that apply to commercial premises under Chapter 8.12 of the Municipal Code.

Large events, as defined in Municipal Code Section 8.12.020, must meet the organic waste generator requirements set forth in Sections 8.12.160 and 8.12.170 and commercial edible food generator requirements set forth in Section 8.12.440."

SECTION 4. SEVERABILITY

If any Chapter, subsection, subdivision, sentence, clause, phrase, or portion of this ordinance, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision will not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have adopted this ordinance, and each Chapter, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more Sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional."

SECTION 5. EFFECTIVE DATE.

This ordinance shall take on January 1, 2022.

SECTION 6. **CITY CLERK ACTION**

The City Clerk is authorized and directed to cause this Ordinance to be published within fifteen (15) days after its passage in a newspaper of general circulation and circulated within the City in accordance with Government Code Chapter 36933(a) or, to cause this Ordinance to be published in the manner required by law using the alternative summary and posting procedure authorized under Government Code Chapter 39633(c).

[SIGNATURES ON FOLLOWING PAGE]

INTRODUCED FOR FIRST READING this ____ day of _____, 2021.

_____

Mike Lara

Mayor

APPROVED AS TO FORM: **ATTEST:**

_____ _____

Steven Mehlman

City Attorney City Clerk

STATE OF CALIFORNIA)

COUNTY OF RIVERSIDE)

CITY OF BEAUMONT)

I, _____, City Clerk of the City of Beaumont, California, do hereby certify that the foregoing Ordinance No. ___ was duly introduced at a meeting of the City Council of the City of Beaumont, California, on _____, 2021, and adopted at a regular meeting of the City Council of the City of Beaumont, California, on _____, 2021, by the City Council of the City of Beaumont, California, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

_____

Steven Mehlman, City Clerk

City of Beaumont

Chapter 8.12 SOLID WASTE MANAGEMENT[1]

ARTICLE I. GENERAL PROVISIONS

8.12.010 Purpose; findings.

A. *Purpose.* The management and proper disposal of solid waste is a matter of great importance to the City, its citizens, visitors, property owners and businesses. The City finds that the public health, safety, and well-being require the generation, accumulation, handling, collection, transportation, conversion and disposal of solid waste be controlled and regulated by the City through the comprehensive system provided in this Chapter. This Chapter is intended to ensure solid waste handling services are readily available, adhere to uniform standards, and are reliable, clean, and efficient. The City has a strong interest in reducing the harboring and breeding of rodents and insects, reducing the spread of disease, and preventing pollution and other unsightly degradation of the environment, which can occur with the improper handling of solid waste and the excess accumulation of solid waste.

B. *Findings.* The City finds and declares:

1. Article XI, § 7 of the California Constitution authorizes cities to make and enforce within their limits all local, police, sanitary, and other ordinances and regulations not in conflict with general laws.

2. The Legislature of the State of California, by enactment of the California Integrated Waste Management Act of 1989, ("AB 939" or the "Act") (codified at Public Resources Code §§ 4000 et seq.) established a solid waste management process that requires cities and other local jurisdictions to adopt and implement plans to reduce the amount of solid waste generated within their jurisdiction and to maximize reuse and recycling.

3. AB 939 states that the frequency of solid waste collection, the means of solid waste collection and transportation, levels of services, charges and fees for services, and the nature, location and extent of providing solid waste services, are matters of local concern.

4. AB 939 expressly allows cities to provide solid waste services to its residents by its own forces or by authorizing a private entity to provide those services.

5. The State of California adopted legislation (AB 341) (Chapter 476, Statutes of 2011 [Chesbro, AB 341]) that requires any business that generates four cubic yards or more of commercial solid waste per week or is a multifamily residential dwelling with five or more units to arrange for recycling collection services.

6. Assembly Bill 1826 of 2014 requires businesses and certain multi-family property owners that generate a specified threshold amount of solid waste per week including garbage, recycling, and organic waste to arrange for recyclable material and organic waste collection services for that waste and requires the

[1]Editor's note(s)—Ord. No. 1109, § 2, adopted June 18, 2019 , repealed the former Ch. 8.12, §§ 8.12.010—8.12.090, and enacted a new Ch. 8.12 as set out herein. The former Ch. 8.12 pertained to mandatory solid waste collection and disposal and derived from Ord. No. 921, § 1, adopted Nov. 20, 2007; Ord. No. 934, § 1, adopted April 1, 2008; Ord. No. 994, adopted April 19, 2011.

City to implement a mandatory commercial organics recycling program for designated commercial property owners.

7. Senate Bill 1383 of 2016, The Short-lived Climate Pollutant Reduction Act of 2016, requires CalRecycle to develop regulations to reduce organic waste in landfills as a source of methane. These regulations, which were adopted in 2020 (the "SB 1383 Regulations"), place requirements on multiple entities including the City, residential households, commercial businesses, commercial edible food generators, haulers, self-haulers, food recovery organizations, and food recovery services to support achievement of statewide organic waste disposal reduction targets. The SB 1383 Regulations require the City to adopt and enforce an ordinance or other enforceable mechanism to implement relevant provisions of the SB 1383 Regulations.
8. This Chapter implements Article XI, § 7 of the California Constitution and AB 939 in the City of Beaumont and protects public health and safety by authorizing the City Council to provide solid waste handling service itself or to award one or more franchises to private entities.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.020 Definitions.

For the purposes of this Chapter, the following words and phrases shall have the meanings respectively ascribed to them by this section. Words and phrases not defined in this Chapter shall have the meaning ascribed by Section 1.04.010 of this Code, and if not defined therein, then as applicable, as in: Division 30, Part 1, Chapter 2 of the Public Resources Code, Sections 40100 et seq.; the regulations of the California Department of Resources Recycling and Recovery; the Resource Conservation and Recovery Act ("RCRA"), 42 U.S.C. §§ 6901, et seq. and the regulations implementing RCRA, as they may be amended.

"AB 939" or *"Act"* means the California Integrated Waste Management Act of 1989, codified in part at Public Resources Code, §§ 40000 et seq. as it may be amended, including but not limited to, the Jobs and Recycling Act of 2011 (AB 341), SB 1016 (Chapter 343, Statutes of 2008 [Wiggins, SB 1016]), the Mandatory Commercial Organics Recycling Act of 2014 (AB 1826), and the Short-Lived Climate Pollutants Bill of 2016 (SB 1383), and as implemented by the regulations of CalRecycle or its successor agency.

"Account holder" means the persons or entities whose name(s) are on a solid waste franchisee's account for a premises.

"Bin" means a container, typically between one and eight cubic yards, provided by a solid waste franchisee for the collection of solid waste, recyclable material and organic waste.

"Bulky waste" means solid waste that would not typically fit within a container, including, but not limited to, large and small household appliances, furniture, carpets, mattresses, automobile tires, and oversized green waste such as tree trunks and large branches if no larger than two feet in diameter and four feet in length, and similar large items discarded from a residential premises. "Bulky waste" does not include consumer electronics, such as televisions, radios, computers, monitors, and the like, which are regarded as universal waste, the disposal of which is governed by regulation of the Department of Toxic Substances Control.

"CalRecycle" means the California Department of Resources Recycling and Recovery.

"Cart" means a container, typically between 64 and 96 gallons, provided by a solid waste franchisee for the collection of solid waste, recyclable material, and organic waste.

"CCR" means the California Code of Regulations. CCR references in this Chapter are preceded with a number that refers to the relevant Title of the CCR (e.g., "14 CCR" refers to Title 14 of CCR).

"City" means the City of Beaumont, California, a municipal corporation, and all of the territory lying within the municipal boundaries of the City as presently existing and all geographic areas which may be added or annexed to the City.

"City Manager" means a person having that title in the employ of the City of Beaumont, or the City Manager's designated representative.

"City Premises" means City-owned or operated premises where solid waste is generated or accumulated.

"Commercial edible food generator" means a tier one or a tier two commercial edible food generator as defined in 14 CCR Section 18982(a)(73) and (a)(74). Food recovery organizations and food recovery services are not commercial edible food generators.

"Commercial premises" means all premises in the City, other than single family residential premises, , and City premises, where solid waste is generated or accumulated. The term "commercial premises" includes, but is not limited to, stores; offices; restaurants; boarding houses; hotels; motels; industrial and manufacturing, processing, or assembly shops or plants; hospitals, clinics, convalescent centers and nursing homes. A multi-family dwelling that consists of five (5) or more dwelling units is "Commercial", for the purposes of this Chapter.

"Construction and demolition material" or *"C&D Material"* means discarded building materials, "inert wastes" as defined in Public Resources Code § 41821.3(a)(1) (e.g. rock, concrete, brick, sand, soil ceramics and cured asphalt), recyclable construction and demolition materials, packaging, plaster, drywall, rubble resulting from construction, remodeling, repair and demolition operations, but does not include asbestos-containing materials or hazardous waste.

"Container" means any cart, bin or debris box.

"Debris box" means a container, typically ten to 40 cubic yards, provided by a solid waste Franchisee for the collection of solid waste that is normally tipped loaded onto a motor vehicle and transported to an appropriate facility.

"Edible food" means food intended for human consumption, or as otherwise defined in 14 CCR Section 18982(a)(18). For the purposes of this ordinance or as otherwise defined in 14 CCR Section 18982(a)(18), "Edible Food" is not solid waste if it is recovered and not discarded. Nothing in this chapter or in 14 CCR, Division 7, Chapter 12 requires or authorizes the recovery of edible food that does not meet the food safety requirements of the California Retail Food Code.

"Food recovery organization" means an entity that engages in the collection or receipt of edible food from commercial edible food generators and distributes that edible food to the public for food recovery either directly or through other entities or as otherwise defined in 14 CCR Section 18982(a)(25), including, but not limited to: A food bank as defined in Section 113783 of the Health and Safety Code; A nonprofit charitable organization as defined in Section 113841 of the Health and Safety code; and, A nonprofit charitable temporary food facility as defined in Section 113842 of the Health and Safety Code.

"Food recovery service" means a person or entity that collects and transports edible food from a commercial edible food generator to a food recovery organization or other entities for food recovery, or as otherwise defined in 14 CCR Section 18982(a)(26). A food recovery service is not a commercial edible food generator for the purposes of this Chapter and implementation of 14 CCR, Division 7, Chapter 12 pursuant to 14 CCR Section 18982(a)(7).

"Garbage" means all non-recyclable packaging and other waste attributed to normal activities of a service unit. Garbage must be generated by and at the service unit wherein the garbage is collected. Garbage does not include recyclable materials, organic waste, debris from construction and demolition, large items, e-waste, universal waste, hazardous waste, household hazardous waste or exempt waste.

"Generator," for the purpose of this Chapter, means a person or entity, including commercial generators and residential generators, that is responsible for the initial creation of organic waste, or as otherwise defined as "organic waste generator" in 14 CCR Section 18982(a)(48).

"Green waste" means leaves, grass clippings, brush, branches and other forms of organic materials generated from maintenance or alteration of landscapes or gardens including, but not limited to, tree trimmings, prunings, brush and weeds and incidental pieces of scrap lumber. "Green waste" includes unadorned holiday trees (except such trees which are frosted, flocked or which contain tinsel or metal), but does not include stumps or branches exceeding four inches in diameter or four feet in length, or palm fronds, or yucca, which are not suitable for composting. "Green waste" is not a "recyclable material". "Green waste" is solid waste if it is not segregated from solid waste and is discarded into the solid waste stream.

"Hazardous waste" means any waste materials or mixture of wastes defined as a "hazardous substance" or "hazardous waste" pursuant to the Resource Conservation and Recovery Act ("RCRA"), 42 U.S.C. §§ 6901 et seq., the Comprehensive Environmental Response, Compensation and Liability Act ("CERCLA"), 42 U.S.C. §§ 9601 et seq., the Carpenter-Presley-Tanner Hazardous Substance Account Act ("HSAA"), codified at California Health & Safety Code §§ 25300 et seq.; the Electronic Waste Recycling Act of 2003, codified at California Health & Safety Code §§ 25214.9 et seq. and California Public Resources Code §§ 41516 et seq., laws governing Universal Waste, all future amendments to any of them, or as defined by CalRecycle or the Department of Toxic Substances Control, or by their respective successor agencies. If there is a conflict in the definitions employed by two or more agencies having jurisdiction over hazardous or solid waste, the term "hazardous waste" shall be construed to have the broader, more encompassing definition.

"Household hazardous waste" means dry cell household batteries; cell phones and PDAs; used motor oil; used oil filters when contained in a sealed plastic bag; cooking oil; compact fluorescent light bulbs contained in a sealed plastic bag; cleaning products; pesticides; herbicides; insecticides; painting supplies; automotive products; solvents; stripes; and adhesives; auto batteries; and universal waste generated at a single-family or multifamily residential premises.

"Inspection" means a site visit where a jurisdiction or its designee or designated entity, reviews records, containers, and an entity's collection, handling, recycling, or disposal of solid waste or edible food handling to determine if the entity is complying with requirements set forth in this ordinance, or as otherwise defined in 14 CCR Section 18982(a)(35).

"Multifamily residential premises" means a multi-family residential building with five or more units, including but not limited to mobile home parks, apartments, condominiums and town homes, which utilize bins for the temporary accumulation and collection of solid waste. The City will have sole authority to resolve any ambiguity as to whether a particular premise is a single family residential premises or a multifamily residential premises.

"Organic waste" means solid wastes containing material originated from living organisms and their metabolic waste products, including but not limited to food waste, green waste, landscape and pruning waste, organic textiles and carpets, lumber, wood, paper products, printing and writing paper, manure, biosolids, digestate, and sludges or as otherwise defined in 14 CCR Section 18982(a)(46).

"Overfill" or *"overfilled"* means to fill a container in a manner such that the lid of the container is unable to fully close and exceeds a 45-degree angle.

"Owner" means the persons or entities listed on the last equalized assessment roll as the owner of a lot or parcel of real property within the City.

"Person in charge" means an owner, account holder, tenant, occupant or other person or persons responsible for the day to day operation of a premises.

"Premises" means place where any person resides, or any business is carried on or conducted, or any other place upon which solid waste is generated or accumulated.

"Prohibited container contaminants" means (1) discarded materials placed in the designated recyclables container that are not identified as acceptable source separated recyclables for the city's designated recyclables collection container; (2) discarded materials placed in the designated organic waste container that are not identified as acceptable source separated organic waste for the city's designated organic waste collection container; and (3) discarded materials placed in the garbage container that are acceptable source separated recyclables and/or source separated organic waste to be placed in city's designated organic waste collection container and/or designated recyclables collection container, and (4) exempt waste placed in any container.

"Recyclable material" means materials that can be reused or processed into a form suitable for reuse through reprocessing or remanufacture, consistent with the requirements of AB 939, including but not limited to the following:

1. Aluminum cans;
2. Glass jars and bottles;
3. Steel, bi-metal and tin cans, and empty aerosol containers;
4. Recyclable plastics;
5. PVC pipe;
6. Juice boxes and milk cartons (aseptic packaging, Tetra Pak®, and waxed cardboard);
7. Detergent containers;
8. Scrap metal, coat hangers and metal foil;
9. Newspapers and telephone books;
10. Mixed paper (e.g., ledger, computer, junk mail, magazines, paperback books, cereal boxes, envelopes, paper shopping bags and non-metallic wrapping paper);
11. Corrugated cardboard and chipboard;
12. Chlorofluorocarbons (contained in bulky waste set out for collection under Section 8.12.230);
13. Tires (if set out for collection as bulky waste to be collected under Section 8.12.230.); and
14. Wood (incidental scrap pieces if set out for collection with green waste, and larger quantities if set out for collection with bulky waste).

"Self-haul" means the transportation of solid waste, recyclable materials or organic waste directly to a licensed or permitted landfill or other licensed or permitted disposal facility by a person who has received a self-haul permit. Self-haul also includes a person who back-hauls waste, or as otherwise defined in 14 CCR Section 18982(a)(66). "Back-haul" means generating and transporting organic waste to a destination owned and operated by the generator using the generator's own employees and equipment, or as otherwise defined in 14 CCR Section 189881(a)(66)(A).

"Self-haul permit" means a permit issued by the City to self-haul under this Chapter.

"Single-family residential premises" means any residential premises with fewer than five (5) units,, which utilizes one or more carts, or a bin, for the temporary accumulation and collection of solid waste. The City Manager will have sole authority to resolve any ambiguity as to whether a particular premise is a single family residential premises or a multifamily residential premises.

"Solid waste" means and includes any materials defined as "solid waste" by section 40191 of the California Public Resources Code, and specifically includes, without limitation, recyclable materials and organic waste that has been disposed into the solid waste stream, bulky waste, construction and demolition materials, and all other

materials, excluding universal waste and hazardous waste, that are discarded into the solid waste stream, or collected in exchange for a fee or any other consideration, regardless of form or amount.

"Solid waste enterprise" means any individual, partnership, joint venture, unincorporated private organization, or private corporation, which is regularly engaged in the business of providing solid waste handling services.

"Solid waste franchisee" means a solid waste enterprise that has been granted the right and privilege by the City, or by operation of law, to perform one or more solid waste handling services within the City or a portion thereof.

"Solid waste handling services" means the collection, transportation, processing, recycling, composting, conversion, retention and disposal of solid waste, organic waste, recyclable materials, construction and demolition materials, bulky waste, and/or universal waste.

"Source separate" means the process of removing recyclable materials and organic waste from solid waste at the place of generation, prior to collection, and placing such materials into separate containers designated for recyclable materials and organic waste, or as otherwise defined in 14 CCR Section 17402.5(b)(4).

"Spilled" means deposited, released, spilled, leaked, pumped, poured, emitted, emptied, discharged, injected, dumped or disposed into the environment, or which otherwise has come to be located outside an authorized container. The term "disposed into the environment" shall include, but is not limited to, the abandonment or discarding of barrels, bags, cans and other closed receptacles containing solid waste, recyclable materials or organic waste.

"Tier one commercial edible food generator" means a commercial edible food generator that is one of the following as defined in 14 CCR Section 18982(a):

a. Supermarkets with gross annual sales of $2,000,000 or more

b. Grocery store with a total facility size equal to or greater than 10,000 square feet.

c. Food service provider, which means an entity primarily engaged in providing food services to institutional, governmental, commercial, or industrial locations of others based on contractual arrangements with these types of organizations.

d. Wholesale food vendor, which means a business or establishment engaged in the merchant wholesale distribution of food, where food (including fruits and vegetables) is received, shipped, stored, prepared for distribution to a retailer, warehouse, distributor, or other destination.

e. Food distributor, which means a company that distributes food to entities including, but not limited to, supermarkets and grocery stores.

"Tier two commercial edible food generator" means a commercial edible food generator that is one of the following as defined in 14 CCR Section 18982(a):

a. Restaurant with 250 or more seats, or a total facility size equal to or greater than 5,000 square feet.

b. Hotel with an on-site food facility and 200 or more rooms.

c. Health facility with an on-site food facility and 100 or more beds.

d. Large venue, which means a permanent venue facility that annually seats or serves an average of more than 2,000 individuals within the grounds of the facility per day of operation of the venue facility. For purposes of this ordinance and implementation of 14 CCR, Division 7, Chapter 12, a venue facility includes, but is not limited to, a public, nonprofit, or privately owned or operated stadium, amphitheater, arena, hall, amusement park, conference or civic center, zoo, aquarium, airport, racetrack, horse track, performing arts center, fairground, museum, theater, or other public attraction facility. For purposes of

this ordinance and implementation of 14 CCR, Division 7, Chapter 12, a site under common ownership or control that includes more than one large venue that is contiguous with other large venues in the site, is a single large venue.

e. Large event, which means an event, including, but not limited to, a sporting event or a flea market, that charges an admission price, or is operated by a local agency, and serves an average of more than 2,000 individuals per day of operation of the event, at a location that includes, but is not limited to, a public, nonprofit, or privately owned park, parking lot, golf course, street system, or other open space when being used for an event.

f. A state agency with a cafeteria with 250 or more seats or total cafeteria facility size equal to or greater than 5,000 square feet.

g. A local education agency facility with an on-site food facility. Local education agency means a school district, charter school, or county office of education that is not subject to the control of city or county regulations related to Solid Waste, or as otherwise defined in 14 CCR Section 18982(a)(40).

"Universal waste" means and includes, but is not limited to, "universal waste electronic devices" or "UWEDs," (i.e., electronic devices subject to the regulation of the Department of Toxic Substances Control, 23 CCR §§ 66273.1, et seq.), and other universal wastes, including, but not limited to non-empty aerosol cans, fluorescent tubes, high intensity discharge lamps, sodium vapor lamps, and any other lamp exhibiting a characteristic of a hazardous waste, batteries (rechargeable nickel-cadmium batteries, silver button batteries, mercury batteries, small sealed lead acid batteries [burglar alarm and emergency light batteries] alkaline batteries, carbon-zinc batteries and any other batteries which exhibit the characteristic of a hazardous waste), mercury thermometers, and mercury-containing switches.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

ARTICLE II. SOLID WASTE MANAGEMENT

8.12.100 Disposal of solid waste required.

In order to protect the public health, safety and wellbeing, and to prevent the spread of vectors, the owner or other person in charge of a premises shall make arrangements with the City or the City's solid waste franchisee for solid waste handling services.

All premises in the City must have the applicable solid waste handling services required under this Chapter.

Nothing in this Chapter shall prohibit generators from regularly disposing of garbage, recyclable material, or organic waste at a solid waste facility, by self-hauling or through the uncompensated services of another in a manner conforming to this Chapter.

A violation of this Section is a misdemeanor and punishable as provided in Article VII of this Chapter. The City may cite violations as infractions where an appropriate downgrade is approved by the City Prosecutor or City Attorney.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.110 Containers—Use, placement for collection, storage.

A. *Use.* Every person in charge of a premises shall:

1. Keep on the premises a sufficient number of containers that will hold all solid waste, recyclable materials, and organic waste that accumulates on the premises each week without spilling, leaking, or emitting odors.
2. Deposit or cause to be deposited all solid waste, recyclable materials and organic waste generated or accumulated on the premises into containers meeting the requirements of this Chapter.
3. Use those containers:
    a. Provided by the appropriate solid waste franchisee; or
    b. Approved by the City under a valid self-haul permit for the premises.

B. *Placement for Collection.* To minimize interference with public rights-of-way, no person shall place a container in a public right-of-way for collection by the appropriate solid waste franchisee more than 24 hours prior to the normal collection time. Containers placed in a public right-of-way for collection shall be removed from the right-of-way within 24 hours after collection.

C. *Storage.* Except during the time a cart or bin is placed for collection, no cart or bin shall be visible from the public right-of-way. A debris box may be placed in a location that is visible from the public right-of-way at a single-family residential premises for up to 30 consecutive days and for no more than 60 total days during any 12-month period.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.120 Clean-up.

A. Until solid waste, recyclable materials or organic waste has been picked up by the appropriate solid waste franchisee, or is self-hauled in accordance with a valid self-haul permit, each person in charge of a premises shall be responsible for the cleanup of any and all solid waste, recyclable material, or organic waste generated or accumulated on the premises that is spilled on, at, or in the premises. This cleanup responsibility includes the cleanup of solid waste, recyclable materials and organic waste spilled for any reason, including but not limited to human or animal interference with a container, wind or other natural forces, at any time during storage, collection, removal, or transfer of the materials.

B. The City's solid waste franchisee(s) shall clean up any solid waste, recyclable material, or organic waste spilled during its collection, removal, or transfer, as soon as the spill occurs.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.130 Disposal frequency.

All solid waste accumulating upon a premises must be disposed of as frequently as required to avoid an accumulation of solid waste, but in no case shall disposal occur less frequently than one time per week, except that less than weekly disposal is permitted during any period of time the premises is temporarily unoccupied and solid waste is not accumulating on the premises due to out-of-town travel or other similar situations.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.140 AB 939 Fees.

Pursuant to Division 30, Part 2, Chapter 8 of the Public Resources Code, Section 41900 et seq., the City may impose fees on premises in amounts sufficient to pay the costs of preparing, adopting, and implementing a

countywide integrated waste management plan, including the costs of preparing, adopting and implementing the City's required source reduction and recycling element, household hazardous waste element, and nondisposal facility element, and the costs of setting and collecting the fees.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.150 Recycling requirements.

A. *Purpose.* The purpose of this Section is to establish requirements for the recycling of recyclable materials generated from commercial premises, single family residential premises, multifamily residential premises, and City premises. These requirements are intended to increase the diversion of recyclable materials from landfills, conserve capacity and extend the useful life of landfills utilized by the City, reduce greenhouse gas emissions, and avoid the potential financial and other consequences to the City of failing to meet State law diversion requirements.

B. *Requirements.*

1. Owners, landlords, tenants and occupants of commercial premises, single family residential premises, multifamily residential premises, and City premises, jointly or severally, shall recycle recyclable materials by depositing the same in recycling containers provided by the City's solid waste franchisee.

2. Occupants or landlords of commercial premises and multifamily residential premises shall designate, for the convenience and use of occupants' employees and independent contractors, recycling collection and storage areas and shall place appropriate signs in and around the proximity of such areas.

3. Occupants or landlords of commercial premises and multifamily residential premises shall ensure that their employees, occupants, and independent contractors are educated about recycling services available at the site. Information, including the types of recyclable materials accepted, the location of recycling containers, and the employees' and occupants responsibility to recycle shall be distributed periodically, and all new occupants, employees when hired, and independent contractors when retained, shall also be given such information and instruction. All occupants, employees and independent contractors shall also be given appropriate information and instructions concerning any change in recycling services to the commercial premises and multifamily residential premises.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.160 Organic Waste: Single-Family Premises Requirements.

Every single family premise shall make arrangements with the City or the City's solid waste franchisee for organic waste recycling services in compliance with SB 1383 (14 CCR, Division 7, Chapter 12 and amended portions of regulations of 14 CCR and 27 CCR), as it may be amended from time to time.

A. Generators shall arrange for a size, quantity and collection frequency of collection containers to adequately store all solid waste generated in connection with the premise between the times designated for collection service. The City shall have the right to review the number and size of such collection containers to evaluate the adequacy of capacity provided for each type of collection service and to review the separation and containment of materials. Generators shall adjust service levels for their collection services as requested by the City in order to meet the standards set forth in this chapter.

B. Generators shall place source separated organic waste, including food waste, in the organic waste collection container; place source separated recyclable materials in the recyclable material collection container; and

place garbage in the approved garbage collection container. Generators shall not place prohibited container contaminants into containers.

C. Nothing in this chapter limits the right of any person to donate, sell, or otherwise remove their recyclable materials so long as the removal otherwise complies with this Chapter.

D. Organic waste may be fed to animals on the premises where such organic waste is produced, provided that the premises are always kept in a sanitary condition and does not result in a public nuisance; and provided further that the keeping and feeding of such animals shall at all times conform to the applicable regulations of those entities governing the same now in force or which thereafter may be enacted or promulgated.

E. Organic waste may be used in on-site composting or community composting, pursuant to 14 CCR Section 18984.9(c), provided that such operation conforms to the applicable regulations of those entities governing the same now in force or which thereafter may be enacted or promulgated.

F. Generators shall provide or arrange for access during all inspections and investigations (with the exception of a private residential dwelling unit) and cooperate with the City or the City's solid waste franchisee during such inspections and investigations as described in Section 8.12.700.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.170 Organic Waste: Commercial Premises Requirements.

Commercial generators shall comply with the following requirements.

A. Each commercial generator, including all multifamily residential premises that consist of five or more dwelling units, City premises, large events and large venues shall be responsible for compliance with the requirements of this Section.

B. Each commercial generator shall subscribe to a level of solid waste handling service with the City's solid waste franchisee that is sufficient to handle the volume of garbage, recyclable materials and organic waste generated or accumulated on the premises. Additionally, each commercial generator shall ensure the proper separation of solid waste, as established by the City and the City's solid waste franchisee, by placing each type of material in designated collection containers, and ensure that employees, contractors, volunteers, customers, visitors, and other persons on-site conduct proper source separation of solid waste.

C. Supply and allow access to adequate number, size, and location of collection containers with sufficient labels or colors, conforming with requirements of this section, for employees, contractors, tenants, and customers, consistent with the solid waste collection service.

D. Annually provide information to employees, contractors, tenants, and customers about organic waste recovery requirements and about proper sorting of solid waste.

E. Provide educational information before, or within, fourteen (14) days of occupation of the premises to new tenants that describes requirements to keep source separated organic waste and source separated recyclable materials separate from garbage (when applicable) and the location of containers and the rules governing their use at each property.

F. Accommodate and cooperate with the City and City's solid waste franchisee's monitoring program for inspection of the contents of containers for prohibited container contaminants, to evaluate generator's compliance.

G. Commercial businesses that are landscapers, shall meet the requirements of Section 8.12.410 of this Chapter.

H. If a commercial generator back-hauls, the commercial generator shall meet the back-haul requirements in Section 8.12.430 of this Chapter.

Commercial generators, excluding multifamily residential premises consisting of five (5) or more dwelling units, shall comply with the following requirements.

I. Provide containers for the collection of source separated organic waste and source separated recyclable materials in all indoor and outdoor areas where garbage disposal containers are provided for customers, for materials generated onsite. Such containers do not need to be provided in restrooms. If a commercial generator does not generate any of the materials that would be collected in one type of collection container, then it is not required to provide that type of collection container in all areas where disposal collection containers are provided for customers. Pursuant to 14 CCR Section 18984.9(b), the collection containers shall have either:

    1. A body or lid that is gray or black for collection of garbage, blue for collection of recycling, and green for collection of organic waste. A commercial generator is not required to replace functional containers, including containers purchased prior to January 1, 2022, that do not comply with the requirements of the subsection prior to the end of the useful life of those containers, or prior to January 1, 2036, whichever comes first.

    2. Container labels that include language or graphic images, or both, indicating the primary material accepted and the primary materials prohibited in that container, or containers with imprinted text or graphic images that indicate the primary materials accepted and primary materials prohibited in the container. Pursuant 14 CCR Section 18984.8, the container labeling requirements are required on new containers commencing January 1, 2022.

J. To the extent practical through education, training, inspection, and/or other measures, prohibit employees from placing materials in a container not designated for those materials per the solid waste collection service.

K. Periodically inspect organic waste, recyclable materials, and garbage containers for prohibited container contaminants and inform employees if containers are contaminated and of the requirements to keep contaminants out of those containers pursuant to 14 CCR Section 18984.9(b)(3).

L. Commercial generators that are commercial edible food generators, as defined in Section 8.12.020, shall comply with commercial edible food generator requirements, pursuant to Section 8.12.440.

8.12.180 Waivers.

A. Pursuant to 14 CCR Section 18984.11, the City may grant waivers to commercial business for physical space limitations and/or de minimis volumes. Commercial businesses seeking a waiver shall submit their request on a form as specified by the City Manager. After reviewing the waiver request, and after an on-site review, if applicable, the City Manager may either approve or deny the following waiver requests. Any waiver granted pursuant to this section shall

The applicant shall pay a waiver fee as authorized by resolution of the City Council. The fee shall reflect the City's reasonable costs of issuing and monitoring compliance with the waiver requirements set forth herein. Waivers issued between January 1 and March 31 shall pay 100 percent of the waiver fee; waivers issued between April 1 and June 30 shall pay 75 percent of the waiver fee; waivers issued between July 1 and September 30 shall pay 50 percent of the waiver fee; waivers issued between October 1 and December 31 shall pay 25 percent of the waiver fee.

    1. De Minimis Waivers: The City may waive a commercial business' obligation to comply with some or all the requirements of Section 8.12.170 if the commercial business meets the following requirements:

a. Submit an application specifying the type of waiver requested and provide documentation as described below.

b. Provide documentation that either:

i. The commercial business receives two or more cubic yards of weekly solid waste handling service (including garbage, recyclable material and organic waste) and disposed organic waste comprises less than 20 gallons per week of the business' total weekly solid waste volume; or

ii. The commercial business receives less than two cubic yards of weekly solid waste handling service (including garbage, recyclable material and organic waste) and disposed organic waste comprises less than 10 gallons per week of the business' total weekly solid waste volume.

iii. For the purposes of subsections (i) and (ii) above, weekly solid waste handling service shall be the sum of a commercial business' weekly garbage container volume, recyclable material container volume and organic waste container volume, measured in cubic yards.

c. Notify the City if circumstances change such that volume of commercial business' disposed organic waste placed in containers exceeds threshold required for waiver, in which case waiver will be rescinded.

d. Provide written verification of eligibility for de minimis waiver every five years if the City has approved de minimis waiver.

2. Physical Space Waivers: The City may waive a commercial business' obligations to comply with some or all of the recyclable materials and/or organic waste solid waste handling service requirements if the City has evidence from its own staff, the City's solid waste franchisee, licensed architect, or licensed engineer demonstrating that the premises lacks adequate space for the collection containers required for compliance with solid waste handling service requirements. A commercial business or property owner may request a physical space waiver through the following process:

a. Submit an application form specifying the type(s) of collection services for which they are requesting a waiver from mandatory collection service.

b. Provide documentation that the premises lacks adequate space for the recyclable materials containers and/or organic waste containers including documentation from the City's solid waste franchisee, licensed architect, or licensed engineer.

c. Provide written verification to the City that it is still eligible for physical space waiver every five years if the City has approved application for a physical space waiver.

ARTICLE III. FRANCHISES

8.12.200 Findings.

A. California Constitution Articles XIII(C) and XIII(D), commonly known as "Proposition 218," regulates a public agency's imposition of certain fees for property-related services provided by the public agency. Proposition 218 does not restrict or regulate what a private profit-making entity may charge for property-related services provided by a private entity.

B. The rates and fees established by a solid waste franchisee pursuant to this Article are not subject to Proposition 218 because, among other reasons, the solid waste franchisee independently establishes, charges and collects the fees and rates for its service; owners of single-family residential premises may avoid the imposition of such fees and rates by obtaining a self-haul permit; and owners of any property in the City may avoid the imposition of such fees and rates by leaving their property undeveloped or unoccupied.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.210 Provision of solid waste handling service.

A. The City Council may grant franchises to one or more solid waste enterprises to make arrangements with the persons in charge of premises within the City for solid waste handling services, in accordance with this Chapter.

B. The City Council may determine solid waste collection categories, (e.g., single-family residential, multifamily residential, commercial, construction & demolition materials, household hazardous waste, universal waste, recyclable materials, organic waste and others) and may make or impose franchise, license, contract or permit requirements which may vary for such categories.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.220 Solid waste franchises.

A. The City Council may award exclusive, partially exclusive, or non-exclusive franchises for one or more types of solid waste handling services for all or a portion of the premises in the City. Any such franchise shall be in the form of a written agreement, approved by the City Council by written resolution, and shall be subject to all of the continuation rights, if any, held by any other solid waste enterprise pursuant to Public Resources Code § 49520 et seq. Where a franchise agreement is silent on an issue, the provisions of this Chapter shall govern. Where a franchise agreement predates the effective date of this Chapter, the provisions of the franchise agreement shall govern over any inconsistent provisions contained in this Chapter.

B. Any franchise granted pursuant to paragraph A of this section shall be granted on such terms and conditions as the City Council shall establish in its sole discretion. At a minimum, the franchise shall provide:

1. The solid waste franchisee shall comply with the provisions of this Chapter; and

2. The solid waste franchisee shall protect, defend, indemnify and hold the City harmless from such acts, omissions, liabilities and damages related to the agreement as the City Attorney and City Manager determine to be reasonable necessary to adequately protect the City; and

3. The solid waste franchisee shall be required to cooperate with City in solid waste disposal characterization studies and the preparation of waste stream audits, and to submit information required by the City to meet the reporting requirements of AB 939, or any other law or regulation, and to implement measures consistent with the City's source reduction and recycling element to reach the solid waste and recycling goals mandated by the California Integrated Waste Management Act of 1989, as it may be amended from time to time.

4. The solid waste franchisee shall provide commercial recycling service in a manner to exceed compliance with AB 341, as it may be amended from time to time. Solid waste franchisee will notify all commercial premises of the requirements to comply with the law and must provide the necessary volume of collection services in order for all commercial premises to be in full compliance with the law.

The solid waste franchisee will conduct in-person outreach to all non-participating commercial premises a minimum of once per calendar year.

5. The solid waste franchisee shall provide organic waste recycling services in a manner to exceed compliance with AB 1826 and SB 1383, as they may be amended from time to time. The solid waste franchisee will notify all commercial premises, multifamily residential premises, and City premises of the requirements to comply with the law and must provide the necessary volume of collection services in order to be in full compliance with the law. The solid waste Franchisee will conduct in-person outreach to all non-participating commercial premises, multifamily residential premises, and City premises a minimum of once per calendar year.
6. The solid waste franchisee shall provide services to ensure the City is in compliance with State law diversion requirements and AB 1594.

C. The City's solid waste franchisee providing organic waste recycling services to generators within the City's boundaries shall meet the following requirements and standards as a condition of approval of a contract, agreement, or other authorization with the City to collect organic waste:

1. Through written notice to the City annually on or before January 1, 2022, identify the facilities to which they will transport organic waste including facilities for source separated recyclable materials and source separated organic waste.
2. Transport source separated recyclable materials and source separated organic waste to a facility, operation, activity, or property that recovers organic waste as defined in 14 CCR, Division 7, Chapter 12, Article 2.
3. Obtain approval from the City to haul organic waste, unless it is transporting source separated organic waste to a community composting site or lawfully transporting C&D in a manner that complies with 14 CCR Section 18989.1.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.230 Manner, time and frequency of collection.

A. *Regular Collection.* The City's solid waste franchisee(s) shall make arrangements with its account holders specifying the manner in which solid waste handling services are to be regularly provided, subject to the terms of its franchise.

B. *Special Collections.* The City's solid waste franchisee(s) shall provide on-call collection of bulky waste to its account holders, and shall provide its account holders with debris boxes when requested and collect the debris box when the account holder no longer requires the debris box. The terms and conditions upon which such special collections are provided to account holders shall be arranged between the solid waste franchisee and the account holder, subject to the terms of the solid waste franchisee's franchise from the City.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.240 Liability for solid waste collection fees.

A. *Joint and Several Liability.* The owner of a premises and the account holder for a premises are jointly and severally liable for solid waste handling services provided to the premises by a solid waste franchisee.

B. *Delinquencies—All Premises.* Pursuant to Health and Safety Code section 5470 et seq., the City may collect delinquent fees or charges for commercial, single family residential, and multifamily residential solid waste handling services on the property tax roll for those premises. If the City decides to collect delinquent solid waste handling fees or charges on the property tax roll, it shall adhere to the following procedures:

1. City will fix a time, date and place for hearing the report of delinquencies submitted by the solid waste franchisee and any objections and protests to the report. The solid waste franchisee shall publish and provide notice of the hearing on the report in accordance with Health and Safety Code section 5470 et seq. At the hearing, City shall hear any objections or protests of owners liable to be assessed for delinquent fees. The City may make revisions or corrections to the report as it deems just, after which, by resolution, the report shall be confirmed.

2. The delinquent fees set forth in the report as confirmed shall constitute special assessments against the premises listed in the report and are a lien on the premises for the amount of the delinquent fees. A certified copy of the confirmed report shall be filed with the Riverside County Auditor for the amounts of the respective assessments against the respective premises as they appear on the current assessment roll. The lien created attaches upon recordation, in the office of the Riverside County Recorder, of a certified copy of the resolution of confirmation. The assessment may be collected at the same time and in the same manner as ordinary ad valorem property taxes are collected and shall be subject to the same penalties and the same procedure and sale in case of delinquency as provided for those taxes.

3. City shall remit to its solid waste franchisee(s) amounts collected pursuant to this process within 30 days of receipt from the Riverside County Assessor. Solid waste franchisee(s) shall notify the City in the event any delinquency on the report for which a lien has been created is paid or otherwise resolved.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019 ; Ord. No. 1117 , § 2(Exh. A), 12-3-2019)

ARTICLE IV. SELF-HAULING

8.12.300 Applicability.

Because it is more difficult to transport larger volumes of solid waste, recyclables and organic waste in a manner that is safe and sanitary, self-haul permits are available only to single family residential premises. The difficultly posed by self-hauling larger volumes of solid waste, recyclables and organic waste pose an unwarranted threat to the public health, safety and welfare, as it could lead to increased illegal dumping and burning, failure to segregate recyclables and organic waste, unauthorized deposit of solid waste in the containers of another, and the accumulation of solid waste at a premises for more than one week.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.310 Self-haul permit.

A. *Permit Required.* The person in charge of a single-family residential premises may apply for and obtain a permit to self-haul, and shall not self-haul without a valid self-haul permit issued pursuant to this section. Every person in charge of a single-family residential premises who desires to self-haul in addition to making arrangements with the appropriate solid waste franchisee for subscription to solid waste handling services shall obtain a self-haul permit from the City's public works director or his or her designee prior to commencing self-hauling.

B. *Term.* A permit to self-haul shall be good for one calendar year, or such part of the calendar year that is remaining after the issuance of the permit. All self-haul permits shall expire on December 31, and may be renewed annually. Application for a renewal permit must be filed at least 60 days prior to the expiration date of the permit to allow adequate time for processing, inspection and verifications required to issue the permit.

C. *Issuance of Permit.* An applicant for a self-haul permit shall submit a completed application, on a form approved by the City's public works director, to the public works department. The public works director or his or her designee shall determine whether the application is complete within five working days of the receipt of the application. If the director or his or her designee finds the application incomplete, the applicant shall be given a list of further information needed to complete the application.

After it is determined that an application for a self-haul permit is complete, the applicant shall produce the items listed in numbers C.1. through 8. below. The director of public works or his or her designee shall issue a self-haul permit within five working days of the production of all of the required items.

1. The applicant produces for inspection the vehicle the applicant intends to use for self-hauling, and the vehicle meets the following standards:

    a. The vehicle is capable of safely hauling a minimum of 32 gallons (4.3 cubic feet) of solid waste, recyclable materials and organic waste in a safe and sanitary manner so that such matter will not spill; and

    b. If the vehicle is not fully enclosed, the applicant produces a tarp or other material that is demonstrated to completely secure the materials being self-hauled.

2. The applicant produces evidence that he or she owns or leases the vehicle produced for inspection or has a written agreement to use the vehicle for self-hauling with the vehicle's owner or lessor;

3. The applicant produces evidence that he or she has a valid California driver's license to operate the vehicle produced for inspection and that the vehicle is registered in the State of California;

4. The applicant provides the City with a certificate of automobile insurance for the vehicle;

5. The vehicle is operational and meets all applicable Vehicle Code standards;

6. The applicant provides the City with proof that the applicant has containers for the storage of solid waste, recyclable materials and organic waste on the applicant's premises before the materials are hauled to a disposal facility; and

7. The applicant provides proof that he/she is has no outstanding charges due to the City's solid waste franchisee for solid waste handling services previously received at the premises for which the self-hauling permit application is being submitted; and

8. The applicant pays the fee for a self-haul permit authorized by resolution of the City Council. The fee shall reflect the City's reasonable costs of issuing and monitoring compliance with the permit. Permits issued between January 1 and March 31 shall pay 100 percent of the permit fee; permits issued between April 1 and June 30 shall pay 75 percent of the permit fee; permits issued between July 1 and September 30 shall pay 50 percent of the permit fee; permits issued between October 1 and December 31 shall pay 25 percent of the permit fee.

D. *Appeal of Denial.* An applicant whose application for a self-haul permit has been denied may appeal that decision. An appeal may be filed within five days of the date the applicant was notified of the denial. Appeals shall be heard by the City Manager. The decision of the City Manager is final.

E. *Operational Standards.*

1. Permittees must dispose of solid waste weekly at a licensed or permitted landfill or disposal facility and shall procure and retain weekly receipts from such landfill or other disposal facility. Receipts shall be submitted to the City upon request. Failure to show proof of solid waste disposal for each week that a person is permitted to self-haul shall constitute a public health and safety nuisance sufficient to permit City to revoke the permittees' self-haul permit.
2. Permittees must notify the City of any change in the vehicle being used to haul solid waste by the permittee. Permittees must bring the new vehicle in for an inspection and demonstrate compliance with items 1. through 5. of paragraph B. of this section before the new vehicle is used to haul any solid waste under the permit.
3. Permittee must keep on file with the City copies of the current automobile insurance and registration for the vehicle used to self-haul and the permittee's current California driver's license. Permittee must provide proof to City of renewed automobile insurance, vehicle registration, and California driver's license within five days of expiration of respective document.
4. Permittees must source separate and bag solid waste, recyclable materials and organic waste. Recyclable materials shall be disposed of at a licensed or permitted recycling center. Organic Waste shall be disposed of at a licensed or permitted composting center that recycles source separated organic waste or shall be composted on the premises covered by the self-haul permit.
5. Permittees are liable for any damages and clean-up costs resulting from any solid waste, recyclable materials or organic waste spills during the course of the permittees' self-hauling activity.

F. *Revocation of Permit.* The self-haul permit shall be subject to revocation if the permittee violates any provision of this chapter. A notice of revocation shall be mailed to the permittee informing them that their self-haul permit is being revoked, identifying the violations of this chapter that have occurred, and informing the permittee that he or she has the right to dispute the revocation by an appeal to the City Manager. An appeal of a revocation must be filed within five calendar days of the mailing of notice of the revocation. A revocation appeal hearing will be scheduled within five days of the date the City receives the request for an appeal. The City Manager will issue a decision on the appeal within five days of the hearing and provide the permittee written notice of the decision. The decision of the City Manager on the appeal shall be final. A person whose self-haul permit has been revoked pursuant to this paragraph F may not obtain another self-haul permit for one year from the date of the revocation.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.320 AB 939 Fees.

Pursuant to Division 30, Part 2, Chapter 8 of the Public Resources Code, Section 41900 et seq., the City may impose fees on persons with a self-haul permit in amounts sufficient to pay the costs of preparing, adopting, and implementing a countywide integrated waste management plan, including the costs of preparing, adopting and implementing the City's required source reduction and recycling element, household hazardous waste element, and nondisposal facility element, and the costs of setting and collecting the fees.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

ARTICLE V. RECYCLABLE MATERIALS, GREEN WASTE, C&D MATERIALS AND EDIBLE FOOD RECOVERY

8.12.40. Recyclable materials—Ownership, right to dispose.

A. Upon placement by the owner of recyclable material at a designated recycling collection location, or placement of recyclable materials in a container provided by the appropriate solid waste franchisee, the recyclable material becomes the property of the recycler or solid waste franchisee, by operation of state law.

B. Nothing in this Chapter shall limit the right of any person, organization or other entity to donate, sell or otherwise dispose of any recyclable material source separated from the solid waste stream owned by that person, organization or other entity, provided that the person, organization or other entity does not pay the buyer or donee any consideration for collecting, processing or transporting such recyclable material, or a consulting or broker's fee for recycling services.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.410 Landscapers—Disposal of green waste.

Landscapers may collect, transport and compost or dispose of green waste without obtaining a self-haul permit, provided that any such green waste is generated by their own specific work site and transported to a site permitted by CalRecycle or exempt from permitting..

Landscapers shall not contract with a solid waste enterprise to collect, transport and compost or dispose of green waste unless that solid waste enterprise has a franchise from the City to perform said services.

Landscapers shall keep a record of the amount of organic waste delivered to each solid waste facility, operation, activity, or property that processes or recovers organic waste; this record shall be subject to inspection by the City. The records shall include the following information:

1. Delivery receipts and weight tickets from the entity accepting the waste. If the material is transported to an entity that does not have scales on-site or employs scales incapable of weighing the landscaper’s vehicle in a manner that allows it to determine the weight of materials received, the landscaper is not required to record the weight of material but shall keep a record of the entities that received the organic waste.
2. The amount of material in cubic yards or tons transported by the landscaper to each entity.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.420 Licensed contractors—Disposal of C&D materials.

Licensed contractors performing work within the scope of their licenses within the City may collect, transport and dispose or recycle self-generated construction and demolition materials without obtaining a self-haul permit, provided that the licensed contractor adheres to the standards for disposal of construction and demolition material provided in the California Green Building Standards Code (California Code of Regulations Title 24, Part 11). Construction and demolition materials must be transported to a landfill or recycling facility permitted by CalRecycle or exempt from permitting.

Licensed contractors shall not contract with a solid waste enterprise to collect, transport and dispose or recycle of construction and demolition materials unless that solid waste enterprise has a franchise from the City to perform said services.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.430 Back-haul requirements.

Back-haulers shall haul their source separated recyclable materials to a facility that recovers those materials; and haul their source separated organic waste to a solid waste facility, operation, activity, or property that processes or recovers source separated organic waste.

Back-haulers shall keep a record of the amount of organic waste delivered to each solid waste facility, operation, activity, or property that processes or recovers organic waste; this record shall be subject to inspection by the City. The records shall include the following information:

1. Delivery receipts and weight tickets from the entity accepting the waste. If the material is transported to an entity that does not have scales on-site or employs scales incapable of weighing the back-hauler's vehicle in a manner that allows it to determine the weight of materials received, the back-hauler is not required to record the weight of material but shall keep a record of the entities that received the organic waste.
2. The amount of material in cubic yards or tons transported by the back-hauler to each entity.

8.12.440 Commercial edible food generator requirements.

A. Tier one commercial edible food generators must comply with the requirements of this section January 1, 2022, and tier two commercial food generators must comply commencing January 1, 2024, pursuant to 14 CCR Section 18991.3.

B. Large venue or large event operators not providing food services, but allowing for food to be provided by others, shall require food facilities operating at the large venue or large event to comply with the requirements of this section, commencing January 1, 2024.

C. Commercial edible food generators shall comply with the following requirements:

1. Arrange to recover the maximum amount of edible food that would otherwise be disposed.
2. Contract with or enter into a written agreement with food recovery organizations or food recovery services for: (a) the collection of edible food for food recovery; or (b) acceptance of the edible food that the commercial edible food generator self-hauls to the food recovery organization for food recovery.
3. Shall not intentionally spoil edible food that is capable of being recovered by a food recovery organization or a food recovery service.
4. Allow the City's designated enforcement entity or designated third party enforcement entity to access the premises and review records pursuant to 14 CCR Section 18991.4.
5. Keep records that include the following information, or as otherwise specified in 14 CCR Section 18991.4:
    a. A list of each food recovery service or organization that collects or receives its edible food pursuant to a contract or written agreement established under 14 CCR Section 18991.3(b).
    b. A copy of all contracts or written agreements established under 14 CCR Section 18991.3(b).
    c. A record of the following information for each of those food recovery services or food recovery organizations:

i. The name, address and contact information of the food recovery service or food recovery organization.

ii. The types of food that will be collected by or self-hauled to the food recovery service or food recovery organization.

iii. The established frequency that food will be collected or self-hauled.

iv. The quantity of food, measured in pounds recovered per month, collected or self-hauled to a food recovery service or food recovery organization for food recovery.

6. Commencing no later than January 1, 2022, for Tier One Commercial Edible Food Generators and January 1, 2024, for Tier Two Commercial Edible Food Generators, Commercial Edible Food Generators shall provide a quarterly Food Recovery report to the City which includes the information required in 14 CCR Section 18991.4 "Record Keeping Requirements for Commercial Edible Food Generators."

D. Nothing in this Chapter shall be construed to limit or conflict with the protections provided by the California Good Samaritan Food Donation Act of 2017, the Federal Good Samaritan Act, or share table and school food donation guidance pursuant to Senate Bill 557 of 2017 (approved by the Governor of the State of California on September 25, 2017, which added Article 13 [commencing with Section 49580] to Chapter 9 of Part 27 of Division 4 of Title 2 of the Education Code, and to amend Section 114079 of the Health and Safety Code, relating to food safety, as amended, supplemented, superseded and replaced from time to time).

8.12.450 Food recovery organization and food recovery services requirements.

A. Food recovery services collecting or receiving edible food directly from commercial edible food generators, via a contract or written agreement established under 14 CCR Section 18991.3(b), shall maintain the following records, or as otherwise specified by 14 CCR Section 18991.5(a)(1):

1. The name, address, and contact information for each commercial edible food generator from which the service collects edible food.

2. The quantity in pounds of edible food collected from each commercial edible food generator per month.

3. The quantity in pounds of edible food transported to each food recovery organization per month.

4. The name, address, and contact information for each food recovery organization that the food recovery service transports edible food to for food recovery.

B. Food recovery organizations collecting or receiving edible food directly from commercial edible food generators, via a contract or written agreement established under 14 CCR Section 18991.3(b), shall maintain the following records, or as otherwise specified by 14 CCR Section 18991.5(a)(2):

1. The name, address, and contact information for each commercial edible food generator from which the organization receives edible food.

2. The quantity in pounds of edible food received from each commercial edible food generator per month.

3. The name, address, and contact information for each food recovery service that the organization receives edible food from for food recovery.

C. Food recovery organizations and food recovery services that have their primary address physically located in the Jurisdiction and contract with or have written agreements with one or more commercial edible food generators pursuant to 14 CCR Section 18991.3(b) shall annually report to the City it is located in the total pounds of edible food recovered in the previous calendar year from the tier one and tier two commercial edible food generators they have established a contract or written agreement with pursuant to 14 CCR Section 18991.3(b) no later than April 1.

D. In order to support edible food recovery capacity planning assessments or other studies conducted by the county and City, or its designated entity, food recovery services and food recovery organizations operating in the City shall provide information and consultation to the City, upon request, regarding existing, or proposed new or expanded, food recovery capacity that could be accessed by the City and its commercial edible food generators. A food recovery service or food recovery organization contacted by the City shall respond to such request for information within 60 days unless a shorter timeframe is otherwise specified by the City.

E. Commencing no later than January 1, 2022, Food Recovery Services and Organization shall provide a quarterly report to the City which includes the information required in 14 CCR Section 18991.5 “Food Recovery Services and Organizations.”

ARTICLE VI. PROHIBITED ACTS

8.12.500 Use of containers.

A. Recyclable Materials and Organic Waste Contamination is Prohibited. No person in charge of a premises shall keep solid waste, recyclable materials or organic waste in any container other than a container provided by the appropriate solid waste franchisee or approved by the City pursuant to an approved self-haul permit. Recyclable materials must be separated by the person in charge of a premises from solid waste and organic waste, and organic waste must be separated by the person in charge of a premises from solid waste and recyclable materials.

B. Any container not provided by the appropriate solid waste franchisee or approved by the City pursuant to an approved self-haul permit is prima facie evidence that the owner of the container is engaging in solid waste disposal in violation of this Chapter. Any such unauthorized container may be abated as a public nuisance and impounded as provided in Section 8.12.740.

C. Notwithstanding subsections (A) and (B) of this section, composting organic waste at a single-family residential premise in a container other than one provided by a solid waste franchisee or approved by the City pursuant to an approved self-haul permit shall not be a violation of this section.

D. No person in charge of a premises may place an overfilled container out for collection by a solid waste franchisee.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.510 Removal of solid waste.

No person other than the person in charge of any premises or a City solid waste franchisee shall:

1. Remove any container from the location where the container was placed for storage or collection by the person in charge of the premises; or

2. Remove any solid waste, recyclable materials or organic waste from any container; or

3. Move a container from the location in which it was placed for storage or collection without the prior written approval of the person in charge of the premises.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.520 Bulky waste.

No person shall place bulky waste adjacent to or in a street or public right-of-way for collection or removal purposes without first making arrangements with the appropriate solid waste franchisee for the collection or removal of such bulky waste.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.530 Hazardous waste.

No person shall place or deposit hazardous waste, household hazardous waste, or universal waste in any container provided by a solid waste franchisee, or deposit, release, spill, leak, pump, pour, emit, empty, discharge, inject, dump or dispose into the environment any hazardous waste, household hazardous waste or universal waste.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.540 Solid waste burning.

No person shall burn any solid waste within the City, except in an approved incinerator or transformation facility or other device for which a permit has been issued, and which complies with all applicable permit and other regulations of air pollution control authorities, and provided any such act of burning in all respects complies with all other laws, rules and regulations.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.550 Franchise required.

No person, except a solid waste franchisee, a person with a self-haul permit, a landscaper, or a licensed contractor performing work within the scope of that license, shall collect or remove any solid waste, recyclable materials or organic waste from any premises within the City.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.560 Public nuisance.

It is unlawful and a public nuisance if one of the following conditions exists at a Premises:

1. The person in charge of the premises has not made arrangements with the appropriate solid waste franchisee for solid waste handling services, and the person in charge of the premises does not have a valid self-haul permit;

2. The person in charge of the premises has made arrangements with the appropriate solid waste franchisee for solid waste handling services, but the solid waste franchisee has terminated services to the premises due to the account holder's failure to pay for such services; and
3. The person in charge of the premises has obtained a self-haul permit from the City, but the permittee has violated one or more of the operational standards contained in Section 8.12.310(E).

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.570 Unauthorized disposal.

No person shall place anything in another person's containers without the permission of such other person.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.580. Spills.

It is unlawful for any person transporting solid waste, recyclable materials or organic waste not to clean up, or arrange for the cleanup, of any solid waste, recyclable materials or organic waste spilled during removal or transport within the City by such person. If any person transporting solid waste, recyclable materials or organic waste spills any such materials and does not clean up or arrange for the cleanup of the spill, the City may clean up the spill and charge the person responsible for the spill 100 percent of the costs the City incurred in cleaning up the spill.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.590 Unlawful dumping.

It is unlawful for any person to negligently or intentionally spill upon any property within the City any solid waste, recyclable materials or organic waste, or to cause, suffer, or permit solid waste, recyclable materials or organic waste to be located upon any property in the City, except as authorized by law.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.600 Solid waste facilities.

No person shall construct or operate a solid waste management facility, including but not limited to a materials recovery facility, solid waste transfer or processing station, composting facility, a buy-back or drop-off center, disposal facility or a recycling center without first satisfying all City requirements for land use, environmental and other approvals.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

ARTICLE VII. INSPECTIONS AND ENFORCEMENT

8.12.700 Inspections and investigations.

A. The City Manager, the City’s solid waste franchisee, or designee is authorized to conduct any inspections, remote monitoring, or other investigations as reasonably necessary to further the goals of this chapter,

subject to applicable laws. This may include inspections and investigations, at random or otherwise, of any container, collection vehicle load, or transfer, processing, or disposal facility to confirm compliance with this chapter, subject to applicable laws. This section does not allow entry in a private residential dwelling unit for inspection. For the purposes of inspecting collection containers for compliance, the City Manager or the City's solid waste franchisee may conduct container inspections for prohibited container contaminants using remote monitoring, and generators shall accommodate and cooperate with the remote monitoring.

B. A person subject to the requirements of this chapter shall provide or arrange for access during all inspections (with the exception of a private residential dwelling unit) and shall cooperate with the City Manager or the City's solid waste franchisee during such inspections and investigations. Such inspections and investigations may include confirmation of proper placement of materials in containers, inspection of edible food recovery activities, review of required records, or other verification or inspection to confirm compliance with any other requirement of this chapter. Failure to provide or arrange for: (i) access to the premises; (ii) installation and operation of remote monitoring equipment, if a remote monitoring program is adopted; or (iii) access to records for any inspection or investigation is a violation of this chapter and may result in penalties.

C. Any records obtained by the City Manager, the City's solid waste franchisee, or designee, during inspections, investigations, remote monitoring and other reviews shall be subject to the requirements and applicable disclosure exemptions of the California Public Records Act as set forth in Government Code Section 6250 et seq.

D. The City, the City's solid waste franchisee or designee shall accept written complaints from persons regarding an entity that may be potentially non-compliant with this chapter.

8.12.710 Enforcement.

A. Pursuant to California Penal Code Section 836.5, any City code enforcement officer is authorized to enforce the provisions of this Chapter and as well as those of California Penal Code Sections 374, 374a, 374.2, 374.3, 374.4, 374d, 374.7, and 375; California Government Code Section 68055 et seq.; and California Vehicle Code Sections 23111 and 23112.

B. Any violation of this Chapter may be enforced in any manner authorized by law, including but not limited to, any enforcement mechanism set forth in the Act, a criminal citation, a civil citation, and/or administrative citation, or nuisance abatement action as authorized by the City's Municipal Code. The City may simultaneously pursue more than one method of enforcement for any violation of this Chapter.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.720 Violation.

Except as otherwise provided in this Chapter, violations of this Chapter are punishable as set out in Chapter 1-17 of this Code.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.730 Fines and penalties.

The City Council may, by resolution, establish fines and penalties for the violation of this Chapter and the Act.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.740 Misdemeanor.

Violation of this Chapter shall be a misdemeanor. The City may cite violations as infractions where an appropriate downgrade is approved by the City Prosecutor or City Attorney.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.750 Attorney's fees.

In any action or proceeding brought to enforce a violation of this Chapter, including but not limited to a nuisance abatement action and an action to foreclose on a special assessment, the prevailing party shall recover its reasonable attorney's fees and costs.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

8.12.760 Impounding containers.

A. *Containers Subject to Impounding.* Any container within the City that is not provided by the appropriate solid waste franchisee or approved by the City pursuant to an approved self-haul permit may be impounded in accordance with this Section. Containers used for composting at single-family residential premises, as allowed by Section 8.12.500(C) of this Code, shall not be subject to impounding pursuant to this section.

B. *Notice to Remove.* The public works director may cause a notice to remove to be posted on the illegal container. The notice to remove shall state that the Container must be removed from the premises within three calendar days from the date the notice is posted on the container or it will be removed and stored by the City and the contents disposed of at the expense of the owner of the container. The posting of the notice to remove constitutes constructive notice to the owner of the container and the person in charge of the premises that the container must be removed from the premises.

C. *Removal of Containers.* If the container is not removed within three calendar days of the notice to remove, the public works director may direct the removal and storage of the container and the disposal of its contents. The City may employ the services of its solid waste franchisee(s) or any other contractor to remove said containers. Any person whose duty it is to remove and store containers may enter upon private property with the consent of the owner or other person in charge of the premises, or by authority of a warrant, or without consent or a warrant if exigent circumstances exist.

D. *Storage of Containers.* After a container is removed and placed in storage, the director shall mail to the owner of the container a notice to claim the stored container, if the identity of the owner of the container is known. The director shall make reasonable efforts to identify the owner of a stored container. If the container is not claimed within 30 calendar days after notice to the owner is mailed, or 30 days after the container is removed if the owner is not known, the Container shall be deemed abandoned property and may be disposed of accordingly.

E. *Release of Container.* No container shall be released to its owner unless the owner has paid the City for the actual costs of the removal, storage and disposal of contents, plus any administrative and ancillary fees, fines or penalties established by resolution of City Council. All amounts due to the City shall constitute a civil debt owed to the City by the owner of the container.

(Ord. No. 1109, § 2(Exh. A), 6-18-2019)

Amendments to the City's Solid Waste Ordinance for SB 1383

City of Beaumont
City Council Meeting
November 2, 2021

Chad Herrington
Special Council

BURKE, WILLIAMS & SORENSEN, LLP

Background

- City's Current Solid Waste Provisions
  - Chapter 8.12: Solid Waste Management
    - New provisions adopted in June 2019, and last updated in December 2019.
  - 2019 updates functioned to:
    - Updated to reflect changes in the law (AB 1826; AB 1594; AB 341)
    - Coordinate with new franchise agreement
    - Reorganize and make the Code more user friendly

Background

- Senate Bill 1383 (2015-2016)
  - CalRecycle Regulations finalized in November 2020
  - Local governments have until January 1, 2022, to implement the SB 1383 Regulations

Background

- Senate Bill 1383 (2015-2016)
  - Stated Purpose: to reduce organic waste disposal, recover edible food waste from the waste stream, and reduce methane emissions.
  - Organic Waste: solid wastes containing material originating from living organisms
  - To Be Achieved by:
    - Expanding organic waste collection and recycling services
    - New requirements on commercial edible food generators
    - New requirements on food recovery organizations
    - Inspections and enforcement

Content of Proposed Ordinance

- Updated Definitions
  - The CalRecycle SB 1383 Regulations included a variety of new defined terms to support the new requirements.
  - New defined terms are being added to Chapter 8.12.
  - Existing defined terms in Chapter 8.12 are being amended to reflect changes caused by the SB 1383 Regulations.

Content of Proposed Ordinance

- Expansion of Organic Waste Collection and Recycling Services
  - Currently: Only commercial premises, multi-family, and city premises generating two or more cubic yards of solid waste per week must recycle organic waste.
  - New provisions: All premises, including, single-family residential, multi-family residential, commercial, and city premises will be required to have organic waste recycling services.
  - What will it look like?
    - All premises will have three containers: organic waste, non-organic recyclable materials, and garbage.

Content of Proposed Ordinance

- Waivers for commercial businesses
  - The City may grant waivers to the organic waste recycling requirements in certain instances. Commercial businesses may qualify if:
    - They generate a de minimis amount of organic waste.
    - They do not have the physical space for the necessary collection containers.
  - Commercial businesses will have to apply with the City for a waiver, and will be subject to inspection.
  - Future Action: Staff will be coming back to the Council to set a fee for the waiver application based on anticipated staff time to process and monitor.

Content of Proposed Ordinance

- Commercial Edible Food Generators
  - Tier one (compliance by 1/1/22): supermarkets, grocery stores, food services providers, food vendors and distributors.
  - Tier two (compliance by 1/1/24): restaurants, hotels, large venues or events, state agency or education facility with food facility.

Content of Proposed Ordinance

- Commercial Edible Food Generators
  - Requirements:
    - Arrange to recover max amount of food that would otherwise be disposed
    - Contract with food recovery organizations
    - Shall not intentionally spoil edible food
    - Allow inspection of premises
    - Keep records
    - Provide quarterly reports to the City

Content of Proposed Ordinance

- Food Recovery Organization / Services
  - Food recovery organization: an entity that collects/receives edible food from commercial edible food generators and distributes that edible food to the public for food recovery.
  - Food recovery services: person or entity that collects and transports edible food from an edible food generator to a recovery organization.
  - Requirements:
    - Must maintain specified records of their dealings with commercial edible food generators.
    - Provide quarterly reports to the City.

Content of Proposed Ordinance

- Inspection and Enforcement
  - Authorizes inspections to ensure all premises and impacted persons and entities are complying with the organic waste provisions.
  - Inspections could be of containers, collection vehicles, processing facilities, etc.
  - Does NOT authorize entry into private residential dwelling unit for inspection.
  - Enforcement provisions remain the same:
    - Violations can be enforced through criminal citation, civil citation, administrative citation, nuisance abatement.

Franchise Agreement

- 2019 Franchise Agreement was drafted to require the franchisee to comply with SB 1383 and implementing regulations.
- No changes to the franchise agreement are necessary at this time.
- No change in collection rates at this time.

Questions?

Staff Report

TO: City Council

FROM: Doug Story, Assistant Community Services Director

DATE November 2, 2021

SUBJECT: **Hold a Public Hearing and Consider a Resolution Updating the Fee Schedule for the City-owned Electric Vehicle Charging Station**

Background and Analysis:

The City of Beaumont operates a ChargePoint DC fast charging (DCFC) electronic vehicle charging station with three terminals. A DCFC is a fast-charging station that can charge an electric vehicle battery within one hour providing a charge allowing the vehicle to travel up to 250 miles.

On July 7, 2020, City Council held a public hearing approving a five-year subscription agreement with ChargePoint and established a fee schedule for the electric vehicle charging stations. At that time, rates were proposed and established based on kilowatt hour (kWh) rates imposed by Southern California Edison (SCE). In addition to these SCE fees, a survey of local charging stations was conducted. This internal analysis showed that the proposed fee at that time was similar to other local charging stations. The three (3) electric vehicle charging stations subsequently went on-line in September 2020.

City staff recently analyzed the rates charged and the usage of the charging station over the past year and discovered that most vehicle charging occurs during peak and mid-peak hours, as described by SCE. Peak and mid-peak hours is considered the electric usage within the hours of 4:00 pm to 9:00 pm, 7 days a week including holidays and is the highest rates for energy consumption.

The City of Beaumont currently charges $0.35 per kWh regardless of the time of day or day of the week. An additional $2.00 an hour, after the first hour, was also approved as a deterrent for drivers to not park at the station longer than necessary. These fees were established in 2020 based on an average of charges for energy by SCE and an analysis of fees charged by nearby charging stations. The fees currently collected from vehicle

charging users do not subsidize the increased SCE rates during peak and mid-peak hours, especially during summer Flex power alerts.

City staff proposes an update to the City fee schedule for usage fees of the electric vehicle charging station. Immediate action is needed to bring the user fees in line with the increased SCE rates and to bring the City's rates in line with other local electric vehicle charging station rates. The stations analyzed during the initial fee establishment have since increased their rates, which leaves the City's station under the median rate of the market when compared to the surrounding area.

City staff proposes an initial rate adjustment of $0.55 per kWh for use of the charging station any day between the hours of 4:00 pm and 9:00 pm, and $0.35 per kWh for all times outside of that timeframe, with a $2.00 deterrent parking fee charged after the first hour of charging. Furthermore, ongoing quarterly analysis is necessary to ensure that usage fees are in line with current market trends.

Fiscal Impact:

The City of Beaumont will not incur additional operating costs until the expiration of the current five-year subscription and warranty in September 2025. City staff estimates the cost to prepare this report is $95.

Recommended Action:

Hold a public hearing, and
Waive the full reading and adopt by title only, "A Resolution of the City of Beaumont, California, Approving Electric Vehicle Charging Station Fees Update."

Attachments:

A. Proposed Rate Schedule
B. Resolution

Proposed EV Charger Rate Schedule

Summer		
On Peak Hours	Weekdays 4-9 pm	$0.55 kWh
Mid Peak Hours	Weekends & Holidays 4-9 pm	$0.55 kWh
Off Peak Hours	All hours outside of 4-9 pm	$0.35 kWh
Winter		
Mid Peak Hours	Weekdays & Weekends 4-9 pm	$0.55 kWh
Off Peak Hours	All other hours	$0.35 kWh
Super Off Peak Hours	Weekdays & Weekends 8-4 pm	$0.35 kWh
Parking	All Hours	$2.00 hour after the first hour

RESOLUTION NO. 2021-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BEAUMONT, CALIFORNIA, APPROVING ELECTRIC VEHICLE CHARGING STATION FEES UPDATE

Section 1. The City Council of the City of Beaumont hereby finds, determines, and declares as follows:

WHEREAS, City Council approved the establishment of electric vehicle charging station fees on July 7, 2020; and

WHEREAS, City Council approved a five-year subscription agreement with Charge Point for required master services agreement which provides warranty and payment collection as outlined by grant funding guidelines used to build the station; and

WHEREAS, City of Beaumont provides electric vehicle charging station accessible to the public all days and times of the year; and

WHEREAS, ChargePoint will provide all the net revenue collected less (10%) of the session fee to the City on a quarterly basis; and

WHEREAS, increased electricity rates and associated charges from Southern California Edison, along with analysis of market and other surrounding charging station fees, require quarterly analysis to ensure usage fees are in line with actual costs associated with providing the charging station.

Section 2. The City Council hereby establishes the following pricing structure for the Electric Vehicle Charging Stations installed throughout the City:

Rate Per Kilowatt Hour – Determined by Quarterly Analysis of Actual Cost to Provide Charging Station for Public Use	Parking Rate -$2.00 per hour or part thereof after first hour

Section 3. Without further action of the City Council, the above-referenced fees established by this Resolution shall be incorporated into the City's Fee Schedule.

Section 4. This Resolution shall take effect immediately upon its adoption by the City Council, and the Clerk of the Council shall attest to and certify the vote adopting this Resolution.

MOVED, PASSED, and **ADOPTED** this 2nd day of November, 2021, by the following vote:

AYES:

NOES:
ABSTAIN:
ABSENT:

_____
Mike Lara, Mayor

ATTEST:

_____
Nicole Wheelwright, Deputy City Clerk

Staff Report

TO: City Council

FROM: Christina Taylor, Community Development Director

DATE November 2, 2021

SUBJECT: **Public Hearing and Consideration of Termination of a Moratorium Prohibiting Tire Sales and Tire Repair Establishments**

Background and Analysis:

On March 3, 2020, the City Council adopted an interim urgency ordinance for a moratorium on tire sales and tire repair establishments. On April 7, 2020, the City Council adopted a ten (10) month, 15-day extension to the interim urgency ordinance.

On February 16, 2021, Ordinance No. 1121 which provided for a final one (1) year extension was adopted by Council in order to allow City staff to develop appropriate zoning and development standards for tire sales and tire repair establishments for consistency with the goals and policies of the General Plan.

The final extension allowed City staff to determine the appropriate zoning and development standards for tire sales and tire repair facilities. In September and October 2021, the City Council held a series of public hearings and adopted development standards related to tire sales and tire repair facilities. On October 5, 2021, the second reading of Chapter 17.04.041 was approved by Council and will take effect on November 5, 2021. The permitted use table and definitions section of the Beaumont Municipal Code were also amended to reflect the Chapter 17.04.041. Each of these items has played a role in preparing to lift the moratorium. The final step in this process is a formal action by City Council adopting an ordinance lifting the moratorium. If adopted by City Council at this meeting, a second reading will take place on November 16, 2021, and the moratorium will be lifted 30 days after.

Fiscal Impact:

The cost to prepare this item is approximately $750.

Recommended Action:

Hold a public hearing, and
Waive the first full reading and approve by title only, “An Ordinance of the City Council of the City of Beaumont Terminating Urgency Ordinance 1121 Imposing a Temporary Moratorium Prohibiting Tire Sales and Tire Repair Facilities Pursuant to Government Code Section 65858 as Extended by Urgency Ordinance 1123.”

Attachments:

A. Ordinance

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BEAUMONT, CALIFORNIA, TERMINATING URGENCY ORDINANCE 1121 IMPOSING A TEMPORARY MORATORIUM PROHIBITING TIRE SALES AND TIRE REPAIR FACILITIES, PURSUANT TO GOVERNMENT CODE SECTION 65858 AS EXTENDED BY URGENCY ORDINANCE 1123.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BEAUMONT, RIVERSIDE COUNTY, STATE OF CALIFORNIA 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 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 Section 15305, and such a land use limitation is a permissible exercise of the City's zoning powers.

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.

SECTION 4. The City Council hereby terminated Urgency Ordinance 1121 as extended by Urgency Ordinance 1123.

SECTION 5. 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 __2nd__ day of November , 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:

_____
Mike Lara, Mayor

Attest: _____
Nicole Wheelwright, Deputy City Clerk

Approved as to form:

_____
John O. Pinkney, City Attorney

Staff Report

TO: City Council

FROM: Jeff Hart, Public Works Director

DATE November 2, 2021

SUBJECT: **Public Hearing and Consideration of a Resolution Vacating Tenth Street Between Orange Avenue and Maple Avenue**

Background and Analysis:

On October 5, 2021, City Council accepted the Notice of Intent (NOI) to vacate Tenth Street, between Orange Avenue and Maple Avenue. The street vacation is in conjunction with the current conceptual plan for Stewart Park (Attachment A).

In compliance with the California Streets and Highways Code (SHC), City staff published a Notice of Hearing in the Press-Enterprise on October 12, 2021, and posted notices along Tenth Street where the vacation is proposed.

City staff has determined that existing public utility easements shall be reserved. By reserving existing easements, utility purveyors will have the ability to maintain their respective utilities within the area formerly maintained as Tenth Street.

Section 8324 of the SHC allows the legislative body to adopt a resolution to vacate the proposed street if the City Council finds from the evidence submitted that the street described in the notice of hearing is unnecessary for present or prospective public use. City staff recommends that City Council adopt a resolution vacating Tenth Street Between Orange Avenue and Maple Avenue.

Fiscal Impact:

The cost of preparing the staff report and posting the notices is estimated to be $950.

Recommended Action:

Hold a public hearing, and

Waive the full reading, and adopt by title only, “A Resolution of the City Council of the City of Beaumont, California, Vacating Tenth Street Between Orange Avenue and Maple Avenue.”

Attachments:

A. Conceptual Plan for Stewart Park
B. Resolution of the City Council of the City of Beaumont, California, Vacating Tenth Street Between Orange Avenue and Maple Avenue
C. Legal Description and Plat for Tenth Street Vacation
D. Notice of Hearing – Proof of Publication
E. Notice of Street Vacation
F. California Streets and Highway Code for Street Vacation

STEWART PARK
CONCEPT PLAN

DIAGONAL PARKING = 114 SPACES (#)
PARALLEL PARKING = 37 SPACES [#]
TOTAL 151 SPACES

60 30 0 60 120 180
SCALE: 1"= 60'

DIGALERT
Call 2 Working Days Before You Dig!
811

BENCHMARK:
THE TOP OF CURB AT THE POINT OF CURVATURE AT THE NORTHEAST CORNER OF THE NORTHWEST CURB RETURN AT THE INTERSECTION OF HIGHLAND SPRINGS AVENUE AND 2ND STREET.

ELEV. 2559.03, TBM

BY	MARK	DESCRIPTION	APPR.	DATE
ENGINEER		REVISIONS	CITY	

DESIGN BY: JH
DRAWN BY: JH
CHECKED BY:
SCALE: 1"=60'
DATE: 01/11/2021
JOB NUMBER:

REVIEWED BY: _____ STAFF ENGINEER DATE: _____
RECOMMENDED BY: _____ PRINCIPAL ENGINEER DATE: _____
APPROVED BY: _____ CITY ENGINEER DATE: _____

CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
550 E. 6TH ST
BEAUMONT, CA 92223
TEL: (951) 769-8520
FAX: (951) 769-8526

CITY OF BEAUMONT, CALIFORNIA
STEWART PARK
SITE PLAN/PARKING EXHIBIT

SHEET 1 OF 1 SHEETS
FILE NO:

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BEAUMONT VACATING THE STREET RIGHT-OF-WAY EASEMENT FROM TENTH STREET, BETWEEN ORANGE AVENUE AND MAPLE AVENUE

WHEREAS, the City Council initiated a proceeding to vacate the existing street right-of-way within Tenth Street, between Orange Avenue and Maple Avenue on October 5, 2021 and at least fifteen days has elapsed since the initiation of such proceedings; and

WHEREAS, the City Clerk has set a hearing on this date by fixing the date, hour, and place of the hearing and causing the publishing and posting of the notices required by the California Streets and Highway Code (SHC) 8340 et. seq.;

WHEREAS, City wishes to vacate the street right-of-way only if the street vacation conforms to the provisions of the (SHC); and

WHEREAS, notice of the hearing on the proposed street vacation was published for at least two successive weeks prior to the hearing in a daily, semiweekly, or weekly newspaper published and circulated in the City;

WHEREAS, at least two weeks before the day set for the hearing, the City posted three conspicuous notices of vacation along the line of Tenth Street not more than 300 feet apart;

WHEREAS, SHC Section 8340 requires that the legislative body determine if reservation of existing utility easements are required in the right of way that is to be vacated and in this case reservation of such existing utility easement is required; and

WHEREAS, SHC Section 8320 requires the legislative body to schedule and hold a public hearing on the street is to be vacated and to hear evidence presented by anyone who has opposition to the street vacation; and

WHEREAS, SHC Section 8324 allows the legislative body to determine based on the evidence whether the street is unnecessary for present or prospective public use and if such a finding is made the street may be vacated by adopting a resolution to vacate the street; and

WHEREAS, Staff recommends the street vacation of Tenth Street to proceed if the City Council makes the required findings.

NOW, THEREFORE, BE IT RESOLVED, that the City of Beaumont does authorize the vacation of Tenth Street per the following provisions:

Provision 1. All existing public utility easements are hereby reserved within area of Tenth Street being vacated.

Provision 2. This resolution along with the legal description and plat for the vacation of Tenth Street, in the form attached hereto as Exhibit "A" and made a part hereof by this reference, shall be recorded with the Riverside County Clerk Recorder's Office by the City Clerk.

MOVED, PASSED AND ADOPTED this 2nd day of November 2021.

AYES:

NOES:

ABSTAIN:

ABSENT:

By:_____
Mike Lara, Mayor, City of Beaumont

ATTEST:

By:_____
Steven Mehlman, City Clerk

EXHIBIT "A'
(attach legal description and plat)

EXHIBIT 'A'
LEGAL DESCRIPTION

IN THE CITY OF BEAUMONT, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, THAT CERTAIN PARCEL OF LAND LOCATED WITHIN SECTION 3, TOWNSHIP 3 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PORTION OF TENTH STREET (80.00 FEET WIDE) AS SHOWN BY THE AMENDED MAP OF THE TOWN OF BEAUMONT FILED FOR RECORD FERUARY 27, 1888 IN BOOK 6 OF MAPS, PAGES 16 AND 17, RECORDS OF SAN BERNARDINO COUNTY RECORDER, ADJACENT TO BLOCKS 31 AND 40 OF SAID AMENDED MAP, AND BOUNDED BY THE PROLONGATION OF THE EAST AND WEST LINES OF SAID BLOCKS 31 AND 40, SAID EAST AND WEST LINES ALSO BEING THE WEST LINE OF MAPLE AVENUE EXTENDED AND THE EAST LINE OF ORANGE AVENUE EXTENDED.

CONTAINING 0.624 ACRES, MORE OR LESS.

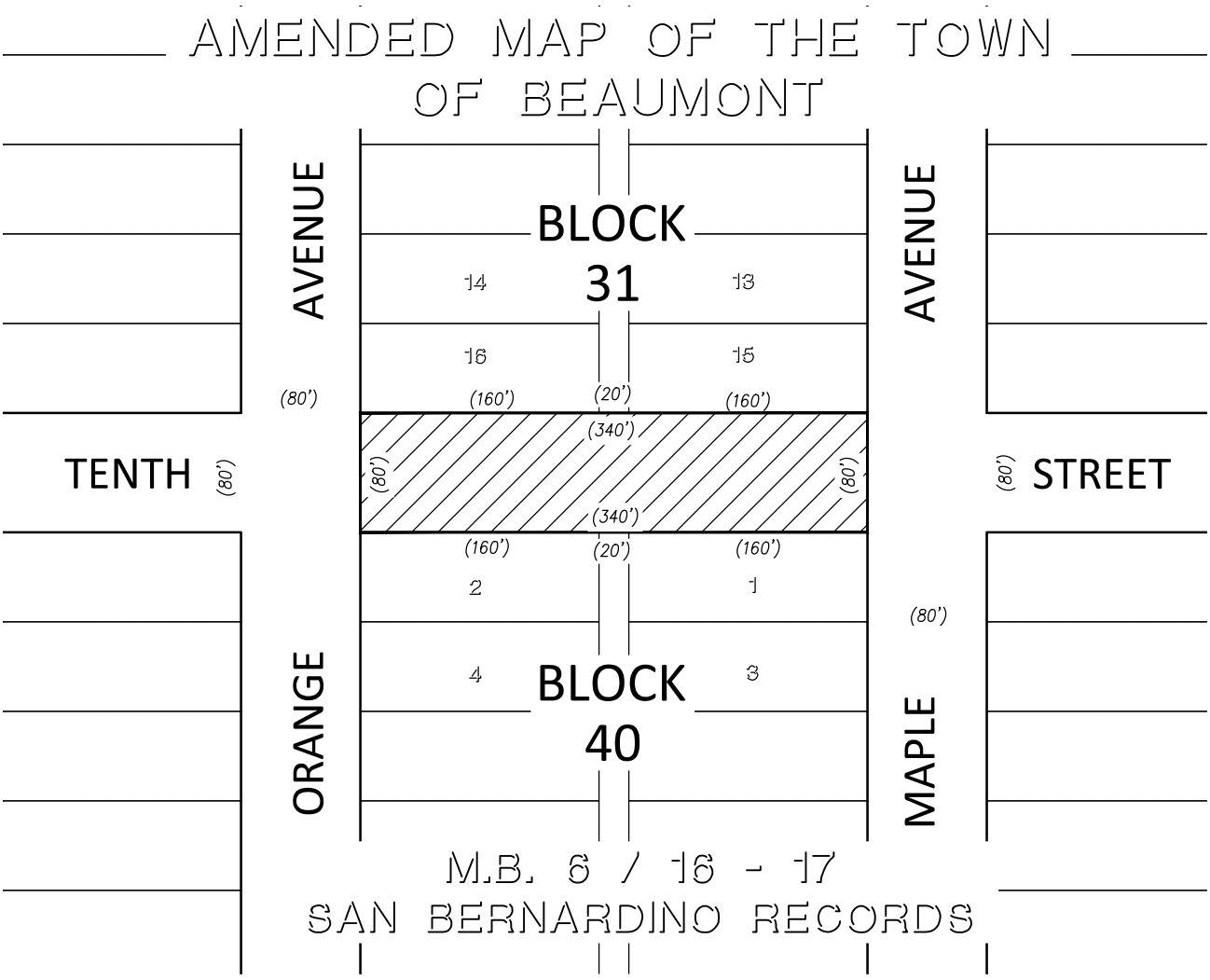
SUBJECT TO ALL COVENTS, RIGHTS, RIGHTS-OF-WAY AND EASEMENTS OF RECORD.

PREPARED BY
NV5 INC.

_____

JAY S. FAHRION DATE
P.L.S. 8207

EXHIBIT "B"



INDICATES AREA OF STREET VACATION AS DESCRIBED IN ATTACHED EXHIBIT 'A'

CONTAINS: 0.624 ACRES, MORE OR LESS.

0 50' 100'

1" = 100'

IN SECTION 3, TOWNSHIP 3 SOUTH, RANGE 1 WEST, S.B.M.

NV5
42-829 COOK STREET, SUITE 104 PALM DESERT, CA 92211
760.341.3101 TEL 760.341.5999 FAX WWW.NV5.COM

CITY OF BEAUMONT, CA
TENTH STREET VACATION
EXHIBIT 'B'

SHEET NUMBER 1 OF 1 SHEETS

PREPARED FOR: CITY OF BEAUMONT DATE: MAR. 2021

JOB NUMBER 227621-000107

THE PRESS-ENTERPRISE

1825 Chicago Ave, Suite 100
Riverside, CA 92507
951-684-1200
951-368-9018 FAX

PROOF OF PUBLICATION
(2010, 2015.5 C.C.P)

Publication(s): The Press-Enterprise

PROOF OF PUBLICATION OF

Ad Desc.: NOPH Tenth Street Vacation /

I am a citizen of the United States. I am over the age of eighteen years and not a party to or interested in the above entitled matter. I am an authorized representative of THE PRESS-ENTERPRISE, a newspaper in general circulation, printed and published daily in the County of Riverside, and which newspaper has been adjudicated a newspaper of general circulation by the Superior Court of the County of Riverside, State of California, under date of April 25, 1952, Case Number 54446, under date of March 29, 1957, Case Number 65673, under date of August 25, 1995, Case Number 267864, and under date of September 16, 2013, Case Number RIC 1309013; that the notice, of which the annexed is a printed copy, has been published in said newspaper in accordance with the instructions of the person(s) requesting publication, and not in any supplement thereof on the following dates, to wit:

10/12/2021

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Date: October 12, 2021
At: Riverside, California

Legal Advertising Representative, The Press-Enterprise

BEAUMONT, CITY OF / LEGAL
550 E SIXTH ST
BEAUMONT, CA 92223

Ad Number: 0011493749-01

P.O. Number:

Ad Copy:

NOTICE IS HEREBY GIVEN that the City of Beaumont will hold a Public Hearing to consider a resolution to vacate Tenth Street between Orange Avenue and Maple Avenue. The vacation of this portion of public street will be conducted in accordance to the California Streets and Highway Code Chapter 3, Section 8320-8325.

On November 2, 2021, at approximately 6:00 p.m. at the City of Beaumont Council meeting, held at the City of Beaumont Civic Center, 550 E 6th Street, Beaumont, Ca 92223, the Council will conduct a public hearing to receive testimony and comments from all interested persons. Public comments can be made in person, using the public comment phone line or by written email. Phone-in comments will be accepted by calling the designated public comment phone line (951) 922-4845 prior to the corresponding item. Public comments shall not exceed three minutes unless otherwise authorized by City Council. Written comments can be emailed to NicoleW@BeaumontCa.gov Public comments accepted via email will be read aloud during the corresponding item of the meeting. Comments can be submitted anytime prior to the meeting as well as during the meeting until the end of the corresponding item.

This meeting will be conducted in person and also and will be recorded for live streaming. All City of Beaumont public meetings will be made 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

Dated: September 30, 2021 Press-Enterprise: 10/12

The public street, Tenth Street, is to be vacated by the City of Beaumont, between Orange Avenue and Maple Avenue. Tenth street was recorded as shown on the Amended Map of the Town of Beaumont, filed for record February 27, 1888 in book 6 of Maps, pages 16 and 17, records of San Bernardino County Recorder. The vacation of Tenth Street shall be in accordance with California Streets and Highway Code Chapter 3, Section 8320-8325.

The public hearing for the proposed vacation is scheduled on November 2, 2021 at the Beaumont City Hall starting at 6:00 PM.

Tenth Street – Looking East

Tenth Street – Looking West

STREETS AND HIGHWAYS CODE - SHC

DIVISION 9. CHANGE OF GRADE AND VACATION [8000 - 8363] *(Division 9 added by Stats. 1941, Ch. 79.)*

PART 3. PUBLIC STREETS, HIGHWAYS, AND SERVICE EASEMENTS VACATION LAW [8300 - 8363] *(Part 3 repealed and added by Stats. 1980, Ch. 1050, Sec. 29.)*

CHAPTER 3. General Vacation Procedure [8320 - 8325] *(Chapter 3 added by Stats. 1980, Ch. 1050, Sec. 29.)*

8320. (a) The legislative body of a local agency may initiate a proceeding under this chapter in either of the following ways:

(1) On its own initiative, where the clerk of the legislative body shall administratively set a hearing by fixing the date, hour, and place of the hearing and cause the publishing and posting of the notices required by this chapter.

(2) Upon a petition or request of an interested person, at the discretion of the legislative body, except as provided in subdivision (e) of Section 8321, where the clerk of the legislative body shall administratively set a hearing by fixing the date, hour, and place of the hearing and cause the publishing and posting of the notices required by this chapter.

(b) The notices required by this chapter shall contain both of the following:

(1) A description of the street, highway, or public service easement proposed to be vacated and a reference to a map or plan, that shows the portion or area to be vacated and includes a statement that the vacation proceeding is conducted under this chapter. In the case of a street or highway, the description shall include its general location, its lawful or official name or the name by which it is commonly known, and the extent to which it is to be vacated. In the case of a public service easement, the description shall identify it with common certainty. The map or plan showing the location of the street, highway, or public easement proposed to be vacated is sufficient compliance with this paragraph.

(2) The date, hour, and place for hearing all persons interested in the proposed vacation. The date shall not be less than 15 days after the initiation of proceedings.

(Amended by Stats. 1998, Ch. 876, Sec. 20. Effective January 1, 1999.)

8321. (a) Ten or more freeholders may petition the board of supervisors to vacate a street or highway under this chapter. At least two of the petitioners shall be residents of the road district in which some part of the street or highway proposed to be vacated is situated and shall be taxable therein for street or highway purposes.

(b) Five or more freeholders may petition the board of supervisors to vacate a public service easement under this chapter. At least one of the petitioners shall be a resident of the township in which the public service easement proposed to be vacated is situated.

(c) The residence address of each petitioner shall be set forth in the petition.

(d) The board of supervisors may require the payment of a fee for filing a petition to defray the expenses of investigations, mailings, publications, and postings under this chapter.

(e) Upon the filing of a petition and the making of the deposit, if any, required under this section, the board of supervisors, by order, shall fix the date, hour, and place of the hearing on the petition. At least two weeks before the day set for the hearing, the clerk of the board shall mail a notice of the date, hour, and place of the hearing to each of the petitioners at the address set forth in the petition.

(f) Nothing in this section shall affect the right of a legislative body to initiate a proceeding under this chapter u its own initiative, or upon petition or request of an interested person, or prevent the board of supervisors from

vacating a street, highway, or public service easement without charging costs if the board determines it is in the public interest to do so.

(Amended by Stats. 1981, Ch. 64, Sec. 1.)

8322. (a) Except as provided in subdivisions (b) and (c), notice of the hearing on the proposed vacation shall be published for at least two successive weeks prior to the hearing in a daily, semiweekly, or weekly newspaper published and circulated in the local agency conducting the proceeding and which is selected by the legislative body for that purpose or by the clerk or other officer responsible for the publication where the legislative body has not selected any newspaper for that purpose.

(b) If the proceeding is conducted by a city and there is no daily, semiweekly, or weekly newspaper published and circulated in the city, the notice shall be published in some newspaper published in the county in which the city is located.

(c) Notice need not be published under this section where there is no daily, semiweekly, or weekly newspaper published and circulating in the county in which the local agency conducting the proceeding is located.

(Amended by Stats. 1998, Ch. 876, Sec. 21. Effective January 1, 1999.)

8323. At least two weeks before the day set for the hearing, the legislative body shall post conspicuously notices of vacation along the line of the street, highway, or public service easement proposed to be vacated. The notices shall be posted not more than 300 feet apart, but at least three notices shall be posted. If the line of the street, highway, or public service easement proposed to be vacated exceeds one mile in length, the legislative body may, in lieu of posting not more than 300 feet apart, post notices at each intersection of another street or highway with the street, highway, or public service easement to be vacated and at one point approximately midway between each intersection, but at least three notices shall be posted.

(Amended by Stats. 1998, Ch. 876, Sec. 22. Effective January 1, 1999.)

8324. (a) At the hearing, the legislative body shall hear the evidence offered by persons interested.

(b) If the legislative body finds, from all the evidence submitted, that the street, highway, or public service easement described in the notice of hearing or petition is unnecessary for present or prospective public use, the legislative body may adopt a resolution vacating the street, highway, or public service easement. The resolution of vacation may provide that the vacation occurs only after conditions required by the legislative body have been satisfied and may instruct the clerk that the resolution of vacation not be recorded until the conditions have been satisfied.

(Amended by Stats. 1998, Ch. 876, Sec. 23. Effective January 1, 1999.)

8325. (a) The clerk shall cause a certified copy of the resolution of vacation, attested by the clerk under seal, to be recorded without acknowledgment, certificate of acknowledgment, or further proof in the office of the recorder of the county in which the property is located. No fee shall be charged for recordation.

(b) Upon such recordation, the vacation is complete.

(Added by Stats. 1980, Ch. 1050, Sec. 29.)

STREETS AND HIGHWAYS CODE - SHC

DIVISION 9. CHANGE OF GRADE AND VACATION [8000 - 8363] *(Division 9 added by Stats. 1941, Ch. 79.)*

PART 3. PUBLIC STREETS, HIGHWAYS, AND SERVICE EASEMENTS VACATION LAW [8300 - 8363] *(Part 3 repealed and added by Stats. 1980, Ch. 1050, Sec. 29.)*

CHAPTER 5. Reservation and Preservation of Easements [8340 - 8349] *(Chapter 5 added by Stats. 1980, Ch. 1050, Sec. 29.)*

ARTICLE 1. Reservation of Easements [8340 - 8341] *(Article 1 added by Stats. 1980, Ch. 1050, Sec. 29.)*

8340. In a proceeding to vacate a street or highway:

(a) A public entity may reserve and except from the vacation the easement and right at any time, or from time to time, to construct, maintain, operate, replace, remove, and renew sanitary sewers and storm drains and appurtenant structures in, upon, over, and across a street or highway proposed to be vacated and, pursuant to any existing franchise or renewals thereof, or otherwise, to construct, maintain, operate, replace, remove, renew, and enlarge lines of pipe, conduits, cables, wires, poles, and other convenient structures, equipment, and fixtures for the operation of gas pipelines, telegraphic and telephone lines, railroad lines, and for the transportation or distribution of electric energy, petroleum and its products, ammonia, and water, and for incidental purposes, including access to protect these works from all hazards in, upon, and over the street or highway proposed to be vacated.

(b) A local agency may reserve and except from vacation an easement for a future street or highway, unless the local agency finds that the street or highway is unnecessary for prospective public use.

(c) If there are in-place public utility facilities that are in use, a public entity shall, unless the legislative body determines the public convenience and necessity otherwise require, reserve, and except from the vacation any easement and right necessary to maintain, operate, replace, remove, or renew the public utility facilities.

(d) A public entity may reserve and except from the vacation, or may grant to another state or local public agency, an easement and right, at any time or from time to time, to construct, maintain, operate, replace, remove, and renew vehicular or nonvehicular trails for use by the public in, upon, over, and across a street or highway proposed to be vacated.

(Amended by Stats. 1990, Ch. 248, Sec. 1.)

8341. (a) In a proceeding to vacate a street or highway, if the legislative body determines that the public convenience and necessity require the reservation and exception of easements and rights-of-way for works enumerated in Section 8340, such reservations and exceptions shall be recited in the resolution of vacation, in addition to any other matter required to be recited therein. The recital may describe the reservations and exceptions by reference to a precise map which is recorded or to which reference is made in the resolution and which is permanently maintained by the public entity.

(b) Subsequent proceedings of the public entity in relation to the vacation, including a deed or conveyance of title to or an interest in the property, are subject to, and governed by, the reservations and exceptions recited in the resolution of vacation and the deed or conveyance shall contain a recital to that effect.

(Added by Stats. 1980, Ch. 1050, Sec. 29.)

Staff Report

TO: City Council

FROM: Todd Parton, City Manager

DATE November 2, 2021

SUBJECT: **Consider a Request by YES on Measure H to Approve a Resolution to Support the San Gorgonio Hospital District Measure H to Renew a Local Parcel Tax to Fund Emergency Room Operations and Emergency Medical Services**

Background and Analysis:

Members of YES on Measure H, a political action group created to support the voter approval of the San Gorgonio Memorial Hospital District Measure H (Measure H), have requested that the Beaumont City Council approve a resolution of support. A copy of the draft resolution is included in Attachment A of this memorandum.

The Measure H vote will be conducted entirely via mail ballot election. Voters will begin to receive ballots in the mail the week of November 15, 2021, and must be postmarked by December 14, 2021. Measure H will require a voter approval rate of 2/3 of qualified ballots postmarked by the deadline.

Information provided by the San Gorgonio Memorial Hospital District is included in multiple exhibits to this memorandum. This includes the Fact Sheet (Attachment B), Frequently Asked Questions (Attachment C), District Resolution No. 2021-03 authorizing Measure H and calling the election (Attachment D), District audit report for year ended June 30, 2020 (Attachment E), and District unaudited financial statement for the period ending August 31, 2021 (Attachment F).

Fiscal Impact:

City staff estimates that it cost approximately $390 to prepare this report.

Recommended Action:

This is a policy decision of the City Council and City staff does not have a recommendation at this time.

Attachments:

A. Drafted Resolution in Support of Measure H
B. San Gorgonio Memorial Hospital District - Fact Sheet
C. San Gorgonio Memorial Hospital District - Frequently Asked Questions
D. San Gorgonio Memorial Hospital District - Resolution No. 2021-03
E. San Gorgonio Memorial Hospital District - Financial Audit Report Year Ended June 30, 2020
F. San Gorgonio Memorial Hospital District - Unaudited Financial Statements for Period Ending August 31, 2021

RESOLUTION NO. 2021

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BEAUMONT IN SUPPORT OF LOCAL MEASURE H BENEFITTING SAN GORGONIO HOSPITAL

WHEREAS a cornerstone of a community's quality of life is its local access to quality hospital services, including emergency room (ER) rapid-response, lifesaving medical care with qualified, well-trained physicians and nurses, and advanced medical technology and treatments, and San Gorgonio Memorial Hospital provides these critically important emergency medical services to our community; and

WHEREAS, particularly in a life-threatening medical emergency when every second counts, access to local emergency medical care is essential to saving lives; and

WHEREAS, San Gorgonio Memorial Hospital operates the only ER in the Pass Area (the next closest ER is 30 - 45 minutes away depending on traffic); and

WHEREAS, inadequate staffing of qualified physicians and nurses and insufficient advanced medical technology and treatments for emergency medical services may pose a risk to the health, safety, and general welfare of local residents and members of the public; and

WHEREAS, to keep our community's only ER open and fully operational 24/7, local voters overwhelmingly approved a modest parcel tax in 2002 and once again exceeding super-majority voter support reauthorized that funding in 2012, understanding then that every second counts in an emergency and quick access to medical help when you need it most, saves lives; and

WHEREAS, the current local funding approved by voters twice before by overwhelming majorities expires on July 1, 2022, and Measure H is now on the ballot to reauthorize local funding that supports these critically important emergency medical services at San Gorgonio Memorial Hospital and keeps our local ER open and fully operational 24/7; and

WHEREAS, without Measure H, our healthcare future will suffer, with fewer doctors and nurses, longer patient wait times, and overcrowded ERs further away; and

WHEREAS, Measure H will not raise local tax rates; at its current rate of $60.52 per parcel per year, generating $2,600,000 annually to support locally controlled emergency medical services at San Gorgonio Memorial Hospital, the cost of Measure H is modest - about $5/month; and Measure H is capped at the current tax rate, so Measure H funding will stay flat going forward – it cannot be increased without a new vote of the people and super-majority voter approval (66.7% voter support); and

WHEREAS, mandatory taxpayer protections, including public disclosure of spending, all funds locally controlled, and no tax rate increase; these protections continue with Measure H until ended by voters; and all funds stay local for San Gorgonio Memorial Hospital ER services only; and

WHEREAS, on September 14, 2021, the locally elected Board of Directors of the San Gorgonio Memorial Health Care District held a public hearing after due notice to consider calling

a special election for the purpose of submitting to the qualified electors of the District a ballot measure proposing the continuance of its expiring Emergency Healthcare Services Tax without increasing the existing tax rate, commencing July 1, 2022, and continuing until ended by voters, to provide for the continued operation and maintenance by the District of an Emergency Department and its associated services on a twenty-four hour basis for locally controlled emergency medical services at San Gorgonio Memorial Hospital; and

WHEREAS, the Board of Directors of the San Gorgonio Memorial Health Care District also on September 14, 2021, did in fact take action to call for an all-mail ballot election of the voters on December 14, 2021, a ballot measure now taking place by mail ballot to authorize continuing this critically important local funding; with ballots for Measure H expected to be mailed to voters on or about the week of November 15, 2021; and all eligible voters in the jurisdiction of the San Gorgonio Memorial Health Care District who are registered to vote by November 29, 2021, including all registered voters within the City of Beaumont will be eligible to vote on Measure H; and

WHEREAS, for 70 years, local victims of accidents, heart attacks, strokes and other medical emergencies have relied on San Gorgonio Memorial Hospital for lifesaving emergency medical care; no one knows when a life-threatening medical emergency or local disaster will strike, and Measure H ensures that emergency medical care will be accessible close to home, in our community when we need it most.

NOW, THEREFORE, the City Council hereby resolves that the City of Beaumont City Council formally endorses Measure H, benefitting San Gorgonio Memorial Hospital Emergency Room services.

MOVED, PASSED AND ADOPTED by the City Council of the City of Beaumont at a regularly-scheduled meeting of the City Council held on November 2, 2021, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Mayor, Mike Lara

ATTEST:

_____
City Clerk, Steven Mehlman

San Gorgonio Memorial Health Care District

December 2021 Parcel Tax Renewal Measure

FACT SHEET

SAN GORGONIO MEMORIAL HOSPITAL

For over 70 years, victims of heart attacks, strokes and other medical emergencies in Banning, Beaumont, Calimesa, and surrounding unincorporated communities of Riverside County, have relied on **San Gorgonio Memorial Hospital** for life-saving emergency medical services close to home. Particularly in life-threatening medical emergencies *when every second counts*, **San Gorgonio Memorial Hospital is saving lives every day**, operating the ONLY Emergency Room (ER) in the Pass Area. **In 2020 alone, the Hospital recorded 41,997 visits to our Emergency Room.**

Our community has generously supported vital local funding for the Hospital in the past. In 2001, local voters first approved Measure D, a local parcel tax to support the Hospital's ER and emergency medical services with stable locally controlled funding. In 2012, voters overwhelmingly approved extending Measure D funding for an additional 10 years. Funds from both measures have been essential to keeping the Hospital's ER fully operational, 24-7, and funding qualified doctors and nurses, advanced medical technology and related services over the past two decades.

Local funding support is vital to San Gorgonio Memorial Hospital operations. The Hospital's most urgent needs are:

- **Keeping the Emergency Room (ER)** open and fully operational, 24/7.
- **Maintaining** advanced, rapid-response lifesaving emergency medical services in the Pass Area.
- **Continuing** local access to up-to-date technologies and treatments for victims of accidents/strokes/heart attacks.
- **Retaining** qualified nurses and physicians at San Gorgonio Memorial Hospital.
- **Becoming qualified as a primary stroke center**, which requires significant investments in the medical technologies that the hospital utilizes.

The Hospital's local parcel tax funding will expire on June 30, 2022. Without voter-approved renewal of this funding, the Hospital governing board will face difficult decisions to keep its ER open and maintain a balanced budget while also ensuring quality emergency medical services for our rapidly growing community.

The Health Care District has evaluated its options relative to this soon-to-expire local public funding. The solution that has emerged as most promising asks voters to authorize continuing WITHOUT increasing the District's current parcel tax until ended by voters. The cost to local taxpayers is modest – $60.52/parcel per year or about $5/month.

On Tuesday, September 14, 2021 at a special meeting of the locally elected Board of Directors of the San Gorgonio Memorial Health Care District, the Board voted to place the proposed parcel tax renewal measure on the ballot. The election will take place entirely (100%) by mail ballot election. Voters should expect to receive their ballots via US Mail the week of November 15th, with December 14, 2021 serving as Election Day (the final day to cast ballots).

A "YES vote" continues this local funding previously approved by voters, keeping the overall tax rate FLAT – currently $60.52 per parcel per year - until ended by voters, and dedicating all funds to emergency medical services at San Gorgonio Memorial Hospital. A "NO vote" rejects the proposal.

Voters living within the Health Care District boundaries who are registered to vote by November 29, 2021 (as required by state law), will be eligible to vote in this election. The measure (yet to be named) needs 66.7% support to succeed – i.e. two-thirds of voters who vote on the measure must vote yes in order for the measure to pass.

For more information, visit the Hospital's website: https://sgmh.org/ or contact Ariel Whitley in Hospital Administration at SGMH via phone: 951-769-2160; or email: awhitley@sgmh.org.

Rev. 091721F

San Gorgonio Memorial Health Care District

December 2021 Parcel Tax Renewal Measure

Frequently Asked Questions (FAQ)

SAN GORGONIO MEMORIAL HOSPITAL

Why has San Gorgonio Memorial Health Care District put a measure on the ballot?
In 2002 and 2012, voters of the San Gorgonio Memorial Health Care District overwhelmingly approved and later renewed a modest parcel tax **to support emergency medical services at San Gorgonio Memorial Hospital.** In life-threatening medical emergencies, **San Gorgonio Memorial Hospital is saving lives every day** thanks in part to this locally controlled public funding, operating the ONLY Emergency Room (ER) in the Pass Area. **In 2020 alone, the Hospital recorded 41,997 visits to our Emergency Room. The next closest ER** is 35 minutes to over an hour away depending on traffic. The measure that has qualified for the ballot authorizes an extension until ended by voters to the parcel tax that local voters already authorized TWICE BEFORE – this time **WITHOUT** increasing the existing tax rate.

Why is this measure needed? What is the urgency?
Since 1951 (70 years ago) our community has relied on **San Gorgonio Memorial Hospital** for life-saving emergency medical services close to home. Victims of heart attacks, strokes, recreational or car-related accidents and other emergencies, have especially appreciated our Hospital ER - **the ONLY EMERGENCY ROOM in the Pass Area.** Particularly in life-threatening medical emergencies, San Gorgonio Memorial Hospital is saving lives every day thanks to its fully operational Emergency Room (ER). **In 2020 alone, the Hospital recorded 41,997 visits to our Emergency Room.** This funding must be renewed by a super-majority vote of local voters (66.7%) by June 30, 2022 or it will expire.

How does the Hospital currently use funds raised by the parcel tax?
The Hospital currently uses funds raised by Measure D (passed in 2002 and renewed in 2012), currently about $2.6M annually, to provide for the continued operation and maintenance of the Hospital's Emergency Department and related emergency medical services.

What are the Hospital's most urgent needs for funding?
- **Keeping the Emergency Room (ER)** open and fully operational, 24/7.
- **Maintaining** advanced, rapid-response lifesaving emergency medical services in the Pass Area.
- **Continuing** local access to up-to-date technologies and treatments for victims of accidents/strokes/heart attacks.
- **Retaining** qualified nurses and physicians at San Gorgonio Memorial Hospital.
- **Becoming qualified as a primary stroke center**, which requires significant investments in the medical technologies that the hospital utilizes.

What is the Hospital's proposed solution?
The Hospital District has evaluated its options relative to this soon-to-expire local public funding. The solution that has emerged as most promising asks voters to authorize continuing WITHOUT increasing the Hospital's current parcel tax until ended by voters. A "YES vote" continues this local funding previously approved by voters twice before, keeping the overall tax rate FLAT – currently $60.52 per parcel per year - until ended by voters, and dedicating all funds to emergency medical services at San Gorgonio Memorial Hospital. A "NO vote" rejects the proposal.

A summary of the measure reads as follows:

SAN GORGONIO MEMORIAL HOSPITAL EMERGENCY SERVICES CONTINUATION MEASURE.
Without increasing existing tax rates that maintain local rapid-response, lifesaving, emergency medical care, provide up-to-date technologies/treatments for emergency accident/stroke/heart attack victims; help ensure patient safety; retain qualified physicians/nurses; shall San Gorgonio Memorial Health Care District's ordinance be adopted continuing its expiring voter-approved annual parcel tax until ended by voters, currently $60.52/year generating $2,600,000 annually, requiring public spending disclosure, citizens' oversight, audits, and all funds locally controlled?

How much will this measure cost me?
This measure will NOT raise your current tax rate. The cost is modest – currently $60.52 per parcel per year, generating approximately $2.6 million annually to support critical emergency medical services and operations at the Hospital. If voters approve the measure, the cost will remain FLAT ($60.52 per parcel annually) until ended by voters - there will be NO increase to the existing tax rate.

Is the Hospital E.R really that busy or needed.....we're a small community?
When a major earthquake, wildfire or other disaster strikes, we need to be ready Our hospital and ER are here to provide emergency medical care – especially during disaster emergencies like these. Even without a disaster – our E.R is needed and used! For a hospital its size San Gorgonio Memorial Hospital IS a busy hospital. **In 2020, the Hospital's ER logged nearly 42,000 visits.**

What is a parcel tax, when is it collected and by whom?
A parcel tax is a financial assessment (property tax) levied on each piece of property (parcel) in a given jurisdiction. Property owners pay parcel taxes; renters do not. Parcel taxes are sponsored by individual jurisdictions (in this case the San Gorgonio Memorial Health Care District), collected by county assessors, and governed by/subject to California State Law. Voter-approved parcel taxes appear on and are paid as part of your annual property tax bill.

Will my property tax rate go up?
No. If voters approve this measure it will authorize a simple extension of the soon-to-expire parcel tax without increasing the existing tax rate. In other words, the parcel tax will remain FLAT until ended by voters – currently $60.52 per parcel per year, or about $5 per month..

Can the State or any other entity take this money away from the Hospital and use it for other purposes?
No. ALL funds generated from this measure will be locally controlled and dedicated to emergency medical services at San Gorgonio Memorial Hospital. By law, the State cannot take this funding away and it CANNOT be used for any other purposes.

Have voters of the Hospital District approved a parcel tax measure before?
Yes. In 2002 and 2012, local voters overwhelmingly approved a modest parcel tax to support our hospital and keep the ONLY Emergency Room in the Pass Area fully operational.

I'm a Kaiser member, why should I support this measure?
No one knows when a life-threatening medical emergency or natural disaster will strike. This measure helps ensure that emergency medical care close to home is accessible when you or your loved ones need it most. In the event of an accident or a medical emergency, first responders may bring patients (including Kaiser members) to San Gorgonio Memorial Hospital to stabilize them before transporting them to another facility.

Who makes the final decision on this measure?
The locally elected Health Care District Board is the legal entity that voted to place the measure on the ballot and let the people vote on this issue. REGISTERED VOTERS within the San Gorgonio Memorial Health Care District will have the final say when they vote.

When and how will we vote?
The election will take place entirely (100%) by mail ballot election. Voters should expect to receive their ballots via US Mail the week of November 15th, with December 14, 2021 serving as Election Day (the final day to cast ballots). The measure (yet to be named) needs 66.7% support to succeed – i.e. two-thirds of voters who vote on the measure must vote yes in order for the measure to pass.

How can I check if I am registered to vote? What if I am not currently registered to vote? What do I need to know? How can I register to vote?

To see if you are currently registered to vote, visit the California Secretary of State website: https://voterstatus.sos.ca.gov/. Only voters registered to vote by November 29th will be permitted to vote on this measure. Please go to https://registertovote.ca.gov prior to the deadline to register.

For more information, visit the San Gorgonio Memorial Hospital website: https://sgmh.org/ or contact Executive Assistant Ariel Whitley by phone: 951-769-2160; or email: awhitley@sgmh.org.

Draft: 091221F1

RESOLUTION NO. 2021-03

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN GORGONIO MEMORIAL HEALTH CARE DISTRICT AUTHORIZING AND SETTING A SPECIAL MAILED BALLOT ELECTION FOR A MEASURE TO CONTINUE ITS EXPIRING SPECIAL PARCEL TAX FOR EMERGENCY HEALTHCARE SERVICES WITHOUT INCREASING THE CURRENT TAX RATE AND SUBMITTING THE SPECIAL PARCEL TAX QUESTION TO THE QUALIFIED VOTERS OF THE DISTRICT

WHEREAS, the San Gorgonio Memorial Health Care District (the "District") is a health care district formed and operating under the Local Health Care District Law set forth in Health and Safety Code section 32000 et seq. (the "Law"), which serves the residents of Banning, Beaumont, Calimesa, and surrounding unincorporated communities of Riverside County, California; and

WHEREAS, a cornerstone of a community's quality of life is local access to hospital services, including emergency room, rapid-response, lifesaving, medical care with qualified and well-trained physicians and nurses, as well as advanced medical technology and treatments, and the District has the authority to provide these emergency healthcare services pursuant to the Law; and

WHEREAS, particularly in a life-threatening medical emergency when every second counts, access to local emergency medical care is essential to saving lives, and the San Gorgonio Memorial Hospital saves lives, operating the only emergency room in the Pass Area's growing community; and

WHEREAS, inadequate staffing of qualified physicians and nurses and insufficient advanced medical technology and treatments for emergency medical services may pose a risk to the health, safety, and general welfare of the District's residents and members of the public; and

WHEREAS, the District has an interest in providing adequate funding for its emergency healthcare services to ensure that there is sufficient staffing, medical technology, equipment and treatments to service District residents and members of the public; and

WHEREAS, pursuant to California Constitution articles XIII A, section 4, XIII C, section 2(d), XIII D, section 3(a), California Government Code sections 50075 et seq., and section 53730.01, the District is authorized to impose special parcel taxes; and

WHEREAS, on November 27, 2001, the District adopted Resolution No. 01-1 proposing (i) the levy of an annual special parcel tax (the "Emergency Healthcare Services Tax") for a ten-year period beginning July 1, 2002, at the rate of $38 per year per taxable parcel within the District, for the purpose of providing funds for an Emergency Department and its associated services on a 24-hour basis, and (ii) annual cost of living increases based on the Consumer Price Index for Los-Angeles-Riverside-Orange County, California, published by the Bureau of Labor Statistics, United States Department of Labor for all item ("Measure D"); and

WHEREAS, on March 5, 2002, 68.71% of the qualified voters of the District voting in the election approved Measure D; and

WHEREAS, the Emergency Healthcare Services Tax was scheduled to expire on July 1, 2012; and

WHEREAS, on January 31, 2012, the District adopted Resolution No. 2012-01 proposing (i) the extension and establishment of the Emergency Healthcare Services Tax for a ten-year period beginning July 1, 2012, at the rate of $49 per year per taxable parcel within the District, for the purpose of providing funds for an Emergency Department and its associated services on a 24-hour basis, and (ii) annual cost of living increases based on the Consumer Price Index for Los-Angeles-Riverside-Orange County, California, published by the Bureau of Labor Statistics, United States Department of Labor for all item ("Measure D"); and

WHEREAS, on May 1, 2012, 72.73% of the qualified voters of the District voting in the election approved Measure D; and

WHEREAS, the Emergency Healthcare Services Tax expires on July 1, 2022; and

WHEREAS, the Emergency Healthcare Services Tax, at its current rate of $60.52 per parcel per year, generates $2,600,000 annually to support locally controlled emergency medical services at the San Gorgonio Memorial Hospital; and

WHEREAS, in order to continue to provide adequate funding for the District's Emergency Department and its associated services for a twenty-four hour period and ensure the health, safety, and general welfare of its residents and members of the public, the District has determined it is necessary to continue the Emergency Healthcare Services Tax without increasing the existing tax rate; and

WHEREAS, pursuant to California Constitution articles XIII A, section 4, XIII C, section 2(d), XIII D, section 3(a), California Government Code sections 50075 et seq., 53722, 53724, no local government may impose, extend, or increase any special parcel tax unless and until that tax is submitted to the electorate and approved by an affirmative vote of at least two-thirds of the qualified electors voting in the election; and

WHEREAS, the Board of Directors has authority to place propositions on the ballot to be considered at a regular or special election of the District; and

WHEREAS, on September 14, 2021, the Board of Directors held a public hearing after due notice to consider calling a special election for the purpose of submitting to the qualified electors of the District a ballot measure proposing the continuance of its expiring Emergency Healthcare Services Tax without increasing the existing tax rate, commencing July 1, 2022 and continuing until ended by voters, to provide for the continued operation and maintenance by the District of an Emergency Department and its associated services on a twenty-four hour basis for locally controlled emergency medical services at San Gorgonio Memorial Hospital; and

WHEREAS, the Board of Directors now desires to authorize the submittal to the voters on December 14, 2021, a ballot measure to such qualified electors of the District to authorize continuing an extension of the Emergency Healthcare Services Tax without increasing the current rate of $60.52 per parcel per year; and

WHEREAS, the ballot measure and the terms of approval, collection and use of the proposed continuing special parcel tax are described and provided for in the ordinance to be considered by the qualified voters, attached hereto as Exhibit A (the "Ballot Ordinance") and by this reference made an operative part hereof, and in accordance with all applicable laws; and

WHEREAS, based on all of the information presented at the September 14, 2021, public hearing, both written and oral, including the staff reports, minutes, and other relevant materials, the Board of Directors finds that under CEQA Guidelines 15060(c)(3) and 15378(b)(2) and (b)(4), the special parcel tax does not constitute a project under CEQA and therefore no further CEQA review is required.

NOW, THEREFORE, BE IT RESOLVED, by the Board of Directors of the San Gorgonio Memorial Health Care District as follows:

1. Recitals. The Board of Directors of the District hereby finds and determines that the foregoing recitals are true and correct, are incorporated herein and by this reference made an operative part hereof.

2. Calling and Giving Notice of Election. The Board of Directors hereby calls and gives notice of a special mailed ballot election to be held on December 14, 2021 in the District, County of Riverside. The District Secretary is authorized, instructed and directed to give further or additional notice of the election, as necessary, in the time, form and manner as required by law.

3. Submission of Ballot Measure. Pursuant to Section 4 of Article XIII A of the California Constitution, Government Code sections 50077, 53970 et seq., 53722, 53724, and 53730.01, the Board of Directors hereby orders the Ballot Ordinance attached hereto as Exhibit A to be submitted to the qualified voters of the District at the special mailed ballot election to be held on December 14, 2021, and requests the Registrar of Voters of Riverside County (the "Registrar of Voters") to conduct the special mailed ballot election, at which it shall submit to the qualified voters of the District the measure as set forth in Section 4 hereof and the Ballot Ordinance set forth in Exhibit A hereof.

4. Ballot Measure. The Board of Directors, pursuant to its right and authority, does hereby order that the ballot measure shall be presented and printed upon the ballot submitted to the qualified voters in the manner and form set forth in this Section 4. On the ballot to be submitted to the qualified voters at the special mailed ballot election to be held on December 14, 2021, in addition to any other matters required by law, there shall be printed substantially the following:

SAN GORGONIO MEMORIAL HOSPITAL EMERGENCY SERVICES CONTINUATION MEASURE. Without increasing existing tax rates that maintain local rapid-response, lifesaving, emergency medical care, provide up-to-date technologies/treatments for emergency accident/stroke/heart attack victims; help ensure patient safety; retain qualified physicians/nurses; shall San Gorgonio Memorial Health Care District's ordinance be adopted continuing its expiring voter-approved annual parcel tax until ended by voters, currently $60.52/year generating $2,600,000 annually, requiring public spending disclosure, citizens' oversight, audits, and all funds locally controlled?	**YES** **NO**

5. Specific Purposes. The specific purposes of the special parcel tax are to pay for the continued operation and maintenance of the District's Emergency Department and associated services on a 24-hour basis, including, but not limited to, the cost of obtaining, furnishing, operating, and maintaining equipment, and paying the salaries, benefits, and all other necessary and related expenses of emergency healthcare services personnel (e.g., nurses, physicians, medical specialists, etc.), equipment and apparatus as deemed necessary by the Board of Directors or as required by law, regulation or contractual obligation of the District, and any incidental expenses incurred in the administration of the tax, including, but not limited to, the costs of the election, and the cost of collection. The proceeds of the special parcel tax shall be used only for the specific purposes identified herein. The proceeds of the special parcel tax shall be deposited in a special fund, to be created and maintained by the District.

6. Accountability Measures. If the ballot measure adopting the ordinance continuing the District's expiring special parcel tax without increasing the existing tax rate for emergency healthcare services is approved by the qualified voters of the District, the District shall cause a report to be prepared by an independent auditor (the "Audit Report") and to be filed with the Board of Directors no later than December 31 of each year, commencing December 31, 2023, stating (1) the amount of special parcel tax revenues collected and expended in such year; and (2) the status of any projects or description of any services or programs funded from proceeds of the special parcel tax. The report may relate to the calendar year, fiscal year, or other appropriate annual period, as the Board of Directors shall determine, and may be incorporated into or filed with the annual budget, audit, or other appropriate routine report to the Board of Directors. The Audit Report shall be reviewed by the Oversight Committee in accordance with Section 8 hereof.

7. Annual Report. If the ballot measure adopting the ordinance continuing the District's special parcel tax for emergency and healthcare services is approved by the qualified voters of the District, the District Board of Directors shall annually adopt a written report which shall contain a description of each lot or parcel of taxable property subject to the special parcel tax, the amount of the special parcel tax for each lot or parcel for each fiscal year, and the basis and schedule for the special parcel tax authorized pursuant to the Ballot Ordinance attached hereto as Exhibit A and approved by the qualified voters of the District. For purposes of the special parcel tax, "taxable property" shall be defined as any

unit of real property in the District which receives a separate tax bill for *ad valorem* property taxes from the Treasurer-Tax Collector of Riverside County. All property which is otherwise exempt from or on which are levied no *ad valorem* property taxes in any year shall also be exempt from the special parcel tax in such year. The Riverside County Assessor's determination of exemption or relief for any reason of any parcel from taxation shall be final and binding for the purposes of the special parcel tax. Taxpayers wishing to challenge the County Assessor's determination must do so under the procedures for correcting a misclassification of property pursuant to section 4876.5 of the California Revenue and Taxation Code or other applicable procedures. Taxpayers seeking a refund of the special parcel tax shall follow the procures applicable to property tax refunds pursuant to the California Revenue and Taxation Code.

8. Oversight Committee. If the ballot measure authorizing the continuance of the District's expiring special parcel tax without increasing the existing tax rate is approved by the qualified voters of the District, the expenditures of the special parcel tax shall be monitored by an independent volunteer Citizens' Oversight Committee (the "Committee") appointed by the Board of Directors to ensure conformance with this Resolution and the Ballot Ordinance approved by the qualified voters of the District and attached hereto as Exhibit A. The Board of Directors shall establish the Committee not more than sixty (60) days after July 1, 2022, if the proposed continuing special tax has been approved by the qualified electors. The Committee shall have the duties and rights as determined by the District Board of Directors and shall not have independent legal capacity from the District. The Committee shall review the Audit Report and review and evaluate annual expenditures made by the Board of Directors from the proceeds of the special parcel tax approved by the qualified voters.

9. Computation and Collection of Special Parcel Tax. If the ballot measure adopting the ordinance continuing the District's expiring special parcel tax without increasing the existing tax rate for emergency healthcare services is approved by the qualified voters of the District, commencing with the fiscal year 2022-2023, the amount of the special parcel tax to be levied for the next ensuing fiscal year for each taxable parcel of real property within the District shall be $60.52. The special parcel tax shall be collected on behalf of the District by the County of Riverside in the same manner and subject to the same penalties as, or with, other charges and taxes fixed and collected by the District, or by the County on behalf of the District. The District Chief Financial Officer, or his or her authorized designee, is hereby authorized and directed to provide all necessary information to the Treasurer-Tax Collector of Riverside County to effect proper billing and collection of the special parcel tax, so that the installments of the tax shall be included on the secured property tax roll of Riverside County. Unless otherwise required by the District Board of Directors, no Board of Directors' action shall be required to authorize the annual collection of the special parcel tax as herein provided.

10. Interest and Penalties. If the ballot measure adopting the ordinance continuing the District's expiring special parcel tax without increasing the existing tax rate for emergency healthcare services is approved by the qualified voters of the District, the special parcel tax shall be collected in the same manner as ordinary *ad valorem* taxes are collected provided, however, that the District Board of Directors may authorize other appropriate methods of

collection of the special parcel tax by appropriate resolution(s). The special parcel tax shall have the same lien priority, and be subject to the same penalties and the same procedure and sale in cases of delinquency, as provided for *ad valorem* taxes.

11. Election Procedures.

a. Pursuant to the requirements of Elections Code section 4000 et seq., the Board of Directors hereby requests the Board of Supervisors of the County of Riverside to conduct a special mailed ballot election for the proposed ballot measure.

b. The election on the ballot measure shall be held and conducted as provided for herein. In all particulars not prescribed in this Resolution, the election shall be held as provided by law for the holding of special district elections, and otherwise in accordance with the Elections Code, or as determined by the Registrar of Voters in accordance with the Elections Code.

c. The Board of Supervisors of Riverside County is hereby requested to instruct and permit the Registrar of Voters to render all services to the District as needed relating to the special mailed ballot election on the ballot measure, including providing notice of the special mailed ballot election, and the District hereby agrees to reimburse the county in full for the services performed, upon presentation of a bill to the District. The Board of Supervisors of the County of Riverside is authorized to canvas the returns of that election with respect to the votes cast in the District and certify the results to the Board of Directors. The District recognizes that additional costs will be incurred by the County by reason of this special mailed ballot election and agrees to reimburse the County for all costs. The District Secretary is directed to file a certified copy of this Resolution, including the Ballot Ordinance, attached hereto as Exhibit A, with the Board of Supervisors of Riverside County and the Registrar of Voters of Riverside County.

d. The District Secretary is hereby authorized and directed to cooperate with the Registrar of Voters and to follow the procedures and meet all deadlines established by the Registrar of Voters.

e. At the next regular meeting of the Board of Directors occurring after the returns of the election for the ballot measure have been canvassed and certified, the Board of Directors shall cause to be entered in its minutes a statement of the results of the election.

12. Arguments and Analysis.

a. Pursuant to Elections Code section 9316, the District Secretary shall fix and determine a reasonable date prior to the election for the submission to the District Secretary of an argument in favor of and against the ballot measure, and additional rebuttal arguments pursuant to Elections Code section 9317. Direct arguments shall not exceed three hundred words and shall be signed by not more than five registered voters of the District.

b. Pursuant to Elections Code section 9317, when the District Secretary has selected the arguments for and against the ballot measure, which will be printed and distributed to the voters, the District Secretary shall send copies of the argument in favor

of the ballot measure to the authors, if any, of the arguments against, and copies of the argument against the ballot measure to the authors, if any, of the arguments in favor. Rebuttal arguments shall be printed in the same manner as the direct arguments. Each rebuttal argument shall immediately follow the direct argument, which it seeks to rebut.

c. The District Secretary shall transmit a copy of the ballot measure and Ballot Ordinance to the Riverside County Counsel to prepare an impartial analysis of the ballot measure, not to exceed five hundred words, showing the effect of the measure on existing law and the operation of the ballot measure.

13. Placement on the Ballot. The District Secretary is hereby authorized and directed to take all steps necessary to place the ballot measure on the ballot and to cause the ballot measure to be printed and shall act as the filing authority for arguments. The full text of the Ballot Ordinance shall be printed in the voter pamphlet, and a statement shall be printed in the ballot pursuant to Section 9312 of the Elections Code advising voters that they may obtain a copy of this Resolution, the Ballot Ordinance and/or ballot measure, at no cost, upon request made to the District Secretary.

14. Notice. Notice of the time and place of holding the special mailed ballot election is hereby given. The Registrar of Voters is hereby requested to provide and/or publish any further or additional notice of the special mailed ballot election, in the time, form and manner required by law.

15. Delivery of Resolution and Ballot Ordinance to County. The Board of Directors directs the District Secretary to deliver copies of this Resolution, including the Ballot Ordinance, attached hereto as Exhibit A, to the Clerk of the Board of Supervisors of the County of Riverside and to the Registrar of Voters of the County of Riverside.

16. Severability. If the ballot measure adopting the ordinance continuing the District's expiring special parcel tax without increasing the existing tax rate for emergency healthcare services is approved by the qualified voters of the District, the special parcel tax shall not apply to any person, entity, or property as to whom or which it is beyond the power of the District to impose the tax herein provided. If for any reason any provision of this Resolution, the Ballot Ordinance, or the application thereof is found to be invalid, or if the special parcel tax is found inapplicable to any particular parcel within the District by a Court of competent jurisdiction, the balance of this Resolution, the Ballot Ordinance, and the application of the special parcel tax to the remaining parcels within the District shall not be affected and, to this end, the provisions of this Resolution and the Ballot Ordinance are severable.

17. Successors. To the fullest extent permitted by law, the Ballot Ordinance, if approved by the qualified voters of the District, and its special tax authorization and authority shall be binding upon any successors in interest to the District or any successors in interest to the District's emergency healthcare functions and services.

18. Effective Date of Special Tax. Pursuant to California Constitution article XIII C section (2)(d) and California Government Code section 53724, if two-thirds of the qualified

voters voting in the election on the ballot measure to adopt the ordinance continuing the expiring special parcel tax for emergency healthcare services without increasing the existing tax rate, attached hereto as Exhibit A, vote in favor of the adoption of such proposition, the provisions regarding the proposed special parcel tax as set forth therein shall be deemed valid and binding. The proposed special parcel tax as set forth in the Ballot Ordinance shall be considered as adopted upon the date that the vote is declared by the Board of Directors, and shall go into effect July 1, 2022.

19. CEQA. Special tax monies raised pursuant to the Ballot Ordinance are exempt from environmental analysis under the California Environmental Quality Act pursuant to Public Resources Code Section 21080 (b)(8) since the proceeds of the special tax will be used for: (a) meeting operating expenses, including employee wage rates and fringe benefits; (b) purchasing or leasing supplies, equipment or materials; (c) meeting applicable financial reserve needs and requirements; and (d) obtaining funds for capital projects necessary to maintain service within existing service areas.

20. Notice. A public hearing was held on September 14, 2021, the notice of which was published in The Record Gazette newspaper on Friday, September 3, 3021.

21. Resolution. This Resolution shall take effect immediately upon its adoption.

PASSED, APPROVED AND ADOPTED this 14th day of September 2021 by the following vote:

AYES: 3
NOES: 0
ABSENT: 2
ABSTENTIONS: 0

By: _____
Dennis Tankesley, Chair
Board of Directors
San Gorgonio Memorial Healthcare District

I hereby certify that the foregoing resolution was duly adopted at a meeting of the Board of Directors of the San Gorgonio Memorial Healthcare District held on the 14th day of September, 2021.

By: _____
Secretary, Board of Directors
San Gorgonio Memorial Healthcare District

EXHIBIT "A"

ORDINANCE CONTINUING THE DISTRICT'S EXPIRING SPECIAL PARCEL TAX FOR EMERGENCY HEALTHCARE SERVICES

WHEREAS, the San Gorgonio Memorial Health Care District (the "District") is a health care district formed and operating under the Local Health Care District Law set forth in Health and Safety Code section 32000 et seq. (the "Law"), which serves the residents of Banning, Beaumont, Calimesa, and surrounding unincorporated communities of Riverside County, California; and

WHEREAS, a cornerstone of a community's quality of life is local access to hospital services, including emergency room, rapid-response, lifesaving, medical care with qualified and well-trained physicians and nurses, as well as advanced medical technology and treatments, and the District has the authority to provide these emergency healthcare services pursuant to the Law; and

WHEREAS, particularly in a life-threatening medical emergency when every second counts, access to local emergency medical care is essential to saving lives, and the San Gorgonio Memorial Hospital saves lives, operating the only emergency room in the Pass Area's growing community; and

WHEREAS, inadequate staffing and equipment for emergency healthcare services may pose a risk to the health, safety, and general welfare of the District's residents and members of the public; and

WHEREAS, the District has an interest in providing adequate funding for its emergency healthcare services to ensure that there is sufficient staffing and equipment to service District residents and members of the public; and

WHEREAS, pursuant to California Constitution articles XIII A, section 4, XIII C, section 2(d), XIII D, section 3(a), California Government Code sections 50075 et seq., and section 53730.01, the District is authorized to impose special parcel taxes; and

WHEREAS, on November 27, 2001, the District adopted Resolution No. 01-1 proposing (i) the levy of an annual special parcel tax (the "Emergency Healthcare Services Tax") for a ten-year period beginning July 1, 2002, at the rate of $38 per year per taxable parcel within the District, for the purpose of providing funds for an Emergency Department and its associated services on a 24-hour basis, and (ii) annual cost of living increases based on the Consumer Price Index for Los-Angeles-Riverside-Orange County, California, published by the Bureau of Labor Statistics, United States Department of Labor for all items ("Measure D"); and

WHEREAS, on March 5, 2002, 68.71% of the qualified voters of the District voting in the election approved Measure D; and

WHEREAS, the Emergency Healthcare Services Tax was scheduled to expire on July 1, 2012; and

WHEREAS, on January 31, 2012, the District adopted Resolution No. 2012-01 proposing (i) the extension and establishment of the Emergency Healthcare Services Tax for a ten-year period beginning July 1, 2012, at the rate of $49 per year per taxable parcel within the District, for the purpose of providing funds for an Emergency Department and its associated services on a 24-hour basis, and (ii) annual cost of living increases based on the Consumer Price Index for Los-Angeles-Riverside-Orange County, California, published by the Bureau of Labor Statistics, United States Department of Labor for all item ("Measure D"); and

WHEREAS, on May 1, 2012, 72.73% of the qualified voters of the District voting in the election approved Measure D; and

WHEREAS, the Emergency Healthcare Services Tax expires on July 1, 2022; and

WHEREAS, the District must find an immediate solution to provide adequate funding for its Emergency Department and its associated services for a twenty-four hour period and ensure the health, safety, and general welfare of its residents and members of the public; and

WHEREAS, in order to continue to provide adequate funding for the District's Emergency Department and its associated services for a twenty-four hour period and ensure the health, safety, and general welfare of its residents and members of the public, the District has determined it is necessary to extend the Emergency Healthcare Services Tax without increasing the local tax rate; and

WHEREAS, the District desires to continue without increasing the expiring Emergency Healthcare Services Tax at the rate of $60.52 per parcel per year, commencing July 1, 2022 and continuing until ended by the voters, to provide for the continued operation and maintenance by the District of an Emergency Department and its associated services on a twenty-four hour basis for locally controlled emergency medical services at San Gorgonio Memorial Hospital;

NOW, THEREFORE, BE IT ORDAINED, by the Board of Directors of the San Gorgonio Memorial Health Care District as follows:

Section 1. Recitals. The Recitals set forth above are incorporated herein and by this reference made an operative part hereof.

Section 2. Special Parcel Tax for Emergency Healthcare Services. Commencing July 1, 2022, the San Gorgonio Memorial Health Care District (the "District") special parcel tax (the "Emergency Healthcare Services Tax") is hereby continued and established at the existing tax rate of $60.52 annually until ended by the voters. The specific purposes of the special parcel tax are to pay for the continued operation and maintenance of the District's Emergency Department and associated services on a 24-hour basis, including, but not limited to, the cost of obtaining, furnishing, operating, and maintaining equipment, and paying the salaries, benefits, and all other necessary and related expenses of emergency healthcare services personnel, equipment and apparatus as deemed necessary by the Board of Directors or as required by law, regulation or contractual obligation of the District, and any incidental expenses incurred in the administration of the tax, including, but not limited to, the costs of the election, and the cost of collection. The proceeds of the special parcel tax shall be used only for the specific purposes identified herein.

Section 3. Special Account. The proceeds of the Emergency Healthcare Services Tax shall be deposited in a special account, created and maintained by the District, and used only for the specific purposes identified in Section 2 hereof.

Section 4. Accountability Measures. The expenditures of the Emergency Healthcare Services Tax shall be monitored by an independent volunteer Citizens' Oversight Committee (the "Committee") appointed by the Board of Directors to ensure conformance with this Ordinance. The Board of Directors shall establish the Committee not more than sixty (60) days after July 1, 2022. For so long as any proceeds of the Emergency Healthcare Services Tax remain unexpended, the District shall cause a report to be prepared by an independent auditor. The report shall be reviewed by the Oversight Committee and filed with the District Board of Directors no later than December 31 of each year, stating (1) the amount of special parcel tax proceeds collected and expended in such year; and (2) the status of any projects or description of any services or programs funded from proceeds of the special parcel tax.

Section 5. Application of Special Parcel Tax. The Emergency Healthcare Services Tax shall be assessed to the owner of each parcel within the District, unless the owner is by law exempt from taxation, in which case, the tax imposed shall be assessed to the holder of the possessory interest in such parcel, unless such holder is also by law exempt from taxation.

Section 6. Rate and Imposition of Special Parcel Tax. The Emergency Healthcare Services Tax shall be levied each year until ended by the voters, commencing July 1, 2022, on all taxable parcels of property, improved or unimproved, within the boundaries of the District, at the maximum rate of $60.52 per parcel per year.

Section 7. Severability. The Emergency Healthcare Services Tax shall not apply to any person, entity, or property as to whom or which it is beyond the power of the District to impose the tax herein provided. If for any reason any provision of this Ordinance or the application thereof is found to be invalid, or if the special parcel tax is found inapplicable to any particular parcel within the District by a Court of competent jurisdiction, the balance of this Ordinance and the application of the special parcel tax to the remaining parcels within the District shall not be affected and, to this end, the provisions of this Ordinance are severable.

Section 8. Successors. To the fullest extent permitted by law, this Ordinance and its special tax authorization and authority shall be binding upon any successors in interest to the District or any successors in interest to the District's emergency healthcare functions and services.

San Gorgonio Healthcare District

Financial Statements and Supplemental Information

Year Ended June 30, 2020

DRAFT - FOR DISCUSSION PURPOSES

WIPFLI

San Gorgonio Healthcare District

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WIPFLI

Independent Auditor's Report

Board of Directors
San Gorgonio Healthcare District
Banning, CA

Report on the Financial Statements

We have audited the accompanying financial statements of San Gorgonio Healthcare District (the "District"), as of and for the year ended June 30, 2020, and the related notes to the financial statements, which collectively comprise the District's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

WIPFLI

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of San Gorgonio Healthcare District, as of June 30, 2020, and the results of its operations and its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States.

Other Matters

Required Supplementary Information

Management has omitted the management's discussion and analysis that accounting principles generally accepted in the United States require to be presented to supplement the basic financial statements. Such missing information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. Our opinion on the basic financial statements is not affected by this missing information.

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the District's financial statements as a whole. The supplementary information is presented for purposes of additional analysis and is not a required part of the financial statements. The supplementary information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. Such information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States. In our opinion, the information is fairly stated in all material respects in relation to the financial statements as a whole.

WIPFLI

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated "REPORT DATE", on our consideration of the District's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the District's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the District's internal control over financial reporting and compliance.

Wipfli LLP

"REPORT DATE"
Oakland, California

Copy of Agenda Packet Page

San Gorgonio Healthcare District

Statement of Net Position

June 30,	2020
Current assets:	
Cash and cash equivalents:	
Unrestricted	$ 11,938,600
Restricted, available for current debt service	955,807
Receivables:	
Patient accounts - Net	7,142,879
Other accounts receivable	13,293,537
Inventories	1,789,075
Prepaid expenses and other	288,583
Total current assets	35,408,481
Noncurrent assets:	
Capital assets - Nondepreciable	998,204
Capital assets - Net of accumulated depreciation	82,436,721
Cash and cash equivalents - Restricted, net of amount available for current debt service	8,880,833
Cash and cash equivalents - Board designated	424,176
Beneficial interest in the net assets of San Gorgonio Hospital Foundation	496,107
Total noncurrent assets	93,236,041
Deferred outflows of resources - Loss on bond refunding	759,389
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	$ 129,403,911

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San Gorgonio Healthcare District

Statement of Net Position (Continued)

June 30,	2020
Current liabilities:	
Current portion of long-term debt	$ 2,335,000
Accounts payable	5,316,508
Accrued salary, payroll taxes, and benefits	4,124,703
Third-party payor settlements	2,435,348
Current portion of refundable advance	322,211
Line of credit	6,000,000
Accrued interest	2,020,229
Total current liabilities	22,553,999
Noncurrent liabilities:	
Long-term debt, less current portion	108,192,847
Refundable advance, less current portion	2,255,479
Total noncurrent liabilities	110,448,326
Total liabilities	133,002,325
Net position:	
Net investment in capital assets	(17,256,282)
Restricted	9,836,640
Unrestricted	3,821,228
Total net position	(3,598,414)
TOTAL LIABILITIES AND NET POSITION	$ 129,403,911

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See accompanying notes to financial statements.

San Gorgonio Healthcare District

Statement of Revenues, Expenses, and Changes in Net Position

Year Ended June 30,	2020
Operating revenue:	
Net patient service revenue	$ 58,724,550
Other operating income	1,762,890
Total operating revenue	60,487,440
Operating expenses:	
Salaries and wages	37,250,689
Employee benefits	9,032,491
Legal and professional fees	4,851,019
Contract labor	714,190
Supplies	9,012,301
Utilities	968,157
Purchased service	5,596,307
Building and equipment rent	950,799
Depreciation and amortization	6,077,964
Other operating expense	6,837,922
Total operating expenses	81,291,839
Loss from operations	(20,804,399)
Nonoperating revenue (expenses):	
Taxes	11,537,473
Grants, contributions, and other nonoperating revenue	8,156,107
Interest expense	(5,065,130)
Total nonoperating revenue	14,628,450
Deficit in revenue over expenses	(6,175,949)
Impairment loss on capital assets	(8,274,886)
Capital grants and contributions	52,112
Decrease in net position	(14,398,723)
Net position - Beginning of year, as previously reported	11,490,596
Restatement - Change in accounting principle	(690,287)
Net position - End of year	$ (3,598,414)

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See accompanying notes to financial statements.

San Gorgonio Healthcare District

Statement of Cash Flows

Year Ended June 30,	2020
Cash flows from operating activities:	
Receipts from and on behalf of patients	$ 62,288,797
Receipts from other operating revenue	697,468
Payments to employees	(45,210,146)
Payments to suppliers, contractors, and others	(28,727,118)
Net cash used in operating activities	(10,950,999)
Cash flows from noncapital financing activities:	
Taxation for debt service	11,537,473
Cash received from grants and stimulus funding	10,733,797
Beneficial interest in San Gorgonio Hospital Foundation	150,092
Net cash provided by noncapital financing activities	22,421,362
Cash flows from capital and related financing activities:	
Proceeds from line of credit	12,000,000
Payments on line of credit	(6,000,000)
Principal payments on debt	(2,306,366)
Interest paid on debt	(5,075,724)
Purchase of capital assets	(787,309)
Cash received from capital grants and contributions	52,112
Net cash used in capital and related financing activities	(2,117,287)
Net increase in cash and cash equivalents	9,353,076
Cash and cash equivalents - Beginning of year	12,846,340
Cash and cash equivalents - End of year	$ 22,199,416

DRAFT - FOR DISCUSSION PURPOSES ONLY

San Gorgonio Healthcare District

Statement of Cash Flows (Continued)

Year Ended June 30,	2020
Reconciliation of loss from operations to net cash used in operating activities:	
Loss from operations	$ (20,804,399)
Adjustments to reconcile loss from operations to net cash used in operating activities:	
Depreciation	6,077,964
Provision for bad debt	(1,600)
Change in assets and liabilities:	
Patient accounts receivable	1,308,659
Other accounts receivable	(1,065,422)
Third-party payor settlements	2,257,188
Inventories	(120,219)
Prepaid expenses and other	64,664
Accounts payable	259,132
Accrued salary, payroll taxes, and benefits	1,073,034
Total adjustments	9,853,400
Net cash used in operating activities	$ (10,950,999)

DRAFT - FOR DISCUSSION PURPOSES ONLY

See accompanying notes to financial statements.

San Gorgonio Healthcare District

Notes to Financial Statements

Note 1: Summary of Significant Accounting Policies

Reporting Entity

San Gorgonio Healthcare District (the "District") was organized in 1944 under the terms of the Local Health Care District Law and is operated and governed by five elected directors. The District includes a 79-bed acute care facility that provides inpatient, outpatient, primary care clinic, and emergency care services in Banning, California, and its surrounding area.

San Gorgonio Memorial Hospital (the "Hospital") is a nonprofit corporation and is exempt from income taxes under Section 501(c)(3) of the Internal Revenue Code. The Hospital provides healthcare services primarily to individuals who reside in the geographic boundaries of the District under a lease agreement with the District. The Hospital is governed by a nine-member Board of Directors. All of the District board members are also members of the Hospital board. For this reason, the Hospital is a blended component unit of the District.

Basis of Accounting

The accounting policies of the District conform to accounting principles generally accepted in the United States (GAAP) as applicable to proprietary funds of governments. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body in the United States for establishing governmental accounting and financial reporting principles. The District's statements are reported using the economic resources measurement focus and full-accrual basis of accounting. Revenue is recorded when earned, and expenses are recorded when the liability is incurred, regardless of the timing of the cash flows. Property taxes are recognized as revenue in the year in which they are levied. Grants and similar items are recognized as revenue as soon as eligibility requirements have been met. Unbilled hospital services receivable are recorded at year-end.

Use of Estimates

The preparation of the accompanying financial statements in conformity with GAAP requires management to make estimates and assumptions that directly affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenue and expenses during the reporting period. Actual results may differ from these estimates.

The District considers significant accounting estimates to be those which require significant judgments and include the valuation of patient accounts receivable, including contractual adjustments and allowance for uncollectible accounts, and estimated third-party payors' settlements.

Cash and Cash Equivalents

Cash and cash equivalents include investments in highly liquid debt instruments with original maturity dates of three months or less. Cash and cash equivalents are carried at cost, which approximates fair value.

San Gorgonio Healthcare District

Notes to Financial Statements

Note 1: Summary of Significant Accounting Policies (Continued)

Patient Accounts Receivable and Credit Policy

Patient accounts receivable are uncollateralized patient obligations that are stated at the amount management expects to collect from outstanding balances. These obligations are primarily from local residents, most of whom are insured under third-party payor agreements. The District bills third-party payors on the patients' behalf, or if a patient is uninsured, the patient is billed directly. Once claims are settled with the primary payor, any secondary insurance is billed, and patients are billed for copay and deductible amounts that are the patients' responsibility. Payments on patient accounts receivable are applied to the specific claim identified on the remittance advice or statement.

Patient accounts receivable are recorded in the accompanying statements of net position, net of contractual adjustments and allowances for doubtful accounts, which reflect management's estimate of the amounts that won't be collected. Management provides for contractual adjustments under terms of third-party reimbursement agreements through a reduction of net patient revenue and a credit to a contractual allowance. In addition, management provides for probable uncollectible amounts, primarily for uninsured patients and amounts patients are personally responsible for, through a reduction of net patient revenue and a credit to a valuation allowance.

In evaluating the collectibility of patient accounts receivable, the District analyzes past results and identifies trends for each of its major payor sources of revenue to estimate the appropriate allowance for doubtful accounts and provision for bad debts. Management regularly reviews data about these major payor sources of revenue in evaluating the sufficiency of the allowance for doubtful accounts. Specifically, for receivables associated with services provided to patients who have third-party coverage, the District analyzes contractually due amounts and provides an allowance for doubtful accounts and a provision for bad debts for expected uncollectible deductibles and copayments on accounts for which the third-party payor has not yet paid or for payors who are known to be having financial difficulties that make the realization of amounts due unlikely. For receivables associated with self-pay patients (which includes both patients without insurance and patients with deductible and copayment balances due for which third-party coverage exists for part of the bill), the District records a significant provision for bad debts in the period of service on the basis of its past experience, which indicates that many patients are unable or unwilling to pay the portion of their bill for which they are financially responsible. The difference between the standard rates (or the discounted rates if negotiated) and the amounts actually collected after all reasonable collection efforts have been exhausted is charged off against the allowance for doubtful accounts.

DRAFT - FOR REVIEW PURPOSES ONLY

San Gorgonio Healthcare District

Notes to Financial Statements

Note 1: Summary of Significant Accounting Policies (Continued)

Property Taxes

The District received approximately 16.81% of its financial support from property taxes in the year ended June 30, 2020.

Property taxes are levied by the District and collected by the Riverside County Treasurer for operations and for debt service obligations. Taxes estimated to be collectible are recorded as revenue in the year of the levy. No allowance for doubtful taxes receivable is considered necessary. Taxes levied are recorded as nonoperating revenue. The taxes are levied on July 1 each year and are intended to finance the District's activities of the same fiscal year. Amounts levied are based on assessed property values as of September 30 each year.

The funds used to support operations and for debt service were $7,666,352 and $3,871,121, respectively, for the year ended June 30, 2020.

Inventories

Inventories are valued at the lower of cost, determined on the first-in, first-out method, or net realizable value. Inventories consist of pharmaceutical, medical-surgical, and other supplies used in the operation of the District.

Restricted Cash and Cash Equivalents

Restricted cash and cash equivalents includes certain cash and other assets whose use is limited under debt instruments, by donors, and by grant and service contracts.

Capital Assets and Depreciation

Capital asset acquisitions exceeding $5,000 are capitalized and recorded at cost. Expenditures for maintenance and repairs are charged to expense as incurred. Contributed capital assets are reported at their estimated fair value at the time of their donation. All capital assets other than land are depreciated or amortized (in the case of capital leases) using the straight-line method of depreciation using these asset lives:

Land improvements	15 to 20 years
Buildings and building improvements	5 to 40 years
Equipment, computers, and furniture	3 to 20 years

Except for capital assets acquired through gifts, contributions, or capital grants, interest cost on borrowed funds during the period of construction is capitalized as a component of the cost of acquiring those assets.

DRAFT - FOR DISCUSSION PURPOSES ONLY

San Gorgonio Healthcare District

Notes to Financial Statements

Note 1: Summary of Significant Accounting Policies (Continued)

Asset Impairment

Capital assets are reviewed for impairment when events or changes in circumstances suggest that the service utility of the capital asset might have significantly and unexpectedly declined. Capital assets are considered impaired if both the decline in service utility of the capital asset is large in magnitude and the event or change in circumstance is outside the normal life cycle of the capital asset. Such events or changes in circumstances that may be indicative of impairment include evidence of physical damage, enactment or approval of laws or regulations, other changes in environmental factors, technological changes or evidence of obsolescence, changes in the manner or duration of use of a capital asset, and construction stoppage. The determination of the impairment loss is dependent on the event or circumstance in which the impairment occurred. Impairment losses are recorded in the statement of revenues, expenses, and changes in net position. Impairment loss recorded for the year ended June 30, 2020, was $8,274,886.

Deferred Outflows of Resources

In addition to assets, the statement of net position reports a separate section of deferred outflows of resources. This separate financial statement element, *deferred outflows of resources,* represents a consumption of net position that applies to a future periods and so will not be recognized as an outflow of resources (expense) until then. The District has only one item that qualifies for reporting in this category, the deferred charge on refunding reported in the statement of net position. A deferred charge on refunding results from the difference in the carrying value of refunded debt and its reacquisition price. This amount is deferred and amortized over the shorter of the life of the refunded or refunding debt.

Compensated Absences

The District's employees earn paid time off (PTO) benefits at varying rates depending on years of service and the number of hours worked. PTO benefits can accumulate up to specified maximum levels. Employees are paid for PTO accumulated benefits upon separation.

The District considers compensated absence liabilities to be a current liability of the District. These obligations are expected to be liquidated with current assets.

DRAFT FOR DISCUSSION PURPOSES ONLY

San Gorgonio Healthcare District

Notes to Financial Statements

Note 1: Summary of Significant Accounting Policies (Continued)

Net Position

Net position is reported in three categories:

Net investment in capital assets - This category consists of capital assets, net of accumulated depreciation, reduced by the outstanding balance of any long-term debt used to build, acquire, or improve those assets. Deferred outflows of resources and deferred inflows of resources that are attributable to the construction, acquisition, or improvement of those assets or the related debt are also included in this category.

Restricted - This category consists of noncapital assets whose use is restricted, reduced by liabilities and deferred inflows of resources related to those assets. Net position is reported as restricted when there are limitations imposed on its use through external restrictions imposed by creditors, donors, grantors, or laws or regulations of other governments or imposed by law through constitutional provisions or enabling legislation.

Unrestricted - This category consists of the remaining net position that does not meet the definition of the two preceding categories.

When both restricted and unrestricted resources are available for use, it is the District's policy to use externally restricted resources first.

Operating Revenue and Expenses

The District's statement of revenues, expenses, and changes in net position distinguishes between operating and nonoperating revenue and expenses. Operating revenue results from exchange transactions associated with providing healthcare services—the District's principal activity. Nonexchange revenue, including grants, property taxes, and contributions received for purposes other than capital asset acquisition, is reported as nonoperating revenue. Operating expenses are all expenses incurred to provide healthcare services, other than financing costs.

Patient Service Revenue

Net patient service revenue is reported at the estimated net realizable amount from patients, governmental programs, health maintenance, and preferred provider organizations and insurance contracts under applicable laws, regulations, and program instructions. Net realizable amounts are generally less than the District's established rates. Final determination of certain amounts payable is subject to audit by appropriate third-party representatives. Subsequent adjustments, if any, arising from such audits are recorded in the year the final settlement becomes known.

OPEN FOR DISCUSSION ONLY

San Gorgonio Healthcare District

Notes to Financial Statements

Note 1: Summary of Significant Accounting Policies (Continued)

Charity Care

The District provides care to patients who meet certain criteria under its charity care (financial assistance) policy without charge or according to a sliding scale based on income. The District maintains records to identify and monitor the level of charity care provided.

Grants and Contributions

From time to time, the District receives grants from the federal government and the State of California as well as contributions from individuals and private organizations. Revenue from grants and contributions (including contributions of capital assets) is recognized when all eligibility requirements, including time requirements, are met. Grants and contributions may be restricted for either specific operating purposes or for capital purposes. Amounts that are unrestricted or that are restricted to a specific operating purpose are reported as nonoperating revenue in the year received.

Gifts, grants, and bequests restricted by donors for specific purposes are recorded as restricted net position and transferred to unrestricted net position when amounts are expended for their restricted purpose. When restricted funds are used for operations, these amounts are reflected in the statement of revenues, expenses, and changes in net position as other operating revenue.

Advertising Costs

Advertising costs are expensed as incurred.

Subsequent Events

Subsequent events have been evaluated through "REPORT DATE", which is the date the financial statements were available to be issued.

Note 2: Cash and Cash Equivalents

The District maintains depository relationships with area financial institutions that are Federal Deposit Insurance Corporation (FDIC) insured institutions. Depository accounts are insured by the FDIC up to $250,000 for demand deposits and an additional $250,000 for time deposits per insured institution.

Credit risk - The risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is typically measured by the assignment of a rating by a nationally recognized statistical rating organization.

Concentration of credit risk - The inability to recover the value of deposits, investments, or collateral securities in the possession of an outside party caused by a lack of diversification (investments acquired from a single issuer).

Interest rate risk - The possibility that an interest rate change could adversely affect an investment's fair value.

San Gorgonio Healthcare District

Notes to Financial Statements

Note 2: Cash and Cash Equivalents (Continued)

Custodial credit risk - The risk that in an event of a bank failure the District's deposits may not be returned. The District does not have a deposit policy for custodial credit risk.

The California Government Code requires that a financial institution secure deposits made by state or local governmental units by pledging securities in an undivided collateral pool held by a depository regulated under state law (unless so waived by the governmental unit). The market value of the pledged securities in the collateral pool must equal at least 110% of the total amount deposited by the public agencies.

California law also allows financial institutions to secure public deposits by pledging first deed of mortgage notes having a value of 150% of the secured public deposits and letters of credit issued by the Federal Home Loan Bank of San Francisco having a value of 105% of the secured deposits.

At June 30, 2020, the District had a bank balance of $22,831,104. Of this balance, $1,500,000 was covered by federal deposit insurance, and $12,826,260 was collateralized (i.e., with securities held by the pledging financial institutions of at least 110% of the District's cash deposits, in accordance with the California Government Code).

Cash and cash equivalents consisted of the following:

June 30,	2020
Demand deposits	$ 22,190,140
Cash on hand	4,448
Local government investment pool	4,828
Total cash and cash equivalents	$ 22,199,416

The composition of cash and cash equivalents consisted of the following:

June 30,	2020
Current:	
Unrestricted cash and cash equivalents	$ 11,938,600
Restricted for debt service	955,807
Noncurrent:	
Restricted for debt service, net of amount currently available for debt service	8,880,833
Unrestricted board designated	424,176
Total	$ 22,199,416

San Gorgonio Healthcare District

Notes to Financial Statements

Note 2: Cash and Cash Equivalents (Continued)

Restricted for Debt Service

County deposits held in trust for debt service payments.

Board Designated Held for Capital Projects and Equipment

Capital project funds are funded with bond proceeds and consist of assets restricted to fund future construction of capital assets.

Note 3: Patient Accounts Receivable - Net

Patient accounts receivable - net consisted of the following:

June 30,	2020
Patient receivables:	
Medicare	$ 17,665,666
Medicaid	9,165,985
Commercial and other	12,183,351
Self-pay	5,221,847
Total patient receivable	44,236,849
Less:	
Contractual adjustments	32,262,162
Allowance for uncollectible amounts	4,831,808
Patient accounts receivable - Net	$ 7,142,879

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San Gorgonio Healthcare District

Notes to Financial Statements

Note 4: Capital Assets

Capital assets consisted of the following:

	Balance July 1, 2019	Additions	Retirements	Transfers	Balance June 30, 2020
Nondepreciable capital assets:					
Land	$ 874,391	$ 7,369	$ -	$ -	$ 881,760
Construction in progress	8,390,250	1,079	(8,274,885)	-	116,444
Total nondepreciable capital assets	9,264,641	8,448	(8,274,885)	-	998,204
Depreciable capital assets:					
Land improvements	2,773,975	141	-	-	2,774,116
Buildings and improvements	122,338,069	5,397	(7,790)	-	122,335,676
Equipment	33,704,995	773,323	-	-	34,478,318
Total depreciable capital assets	158,817,039	778,861	(7,790)	-	159,588,110
Total capital assets before depreciation	168,081,680	787,309	(8,282,675)	-	160,586,314
Less accumulated depreciation	(71,081,215)	(6,077,964)	7,790	-	(77,151,389)
Capital assets - Net	$ 97,000,465	$ (5,290,655)	$ (8,274,885)	$ -	$ 83,434,925

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San Gorgonio Healthcare District

Notes to Financial Statements

Note 5: Long-Term Debt Obligations

Long-term debt obligations consisted of the following:

	Balance July 1, 2019	Additions	Reductions	Balance June 30, 2020	Amounts Due Within One Year
Long-term debt:					
Direct borrowings and direct placements:					
GO Refunding Bonds 2013	$ 22,955,000	$ -	$ (560,000)	$ 22,395,000	$ 620,000
GO Refunding Bonds 2014	61,275,000	-	(1,125,000)	60,150,000	1,245,000
GO Refunding Bonds 2015	24,430,000	-	(410,000)	24,020,000	470,000
Premium - 2013 Series	246,341	-	(14,420)	231,921	-
Premium - 2014 Series	3,403,898	-	(169,489)	3,234,409	-
Premium - 2014 Series	523,974	-	(27,457)	496,517	-
Total long-term debt	$ 112,834,213	$ -	$ (2,306,366)	$ 110,527,847	$ 2,335,000

The terms of the District's long-term obligations are as follows:

- General Obligation Refunding Bonds, Series 2013; principal due each August 1 at various amounts through August 1, 2036; interest is variable at 3%-5%, due semiannually each August 1 and February 1; collateralized by property tax revenue.
- General Obligation Refunding Bonds, Series 2014; principal due each August 1 at various amounts through August 1, 2038; interest is variable at 3%-5%, due semiannually each August 1 and February 1; collateralized by property tax revenue.
- General Obligation Refunding Bonds, Series 2015; principal due each August 1 at various amounts through August 1, 2038; interest is variable at 3%-5%, due semiannually each August 1 and February 1; collateralized by property tax revenue.

ORDER FOR DISCUSSION PURPOSES ONLY

San Gorgonio Healthcare District

Notes to Financial Statements

Note 5: Long-Term Debt Obligations (Continued)

Scheduled principal and interest payments on long-term obligation are as follows:

	Bonds and Notes Payable		
Years Ending June 30,	Principal	Interest	Total
2021	$ 2,335,000	$ 7,130,625	$ 9,465,625
2022	2,590,000	7,270,600	9,860,600
2023	2,875,000	7,421,625	10,296,625
2024	3,180,000	7,575,250	10,755,250
2025	3,500,000	7,738,250	11,238,250
2026-2030	22,725,000	32,510,141	55,235,141
2031-2035	33,035,000	52,721,147	85,756,147
2036-2040	36,325,000	40,133,619	76,458,619
Totals	$ 106,565,000	$ 162,501,257	$ 269,066,257

Bond premium amortization in the amount of $211,366 was recognized for the year ended June 30, 2020. The annual amortization of the bond premium will result in reductions in interest expense as follows:

Years Ending June 30,	
2021	$ 211,366
2022	211,366
2023	211,366
2024	211,366
2025	211,366
2026-2030	1,056,830
2031-2035	1,056,830
2036-2040	792,357
Total	$ 3,962,847

Note 6: Line of Credit

The District maintains a line of credit with Pacific Premier Bank in the amount of $6,000,000 with interest at 4.25%. The line of credit matures February 1, 2022. The line of credit is collateralized by receivables and capital assets.

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San Gorgonio Healthcare District

Notes to Financial Statements

Note 7: Patient Service Revenue

Patient service revenue consisted of the following:

June 30,	2020
Gross patient service revenue:	
Inpatient	$ 88,815,381
Outpatient	181,056,580
Total	269,871,961
Less:	
Contractual adjustments	202,612,851
Provision for bad debts	8,534,560
Net patient service revenue	$ 58,724,550

Included within contractual adjustments above is a DSH overpayment resulting in a contractual adjustment of $1,806,957.

The following table reflects the percentage of gross patient service revenue by payor source:

Year Ended June 30,	2020
Medicare	12 %
Medicaid	40 %
Blue Cross	5 %
Other third-party payors	41 %
Self-pay	2 %
Total	100 %

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San Gorgonio Healthcare District

Notes to Financial Statements

Note 8: Intergovernmental Transfer Program

The District participates in the intergovernmental transfer (IGT) program and other related supplemental programs sponsored by the State of California for the state's local healthcare districts. These programs are an integral part of the overall Quality Assurance Fee programs, supported by funding from the federal government. IGT and related program revenue, net of related expenses, for the year ended June 30, 2020, was $12,574,110 and is recorded as a reduction to contractual adjustments in the statement of revenue, expenses, and changes in net position.

Note 9: Charity Care

The District provides healthcare services and other financial support through various programs that are designed to enhance the health of the community, including the health of low-income patients. Consistent with the mission of the District, care is provided to patients regardless of their ability to pay, including providing services to those persons who cannot afford health insurance because of inadequate resources.

Patients who meet certain criteria for charity care, generally based on federal poverty guidelines, are provided care based on criteria defined in the District's charity care policy. The District maintains records to identify and monitor the level of charity care it provides.

Gross charges related to patients under the District's charity care policy was $1,038,200 during the year ended June 30, 2020.

Note 10: Retirement Plan

The District offers a tax-sheltered annuity (TSA) program covering substantially all employees with at least 90 days of service. Matching contributions are made at the discretion of the District's management and are based on a percentage of gross salary. District contributions to the TSA program were $1,125,639 during the year ended June 30, 2020.

Note 11: Risk Management

Liability Insurance

The District has its professional liability insurance coverage with Beta Risk Management Authority ("Beta"). The policy provides protection on a "claims made" basis whereby malpractice claims related to services provided in the current year are covered by the current policy.

Coverage is provided a policy with limits of $20,000,000 for each medical incident and a $30,000,000 annual aggregate limit.

San Gorgonio Healthcare District

Notes to Financial Statements

Note 11: Risk Management (Continued)

Liability Insurance (Continued)

Under a claims-made policy, the risk for claims and incidents not asserted within the policy period remains with the District. The District does not believe potential claims are significant and, accordingly, has not provided a reserve for potential claims from services provided to patients through June 30, 2020, that have not yet been asserted.

The District is also exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; business interruption; errors and omissions; injuries to employees; and natural disasters. The District carries commercial insurance for these risks of loss. Settled claims resulting from these risks have not exceeded the commercial insurance coverage in any of the past three years.

Note 12: Concentration of Credit Risk

Financial instruments that potentially subject the District to credit risk consist principally of patient and resident accounts receivable. Patient accounts receivable consist of amounts due from patients, their insurers, or governmental agencies (primarily Medicare and Medicaid) for healthcare provided to the patients.

The mix of receivables from patients, residents, and third-party payors consisted of the following:

June 30,	2020
Medicare	10 %
Medicaid	21 %
Blue Cross	4 %
Other third-party payors	54 %
Self-pay	11 %
Total	100 %

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San Gorgonio Healthcare District

Notes to Financial Statements

Note 13: Beneficial Interest in Assets Held by San Gorgonio Hospital Foundation

San Gorgonio Hospital Foundation, Inc. (the "Foundation") was established to solicit contributions for the District and to support healthcare services in the geographical area of Banning and Beaumont, California. The Foundation has a separate board of directors from the District but exists primarily to support the District. The Foundation contributed $331,846 during the year ended June 30, 2020.

The District records its interest in the net assets of the Foundation, assets that have been collected by the Foundation but not yet distributed to the District as of the end of each fiscal year. At June 30, 2020, the District recorded $496,107 as interest in the net assets of the Foundation in the statement of net position.

Note 14: COVID-19 Relief Funds and Grant Revenue

During 2020, the District received $6,299,026 in grant funding from the HHS Provider Relief Fund (PRF), which was established as a result of the CARES Act. Based on the terms and conditions of the grant, the District earns the grant by incurring healthcare-related expenses attributable to COVID-19 that another source has no reimbursed and is not obligated to reimburse, or by incurring lost revenues, defined as a negative change in year-over-year net patient service revenue. During 2020, the District recognized $6,299,026 in revenue related to this program, which reflects management's estimate of the amount of the grant earned, including consideration for uncertainties related to reporting guidance still developing as of the date of the financial statements were available to be issued. Unearned revenue related to the PRF was $- at June 30, 2020.

Note 15: Medicare Refundable Advance

As a result of the COVID-19 pandemic, CMS offered an accelerated and advance payment program which gave healthcare providers the opportunity to receive an advance on future Medicare payments. The District received a non-interest-bearing Medicare Refundable Advance of $2,577,690 in 2020. Repayment of the Medicare Refundable Advance is expected to begin 12 months after receipt of the advance with total repayment due no later than one year after receipt of the advance. The Disctrict has a Medicare Refundable Advance liability totaling $2,577,690 at June 30, 2020.

Note 16: Restatement

The accompanying statement of net position was restated to account for a change in accounting principle. The previously unamortized portion of bond issue costs resulted in a reduction in net position at June 30, 2019, in the amount of $690,287.

Supplementary Information

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San Gorgonio Healthcare District

Combining Statement of Net Position

June 30, 2020	Hospital	District	Eliminations	Total
Current assets:				
Cash and cash equivalents:				
Unrestricted	$ 9,393,778	$ 2,544,822	$ -	$ 11,938,600
Restricted, available for current debt service	-	955,807	-	955,807
Receivables:				
Patient accounts - net	7,088,594	54,285	-	7,142,879
Other accounts receivable	12,109,078	14,033,885	(12,849,426)	13,293,537
Inventories	1,789,075	-	-	1,789,075
Prepaid expenses and other	215,763	72,820	-	288,583
Total current assets	30,596,288	17,661,619	(12,849,426)	35,408,481
Noncurrent assets:				
Capital assets - Nondepreciable	-	998,204	-	998,204
Capital assets - Net of accumulated depreciation	-	82,436,721	-	82,436,721
Cash and cash equivalents - Restricted, net of amount available for current debt service	-	8,880,833	-	8,880,833
Cash and cash equivalents - Board designated	-	424,176	-	424,176
Beneficial interest in the net assets of San Gorgonio Hospital Foundation	496,107	-	-	496,107
Total noncurrent assets	496,107	92,739,934	-	93,236,041
Deferred outflows of resources - Loss on bond refunding	-	759,389	-	759,389
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	$ 31,092,395	$ 111,160,942	$ (12,849,426)	$ 129,403,911

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San Gorgonio Healthcare District

Combining Statement of Net Position (Continued)

June 30, 2020	Hospital	District	Eliminations	Total
Current liabilities:				
Current portion of long-term debt	$ -	$ 2,335,000	$ -	$ 2,335,000
Accounts payable	17,827,147	338,787	(12,849,426)	5,316,508
Accrued salary, payroll taxes, and benefits	4,124,703	-	-	4,124,703
Third-party payor settlements	2,435,348	-	-	2,435,348
Current portion of refundable advance	322,211	-	-	322,211
Line of credit	6,000,000	-	-	6,000,000
Accrued interest	-	2,020,229	-	2,020,229
Total current liabilities	30,709,409	4,694,016	(12,849,426)	22,553,999
Noncurrent liabilities:				
Long-term debt, less current portion	-	108,192,847	-	108,192,847
Refundable advance, less current portion	2,255,479	-	-	2,255,479
Total noncurrent liabilities	2,255,479	108,192,847	-	110,448,326
Total liabilities	32,964,888	112,886,863	(12,849,426)	133,002,325
Net position:				
Net investment in capital assets	-	(17,256,282)	-	(17,256,282)
Restricted	-	9,836,640	-	9,836,640
Unrestricted	(1,872,493)	5,693,721	-	3,821,228
Total net position	(1,872,493)	(1,725,921)	-	(3,598,414)
TOTAL LIABILITIES AND NET POSITION	$ 31,092,395	$ 111,160,942	$ (12,849,426)	$ 129,403,911

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See Independent Auditor's Report.

San Gorgonio Healthcare District

Combining Statement of Revenues, Expenses, and Changes in Net Position

Year Ended June 30, 2020	Hospital	District	Eliminations	Total
Operating revenue:				
Net patient service revenue	$ 58,568,032	$ 156,518	$ -	$ 58,724,550
Other operating revenue	1,725,445	37,445	-	1,762,890
Total operating revenue	60,293,477	193,963	-	60,487,440
Operating expenses:				
Salaries and wages	37,250,689	-	-	37,250,689
Employee benefits	9,032,491	-	-	9,032,491
Legal and professional fees	3,716,749	1,134,270	-	4,851,019
Contract labor	714,190	-	-	714,190
Supplies	9,011,747	554	-	9,012,301
Utilities	968,157	-	-	968,157
Purchased services	5,504,338	91,969	-	5,596,307
Building and equipment rent	950,799	-	-	950,799
Depreciation	-	6,077,964	-	6,077,964
Other operating expense	6,726,031	111,891	-	6,837,922
Total operating expenses	73,875,191	7,416,648	-	81,291,839
Loss from operations	(13,581,714)	(7,222,685)	-	(20,804,399)
Non operating revenue (expense):				
Taxes	-	11,537,473	-	11,537,473
Grants, contributions, and other nonoperating revenue	7,875,108	280,999	-	8,156,107
Interest expense	(342,836)	(4,722,294)	-	(5,065,130)
Total nonoperating revenue	7,532,272	7,096,178	-	14,628,450
Deficit in revenue over expenses	(6,049,442)	(126,507)	-	(6,175,949)
Impairment loss on capital assets	-	(8,274,886)	-	(8,274,886)
Capital grants and contributions	-	52,112	-	52,112
Decrease in net position	(6,049,442)	(8,349,281)	-	(14,398,723)
Net position - Beginning of year, as previously reported	4,176,949	7,313,647	-	11,490,596
Restatement - Change in accounting principle	-	(690,287)	-	(690,287)
Net position - End of year	$ (1,872,493)	$ (1,725,921)	$ -	$ (3,598,414)

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See Independent Auditor's Report.

Other Reporting Required by Government Auditing Standards

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WIPFLI

Independent Auditor's Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance With *Government Auditing Standards*

Board of Directors
San Gorgonio Healthcare District
Banning, CA

We have audited, in accordance with auditing standards generally accepted in the United States and the standards applicable to financial audits contained in *Government Auditing Standards,* issued by the Comptroller General of the United States, the financial statements of San Gorgonio Healthcare District (the "District"), which comprise the statement of net position as of June 30, 2020, and the related statements of revenues, expenses, and changes in net position and cash flows for the year ended June 30, 2020, and the related notes to the financial statements, and have issued our report thereon dated "REPORT DATE".

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the District's internal control over financial reporting ("internal control") as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control. Accordingly, we do not express an opinion on the effectiveness of the District's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented or detected and corrected on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit the attention of those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be deficiencies, significant deficiencies, or material weaknesses. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the District's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of This Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance, and the results of that testing, and not to provide an opinion on the effectiveness of the District's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the District's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Wipfli LLP

"REPORT DATE"
Oakland, California

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SAN GORGONIO
MEMORIAL HOSPITAL

SAN GORGONIO MEMORIAL HOSPITAL

BANNING, CALIFORNIA

Unaudited Financial Statements

for

TWO MONTHS ENDING AUGUST 31, 2021

Certification Statement:

To the best of my knowledge, I certify for the hospital that the attached financial statements, except for the uncertainty of IGT revenue accruals, do not contain any untrue statement of a material fact or omit to state a material fact that would make the financial statements misleading. I further certify that the financial statements present in all material respsects the financial condition and results of operation of the hospital and all related organizations reported herein.

Certified by:

Daniel R. Heckathorne

Daniel R. Heckathorne

CFO

San Gorgonio Memorial Hospital Financial Report – Executive Summary

For the Month of August 2021 and Two Months Ended August 31, 2021 (Unaudited)

Profit/Loss (EBIDA) Summary (MTD) Negative and (YTD) Negative

The month of August had a $2.1M loss in Earnings before Interest, Depreciation and Amortization (EBIDA) compared to a budgeted loss of $646K.

YTD – There was a $3.0M loss in Earnings before Interest, Depreciation and Amortization (EBIDA) compared to a budgeted loss of $1.8M.

Month – Adjustments/unusual items: August's workloads were much higher than budgeted due to a surge in covid patients. Adjusted Patient Days were 2,638 or 24% over the budgeted 2,123. Patient Days were over budget (1,157 vs. 972), Emergency Visits were significantly over budget (3,742 vs. 3,241), and Surgeries were also much higher than anticipated (138 vs. 75). Although these variances had an impact on Gross Patient Revenues, the Net Patient Revenues were below budget after taking into account the year-to-date Contractual analysis. Most Operating Expenses were on target, i.e., Salaries were only 4.3% over budget, however there were significant "covid related" Supplies cost variances for lab tests, pharmaceuticals, respiratory, and food. Staffing also had to be bolstered by extra registry nursing costs due to the covid surge.

YTD – Overall workloads have been much higher than budgeted (4,897 APD's vs. 4,239, or 15%) due to a surge in covid patients, especially in August. Patient Days were over budget (2,020 vs. 1,863), Emergency Visits were significantly over budget (7,231 vs. 6,401), and Surgeries were also much higher than anticipated (254 vs. 150).

Patient Revenues (MTD) Negative & YTD Negative

Overall – As previously mentioned in the report for July, there was an overall price increase implemented on July 1. The breakdown is as follows: Inpatient overall = 92.81%, Outpatient overall = 56.87%, with a combined overall 72.37% increase. These increases are projected to have little impact on Net Patient Revenues.

Month - The Net Patient Revenue in August was $4.0M compared to the budgeted $4.7M. Due to the high workloads, Gross Revenues were over budget by $1.16M. Overall Deductions were $1.8M over budget.

YTD – Net Patient Revenue through August was $8.7M compared to the budgeted $9.4M.

Total Operating Revenues (MTD) Negative & (YTD) Negative

Month – Operating Revenue in August was $898K under budget. This was mostly impacted by the unfavorable Net Patient Revenue variance described above. Key variances causing Other Revenues to be under budget were 1) IGT Revenues being $89K lower than anticipated, 2) delay of booking DSH income ($80K) until the final audit results are available, and 3) miscellaneous revenues were $32K below budget in the month due to less than projected covid-related grants which were experienced in the previous year.

YTD – Operating Revenue was $1.0M under budget due to Net Revenues being under budget by $634K and Other Revenues differences of $382K which were described above.

Operating Expenses (MTD) Negative & (YTD) Negative

Month - Operating Expenses in August were $6.97M and were over budget by $511K. Notable variances from budget, primarily due to the covid surge were as follows: 1) Salaries and Benefits were over budget by $148K (3.9%); 2) Contract Labor was over budget by $143K; 3) Supplies were over budget by $494K, primarily due to Lab ($176K), Pharmacy ($269K), Surgery ($17K), Emergency Room ($9K), and Respiratory Therapy ($9K); Physician Fees were $105K favorable to budget due to an over-accrual in July. Other Expenses were $134K below budget, which reflected everyone taking a

conservative approach on all projects as we start the year.

YTD – Variances (in light of the APD's over budget by 15%) 1) Salaries and Employee Benefits combined were over budget by $205K (2.6%); 2) Contract Labor was over budget by $$153K; 3) Physician Fees were $75K under budget due to over accruing the G.I. coverage in July; 4) Purchased Services were $159K below budget most of which relates to the favorable variance for Allscripts/Navigant of $142K 5) Supplies were over budget by $358K, largely due to the covid surg in August; 6) Utilities costs were under budget by $76K due lower than expected electric bills and telephone bills which will be re-classed in future months; 7) Other Expenses were $263K below budget, which reflected everyone taking a conservative approach on all projects as we start the year; and 8) Leases and Rentals were $76K below budget, which was impacted by MRI rent being over budget by $28K, but almost all other rentals were less than expected.

Balance Sheet/Cash Flow

Cash balances as of August 31 were $1.6M, with the line of credit balance at $5M compared to $4M at the end of in July. Net Accounts Receivables increased by $1.0M, although the Gross A/R Days outstanding dropped from 84 to 80. Accounts Payable decreased to $6M due to borrowing an additional $1M on the Line of Credit.

Concluding Summary

Positive takeaways:

1) The Adjusted Patient Days were 24% over budget. The 3,742 E/R visits averaged 121 per day, or 16 more per day over the budgeted visits. Total Surgery cases were 138, which was much higher than the budgeted 75 cases.

Negative takeaways:

1) Although the Gross Revenues were $1.2M over budget, the Net Patient Revenues under budget by $662K. This was partially impacted by the covid mix of patients, coupled with the YTD assessment of the Contractual Allowances.
2) Supply Expenses, along with registry staffing costs are significantly increased during covid surges. Relative to covid, we will be investigating further reimbursement opportunities from the federal government.

Dashboard Items:

Included in the August Financial Reports are the Dashboard reports along with descriptions of the various measurements grouped as follows.

1) Workload Statistics and Productivity Measurements
2) Operating Revenues, Expenses, and EBIDA
3) Balance Sheet Items

The trending information includes monthly averages (or actual year-end data as appropriate) for the previous 4 fiscal years, and the last element of data includes the current monthly data elements starting in the month of July for the new 2021/22 year.

STATISTICS

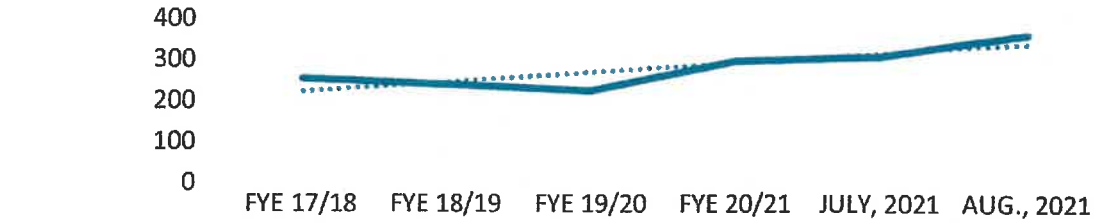
Inpatient Admissions/Discharges (Monthly Average)	Represents number of patients admitted/discharged into and out of the hospital.
Patient Days (Monthly Average)	Each day a patient stays in the hospital is counted as a patient day. This count is normally done at midnight.
Average Daily Census (Inpatient)	Equals the average number of inpatients in the hospital on any given day or month.
Average Length of Stay (Inpatient)	Represents that average number of days that inpatients stay in the hospital.
Emergency Visits (Monthly Average)	Represents the number of patients who sought services at the emergency room.
Surgery Cases - Excluding G.I. (Monthly Average)	Equals the number of patients who had a surgical procedure(s) performed.
G.I. Cases (Monthly)	Number of patients who had a gastrointestinal exam performed.
Newborn Deliveries (Monthly)	Number of babies delivered.

PRODUCTIVITY

Worked FTEs (includes Registry FTEs)	Represents an equivalancy of full-time staff worked. One FTE is equivalent of working 40 hours per week, 80 hours per pay period, 173.3 hours per 30 day month, or 2,080 hours in a 52 week year. This calculation divides the number of hours worked by the number of hours in the respective work period (40, 80, etc.) Example: 340 hours worked in an 80 hour pay period = 4.25 FTE's
Worked FTES per APD	Divides the Total Worked FTE's by the daily average of the Adjusted Patient Days.
Paid FTEs (includes Registry FTEs)	Represents an equivalancy of full-time staff paid. One FTE is equivalent of working 40 hours per week, 80 hours per pay period, 173.3 hours per 30 day month, or 2,080 hours in a 52 week year. This calculation divides the number of hours paid (includes all hours paid consisting of worked hours, PTO hours, sick pay, etc.) by the number of hours in the respective work period (40, 80, etc.) Example: 500 hours paid in an 80 hour pay period = 6.25 FTE's.
Paid FTES per APD	Divides the Total Paid FTE's by the daily average of the Adjusted Patient Days.
ADJUSTED PATIENT DAYS	This is a blend of total patient days stayed in the hospital for a month, plus an equivalency factor (based on average inpatient revenue per patient day) applied to the outpatient revenues in order to account for outpatient workloads.

SAN GORGONIO MEMORIAL HOSPITAL

INPATIENT DISCHARGES



	FYE 17/18	FYE 18/19	FYE 19/20	FYE 20/21	JULY, 2021	AUG., 2021
DISCHARGES	253	238	224	297	308	362

INPATIENT DAYS

	FYE 17/18	FYE 18/19	FYE 19/20	FYE 20/21	JULY, 2021	AUG., 2021
PATIENT DAYS	969	833	767	910	863	1,157

AVERAGE LENGTH OF STAY

	FYE 17/18	FYE 18/19	FYE 19/20	FYE 20/21	JULY, 2021	AUG., 2021
ALOS	3.83	3.50	3.43	3.06	2.80	3.20

EMERGENCY VISITS

	FYE 17/18	FYE 18/19	FYE 19/20	FYE 20/21	JULY, 2021	AUG., 2021
VISITS	3,714	3,641	3,500	2,722	3,548	3,742

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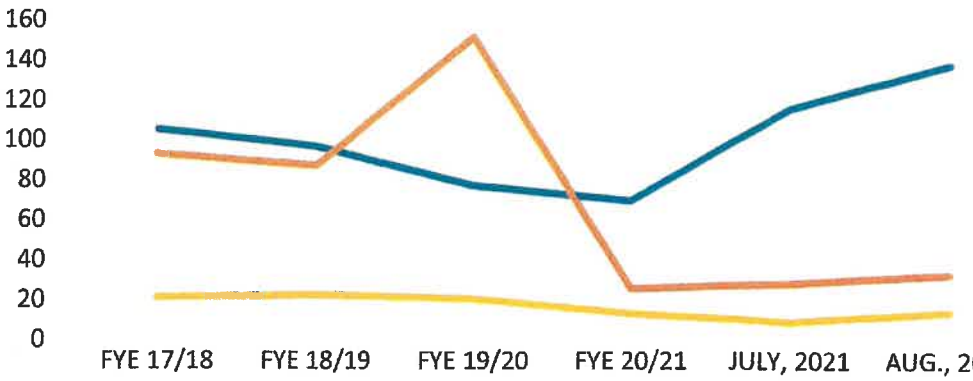
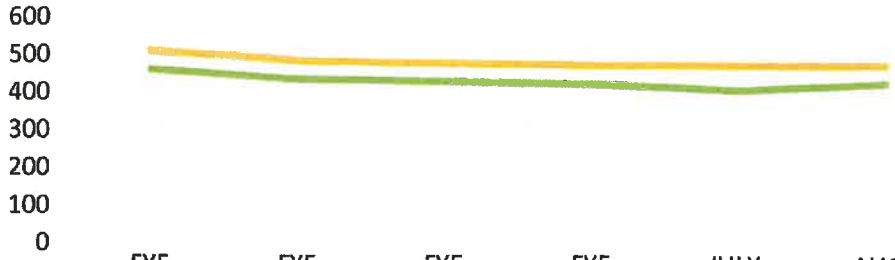
SAN GORGONIO MEMORIAL HOSPITAL

SURGERY CASES, G.I. CASES, N/B DELIVERIES



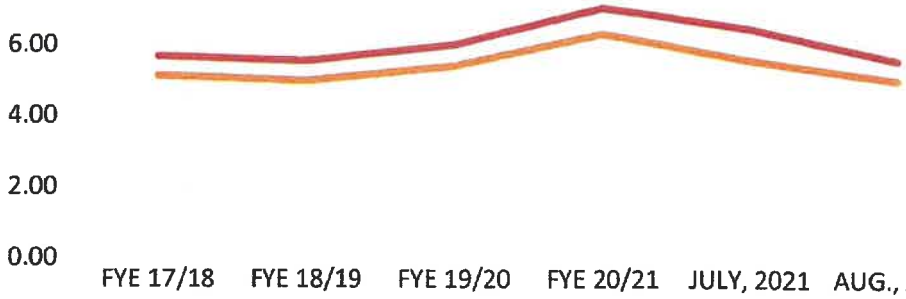
	FYE 17/18	FYE 18/19	FYE 19/20	FYE 20/21	JULY, 2021	AUG., 2021
SURGERIES	105	97	77	70	116	138
G.I.CASES	93	87	152	26	28	33
DELIVERIES	21	22	21	13	9	14

PAID & WORKED FTE'S



	FYE 17/18	FYE 18/19	FYE 19/20	FYE 20/21	JULY, 2021	AUG., 2021
PAID FTE'S	511	484	479	474	473	476
WORKED FTE'S	461	436	431	425	408	428

PAID & WORKED FTE'S / ADJUSTED PATIENT DAY



	FYE 17/18	FYE 18/19	FYE 19/20	FYE 20/21	JULY, 2021	AUG., 2021
PAID FTE'S / APD	5.69	5.55	6.01	7.06	6.49	5.60
WORKED FTE'S / APD	5.13	5.00	5.41	6.33	5.59	5.02

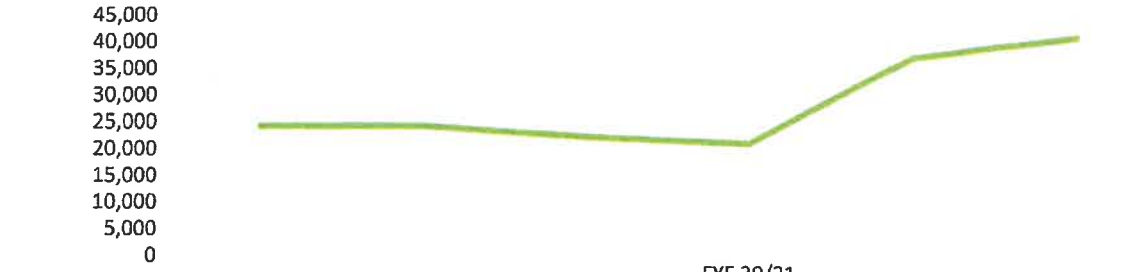
3-C

INCOME STATEMENT

Gross Patient Revenue (000's) (Monthly Ave.)	Represents total charges (before discounts and allowances) made for all patient services provided.
Net Patient Revenue (NPR) (000's) (Monthly Ave.)	Equals the sum of all (patient) charges for services provided that are due to the hospital, less estimated adjustments for discounts and other contractual disallowances for which the patients may be entitled.
NPR as % of Gross	Reflects the percentage of Gross Patient Revenues (charges) that are expected to be collected. Calculated by dividing Net Patient Revenue by the Gross Patient Revenue.
Total Operating Revenue (000's) (Monthly Ave.)	This reflects all Revenues available for payment of Operating Expenses. This includes Net Patient Revenue plus all other forms of miscellaneous Revenues.
Salaries, Wages, Benefits & Contract Labor (000's) (Monthly Ave.)	Represents the total staffing expenses of the Hospital
SWB + Contract Labor as % of Total Operating Revenue	Identifies what portion the Operating Revenues are spent on staffing costs.
Total Operating Expense (TOE) (000's)(Monthly Ave.)	Operating Expense reflects all costs needed to fund the Hospital's business operations.
TOE as % of Total Operating Revenue	Identifies the relationship that Operating Expenses have to the Total Operating Revenues.
EBIDA (000's)(Monthly Average)	Earnings Before Interest, Depreciation, and Amortization. This reflects the difference between Net Operating Revenues and Total Operating Expense. This is a quick measurment of the Hospital's ability to meet its financial obligations and have additional funds for equipment replacement and future growth of the organization.
EBIDA as % of NPR	This measurement is a guage of the surplus (or deficit) of funds available for operations and future growth.

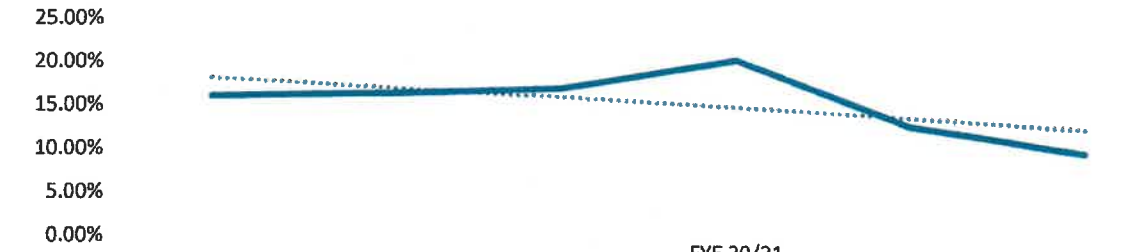
SAN GORGONIO MEMORIAL HOSPITAL

GROSS PATIENT REVENUE



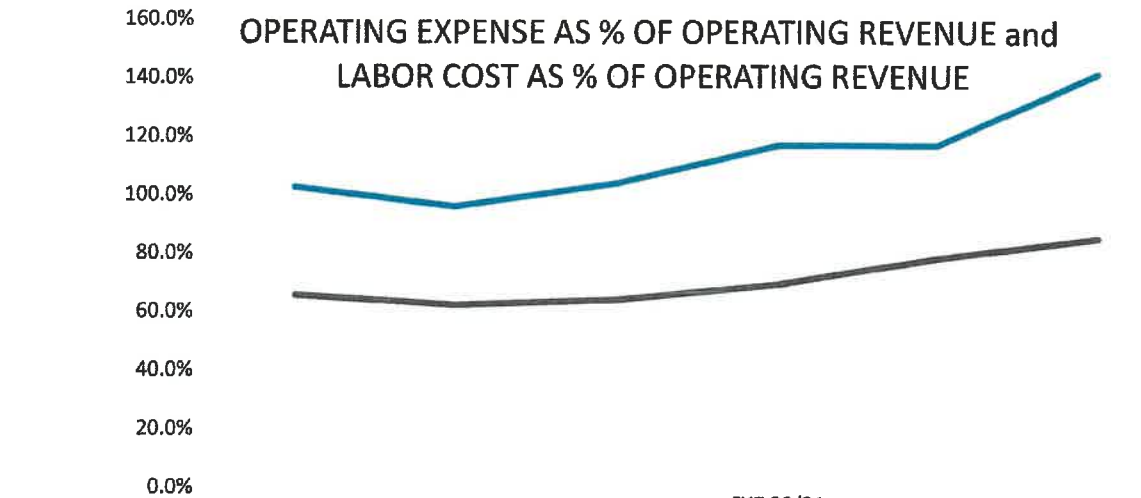
	FYE 17/18	FYE 18/19	FYE 19/20	FYE 20/21 Unaudited	JULY, 2021	AUG., 2021
GROSS REV	24,382	24,433	22,416	21,212	37,358	41,496

NET PATIENT REVENUE AS % OF GROSS



	FYE 17/18	FYE 18/19	FYE 19/20	FYE 20/21 Unaudited	JULY, 2021	AUG., 2021
Series1	16.08%	16.38%	16.93%	20.24%	12.64%	9.69%

OPERATING EXPENSE AS % OF OPERATING REVENUE and LABOR COST AS % OF OPERATING REVENUE

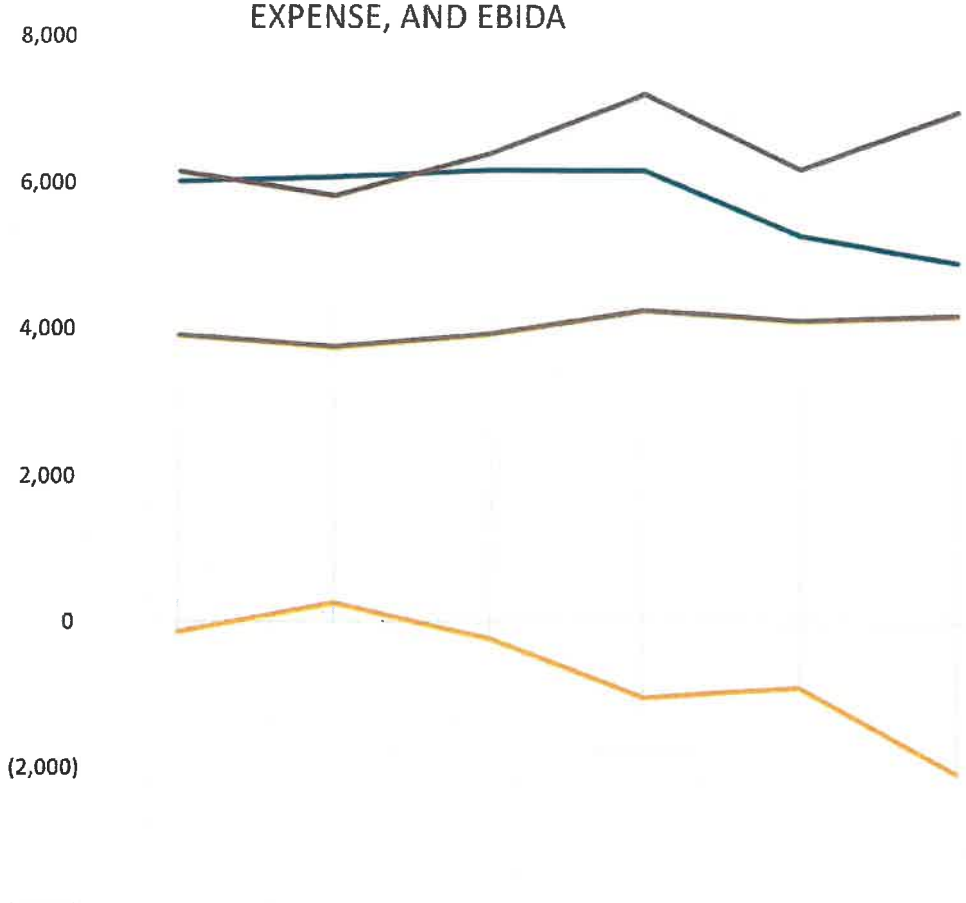


	FYE 17/18	FYE 18/19	FYE 19/20	FYE 20/21 Unaudited	JULY, 2021	AUG., 2021
OP EXP % OP REV	102.3%	95.8%	103.8%	116.9%	117.0%	141.8%
LABOR % OP REV	65.2%	61.9%	63.8%	69.0%	78.0%	85.3%

3-E

SAN GORGONIO MEMORIAL HOSPITAL

OPERATING REVENUE, OPERATING EXPENSE, STAFFING EXPENSE, AND EBIDA



	FYE 17/18	FYE 18/19	FYE 19/20	FYE 20/21 Unaudited	JULY, 2021	AUG., 2021
OP REV	6,006	6,069	6,165	6,163	5,275	4,914
OP EXP	6,147	5,817	6,398	7,202	6,175	6,969
LABOR EXP	3,915	3,755	3,932	4,253	4,115	4,194
EBIDA	(141)	252	(233)	(1,039)	(899)	(2,055)

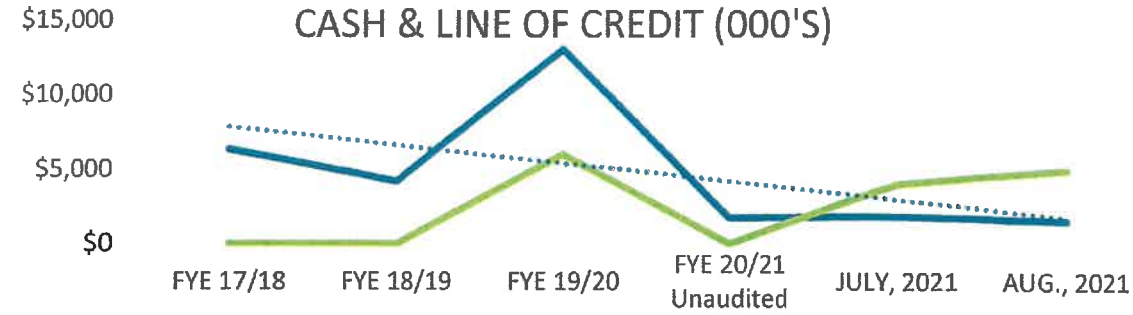
3-F

BALANCE SHEET (Period End)

Cash (000's)	Represents all unrestricted cash in the bank at each month-end.
Days Cash on Hand	Calculated by dividing amount of Cash on Hand by the historical average daily amount of cash requirmements to cover operating expenses.
Accounts Receivable - Net (000's)	Equals the sum of all (patient) accounts that are due to the hospital, less estimated adjustments for discounts and other contractual disallowances for which the patients may be entitled.
A/R Days - Net	This measures the average number of days it takes to collect payment of the Net Accounts Receivable. Lower values are desired.
Current Ratio (Current Assets/Current Liabilities)	A measure that illustrates the ability for the hospital to pay its obligations that come due over the course of the next year. The greater the Current Assets as compared to the Current Liabilities, the stronger position the organization is in to pay its upcoming obligations. Desired position is greater than 1:00 to 1:00, preferably at least 1:25 to 1:00 or greater.
Quick Ratio	This measures the Cash + Net Accounts Receivable compared to the Current Liabilities. Desired ratio is greater than 1.00 : 1.00.
Accounts Payable (000's)	Reflects payment obligations of the Hospital as of a point in time. Excludes Loans, Payroll and other Debt obligations. Lower values are desired.
Accounts Payable Days	Reflects the average number of days that it takes to pay routine bills. Lower numbers are desired. Calculated by dividing the Accounts Payable amount by the historical average daily cost of routine expenses.
Line of Credit Balance (000's)	The amount that is currently borrowed from a lending institution as of a given point in time.

SAN GORGONIO MEMORIAL HOSPITAL

CASH & LINE OF CREDIT (000'S)

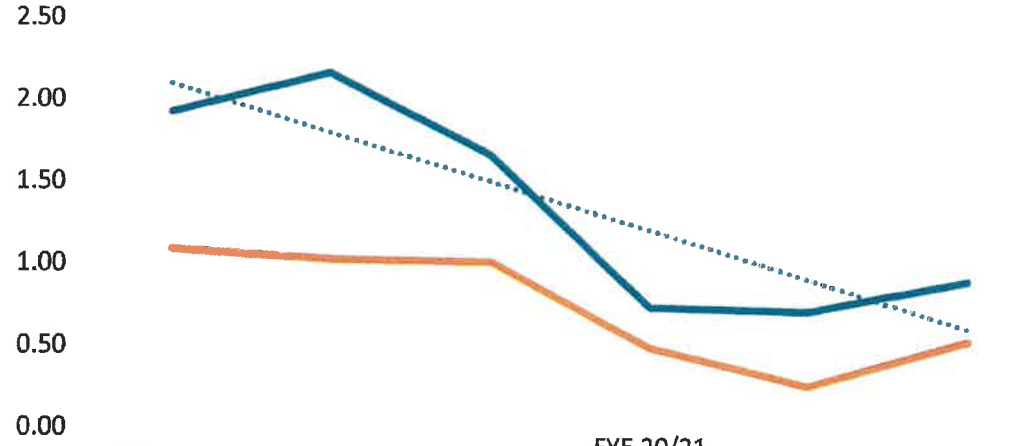


	FYE 17/18	FYE 18/19	FYE 19/20	FYE 20/21 Unaudited	JULY, 2021	AUG., 2021
CASH	$6,309	$4,175	$13,031	$1,764	$1,843	$1,570
LOC	0	0	6,000	16	4,016	4,977

AVERAGE DAYS CASH ON HAND

	FYE 17/18	FYE 18/19	FYE 19/20	FYE 20/21 Unaudited	JULY, 2021	AUG., 2021
DCOH	31.2	21.8	62.0	7.4	7.9	6.7

CURRENT RATIO and QUICK RATIO

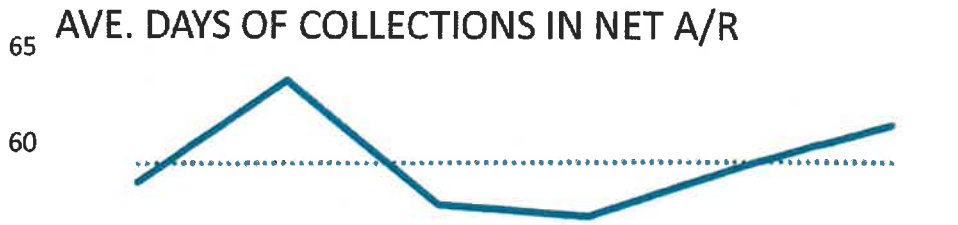


	FYE 17/18	FYE 18/19	FYE 19/20	FYE 20/21 Unaudited	JULY, 2021	AUG., 2021
CURRENT	1.92	2.16	1.66	0.73	0.70	0.89
QUICK	1.08	1.02	1.00	0.48	0.25	0.52

3-H

SAN GORGONIO MEMORIAL HOSPITAL

	FYE 17/18	FYE 18/19	FYE 19/20	FYE 20/21 Unaudited	JULY, 2021	AUG., 2021
A/R	$7,470	$8,330	$7,089	$7,939	$8,359	$9,391



	FYE 17/18	FYE 18/19	FYE 19/20	FYE 20/21 Unaudited	JULY, 2021	AUG., 2021
NET A/R DAYS	58	63	57	56	59	61

	FYE 17/18	FYE 18/19	FYE 19/20	FYE 20/21 Unaudited	JULY, 2021	AUG., 2021
A/P	$4,576	$4,969	$5,201	$7,473	$9,812	$6,000

	FYE 17/18	FYE 18/19	FYE 19/20	FYE 20/21 Unaudited	JULY, 2021	AUG., 2021
A/P DAYS	59	69	62	75	100	62

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SAN GORGONIO MEMORIAL HOSPITAL
EXECUTIVE FINANCIAL SUMMARY
TWO MONTHS ENDING AUGUST 31, 2021

	STATEMENT OF REVENUE AND EXPENSES - MONTH & YTD					
REF LINE#		08/31/21 *ACTUAL*	08/31/21 *BUDGET*	*YTD ACTUAL*	*YTD BUDGET*	*YTD DIFFERENCE*
	Revenue:					
[1]	Gross Patient Revenues	$ 41,496,339	$ 40,336,695	$ 78,854,164	$ 80,774,226	$ (1,920,062)
[2]	Deductions From Revenue	(37,477,093)	(35,655,830)	(70,112,866)	(71,398,523)	1,285,657
[3]	Net Patient Revenues	**4,019,246**	**4,680,865**	**8,741,297**	**9,375,703**	**(634,406)**
[4]	IGT Revenue	336,064	425,000	336,064	425,000	(88,936)
[5]	Other Operating Revenue	559,175	706,441	1,120,091	1,412,882	(292,791)
[6]	**Total Operating Revenues**	**4,914,485**	**5,812,306**	**10,197,452**	**11,213,585**	**(1,016,133)**
	Expenses:					
[7]	Salaries, Benefits	3,986,365	3,838,836	8,029,339	7,824,231	(205,108)
	Contract Labor	207,937	64,833	287,215	133,367	(153,848)
	Physicians Fees	224,167	329,389	584,242	658,778	74,536
	Other Purchase Services	891,877	866,064	1,573,059	1,732,128	159,069
[8]	Purchased Serv. & Physician Fees	1,323,980	1,260,286	2,444,516	2,524,273	79,757
[9]	Supply Expenses	1,273,837	779,813	1,918,821	1,561,025	(357,796)
[10]	Other Operating Expenses & Clinic Loss	384,900	578,894	758,673	1,148,239	389,566
[11]	Supplimental and Grant Expense	-	-	-	-	-
[12]	**Total Expenses**	**$ 6,969,083**	**$ 6,457,829**	**$ 13,151,348**	**$ 13,057,768**	**$ (93,580)**
						0
[13]	**EBIDA**	**$ (2,054,598)**	**$ (645,523)**	**$ (2,953,896)**	**$ (1,844,183)**	**$ (1,109,713)**
						0
[14]	Depreciation & Interest Expense	918,249	926,118	1,809,539	1,852,236	42,697
[15]	Non-Operating Revenue/(Exp.)	637,249	741,667	1,251,890	1,483,334	(231,444)
[16]	**TOTAL NET SURPLUS (LOSS)**	**$ (2,335,597)**	**$ (829,974)**	**$ (3,511,546)**	**$ (2,213,085)**	**$ (1,298,461)**

SAN GORGONIO MEMORIAL HOSPITAL
EXECUTIVE FINANCIAL SUMMARY
TWO MONTHS ENDING AUGUST 31, 2021

BALANCE SHEET

		YTD 8/31/2021	Prior FYE 6/30/2021
	ASSETS		
[1]	Current Assets	$ 18,675,783	$ 14,763,567
[2]	Assets Whose Use is Limited	7,547,251	15,999,821
[3]	Property, Plant & Equipment (Net)	76,879,353	77,860,175
[4]	Other Assets	1,315,161	1,320,339
[5]	**Total Unrestricted Assets**	**104,417,549**	**109,943,902**
[6]	Restricted Assets	0	0
[7]	**Total Assets**	**$ 104,417,549**	**$ 109,943,902**
	LIABILITIES AND NET ASSETS		
[8]	Current Liabilities	$20,883,578	$22,077,546
[9]	Long-Term Debt	103,325,293	105,992,009
[10]	Other Long-Term Liabilities	0	0
[11]	**Total Liabilities**	**$ 124,208,871**	**$ 128,069,555**
[12]	Net Assets	$ (19,791,323)	$ (18,125,653)
[13]	**Total Liabilities and Net Assets**	**$ 104,417,548**	**$ 109,943,902**

SAN GORGONIO MEMORIAL HOSPITAL
EXECUTIVE FINANCIAL SUMMARY
TWO MONTHS ENDING AUGUST 31, 2021

	KEY STATISTICS AND RATIOS					
		07/31/21 ACTUAL	08/31/21 ACTUAL	08/31/21 BUDGET	2022 YR END	2021 YR END TOTAL
		FY 22	FY 22	FY 22	FY 22	FY 21
[1]	Total Acute Patient Days	863	1,157	972	2,020	10,915
[2]	Average Daily Census	27.8	37.3	31.4	32.6	29.9
[3]	Average Acute Length of Stay	2.8	3.2	3.5	3.0	3.1
[4]	Patient Discharges	308	362	281	670	3,566
[5]	Observation Days	247	281	249	528	2,512
[6]	Total Emergency Room Visits	3,548	3,742	3,241	7,290	32,663
[7]	Average ED Visits Per Day	114	121	105	118	108
[9]	Total Surgeries	116	138	75	254	837
[10]	Deliveries/Births	9	14	18	23	158

Statement of Revenue and Expense
SAN GORGONIO MEMORIAL HOSPITAL
BANNING, CALIFORNIA
TWO MONTHS ENDING AUGUST 31, 2021

		DISTRICT ONLY Actual 08/31/21	CURRENT MONTH COMBINED Actual 08/31/21	Budget 08/31/21	Positive (Negative) Variance	Percentage Variance	Prior Yr Mo Actual 08/31/20
Gross Patient Revenue							
[1]	Inpatient Revenue	$ -	$ 20,315,097	$ 18,621,078	$ 1,694,019	8.3%	$ 7,147,817
[2]	Inpatient Psych/Rehab Revenue	-	-	$ -			$ -
[3]	Outpatient Revenue	-	21,181,242	$ 21,715,617	(534,375)	-2.5%	$ 13,106,149
[4]	Long Term Care Revenue	-	-	-			$ -
[5]	Home Health Revenue	-	-	-			$ -
[6]	Total Gross Patient Revenue	$ -	$ 41,496,339	$ 40,336,695	$ 1,159,644	2.8%	$ 20,253,966
Deductions From Revenue							
[7]	Discounts and Allowances	-	(36,364,720)	$ (34,747,497)	$ (1,617,223)	4.4%	$ (14,878,352)
[8]	Bad Debt Expense	-	(963,563)	$ (850,000)	(113,563)	11.8%	$ (1,478,833)
[9]	Prior Year Settlements	-	-	$ -	-		$ -
[10]	Charity Care	-	(148,810)	$ (58,333)	(90,477)	60.8%	$ (33,247)
[11]	Total Deductions From Revenue	-	(37,477,093)	(35,655,830)	$ (1,821,263)	4.9%	(16,390,432)
[12]			-90%	-88%			81%
[13]	Net Patient Revenue	$ -	$ 4,019,246	$ 4,680,865	$ (661,619)	-16.5%	$ 3,863,534
Non Patient Operating Revenues							
[14]	IGT/DSH Revenues	-	336,064	$ 425,000	$ (88,936)	-26.5%	$ 486,313
[15]	Grants & Other Op Revenues	-	169,244	$ 300,191	(130,947)	-77.4%	$ 298,502
[16]	Clinic Net Revenues	-	-	$ -	-		$ -
[17]	Tax Subsidies Measure D	233,333	233,333	$ 239,583	(6,250)	-2.7%	$ 188,750
[18]	Tax Subsidies Prop 13	150,000	150,000	$ 166,667	(16,667)	-11.1%	$ 113,740
[19]	Tax Subsidies County Supplemental Funds	-	6,598	$ -	6,598	100.0%	$ 1,015
	Non- Patient Revenue	$ 383,333	$ 895,239	$ 1,131,441	$ (236,202)	-26.4%	$ 1,086,320
	Total Operating Revenue	**$ 383,333**	**$ 4,914,485**	**$ 5,812,306**	**$ (897,821)**	**-18.3%**	**$ 4,949,854**
Operating Expenses							
[20]	Salaries and Wages	-	3,247,078	$ 3,108,720	$ (138,358)	-4.3%	$ 3,089,013
[21]	Fringe Benefits	-	739,288	$ 730,116	(9,172)	-1.2%	$ 727,321
[22]	Contract Labor	-	207,937	$ 64,833	(143,104)	-68.8%	$ 78,612
[23]	Physicians Fees	-	224,167	$ 329,389	105,222	46.9%	$ 293,501
[24]	Purchased Services	4,500	891,877	$ 866,064	(25,813)	-2.9%	$ 775,197
[25]	Supply Expense	-	1,273,837	$ 779,813	(494,024)	-38.8%	$ 1,003,251
[26]	Utilities	-	61,579	$ 107,497	45,918	74.6%	$ 93,741
[27]	Repairs and Maintenance	2,755	71,453	$ 55,170	(16,283)	-22.8%	$ 56,456
[28]	Insurance Expense	-	121,224	$ 115,494	(5,730)	-4.7%	$ 111,518
[29]	All Other Operating Expenses	-	56,824	$ 191,352	134,528	236.7%	$ 134,601
[30]	Supplimental and Grant Expense	-	-	$ -	-	0.0%	$ 28
[31]	Leases and Rentals	-	73,820	$ 109,381	35,561	48.2%	$ 100,942
[32]	Clinic Expense	-	-	$ -	-	0.0%	$ 79,969
[33]	**Total Operating Expenses**	**$ 7,255**	**$ 6,969,083**	**$ 6,457,829**	**$ (511,254)**	**-7.3%**	**$ 6,544,150**
[34]	**EBIDA**	**$ 376,078**	**$ (2,054,598)**	**$ (645,523)**	**$ (1,409,075)**	**68.6%**	**$ (1,594,296)**
Interest Expense and Depreciation							
[35]	Depreciation	504,865	504,865	$ 494,658	$ (10,207)	-2.0%	$ 494,658
[36]	Interest Expense and Amortization	360,330	413,384	$ 431,460	18,076	4.4%	$ 423,977
[37]	**Total Interest & depreciation**	865,195	918,249	926,118	7,869	0.9%	918,635
Non-Operating Revenue:							
[38]	Contributions & Other	29,424	23,284	$ 75,000	(51,716)	-222.1%	$ -
[39]	Tax Subsidies for GO Bonds - M-A	613,966	613,966	$ 666,667	(52,701)	-8.6%	$ 597,442
[40]	**Total Non Operating Revenue/(Expense)**	643,390	637,249	741,667	$ (104,417)	-16.4%	597,442
[41]	**Total Net Surplus/(Loss)**	$ 154,273	$ (2,335,597)	$ (829,974)	$ (1,505,623)	64.5%	$ (1,915,490)
[42]	Extra-ordinary loss on Financing	-	-	-			
		-	-	-			-
[43]	**Increase/(Decrease in Unrestricted Net Assets**	$ 154,273	$ (2,335,597)	$ (829,974)	$ (1,505,623)	64.5%	$ (1,915,490)
[44]	**Total Profit Margin**	40.25%	-47.52%	-14.28%			-38.70%
[45]	**EBIDA %**	98.11%	-41.81%	-11.11%			-32.21%

Statement of Revenue and Expense
SAN GORGONIO MEMORIAL HOSPITAL
BANNING, CALIFORNIA
TWO MONTHS ENDING AUGUST 31, 2021

		YEAR-TO-DATE					
		DISTRICT ONLY Actual 08/31/21	Actual 08/31/21	Budget 08/31/21	Positive (Negative) Variance	Percentage Variance	PRIOR YTD 08/31/20
Gross Patient Revenue							
[1]	Inpatient Revenue	$ -	$ 35,681,844	$ 37,883,297	$ (2,201,453)	-6.2%	$ 15,170,792
[2]	Inpatient Psych/Rehab Revenue	-	-	$ -	-		-
[3]	Outpatient Revenue	-	43,172,320	$ 42,890,929	281,391	0.7%	26,218,077
[4]	Long Term Care Revenue	-	-	$ -			-
[5]	Home Health Revenue	-	-	$ -			-
[6]	Total Gross Patient Revenue	$ -	$ 78,854,164	$ 80,774,226	$ (1,920,062)	-2.4%	$ 41,388,869
Deductions From Revenue							
[7]	Discounts and Allowances	-	(67,522,420)	$ (69,581,857)	$ 2,059,437	3.1%	(31,099,706)
[8]	Bad Debt Expense	-	(2,441,636)	$ (1,700,000)	(741,636)	-30.4%	(2,059,555)
[9]	Prior Year Settlements	-	-	$ -	-		-
[10]	Charity Care	-	(148,810)	$ (116,666)	(32,144)	-21.6%	(183,551)
[11]	Total Deductions From Revenue	-	(70,112,866)	(71,398,523)	$ 1,285,657	1.8%	$ (33,342,811)
[12]			89%	-88%			81%
[13]	Net Patient Revenue	$ -	$ 8,741,297	$ 9,375,703	$ (634,406)	-7.3%	$ 8,046,058
Non Patient Operating Revenues							
[14]	IGT/DSH Revenues	-	336,064	$ 425,000	$ (88,936)	-26.5%	1,157,993
[15]	Grants & Other Op Revenues	-	344,289	$ 600,382	(256,093)	-74.4%	3,311,013
[16]	Clinic Net Revenues	-	-	$ -	-		9,018
[17]	Tax Subsidies Measure D	466,666	466,666	$ 479,166	(12,500)	-2.7%	377,500
[18]	Tax Subsidies Prop 13	300,000	300,000	$ 333,334	(33,334)	-11.1%	227,480
[19]	Tax Subsidies County Supplemental Funds	-	9,136	$ -	9,136	100.0%	1,523
	Non- Patient Revenue	$ 766,666	$ 1,456,155	$ 1,837,882	$ (381,727)	-26.2%	$ 5,084,527
	Total Operating Revenue	$ 766,666	$ 10,197,452	$ 11,213,585	$ (1,016,133)	-10.0%	$ 13,130,585
Operating Expenses							
[20]	Salaries and Wages	-	6,443,960	$ 6,353,917	$ (90,043)	-1.4%	6,718,412
[21]	Fringe Benefits	-	1,585,379	$ 1,470,314	(115,065)	-7.3%	1,947,332
[22]	Contract Labor	-	267,215	$ 133,367	(153,848)	-53.6%	134,820
[23]	Physicians Fees	-	584,242	$ 658,778	74,536	12.8%	610,762
[24]	Purchased Services	4,500	1,573,059	$ 1,732,128	159,069	10.1%	1,597,885
[25]	Supply Expense	-	1,918,821	$ 1,561,025	(357,796)	-18.6%	1,758,535
[26]	Utilities	1,841	129,043	$ 205,445	76,402	59.2%	176,493
[27]	Repairs and Maintenance	6,500	129,432	$ 110,340	(19,092)	-14.8%	134,214
[28]	Insurance Expense	-	237,221	$ 230,988	(6,233)	-2.6%	219,980
[29]	All Other Operating Expenses	-	119,851	$ 382,704	262,853	219.3%	217,526
[30]	Supplimental and Grant Expense	-	-	$ -	-	0.0%	14,670
[31]	Leases and Rentals	-	143,126	$ 218,762	75,636	52.8%	193,749
[32]	Clinic Expense	-	-	$ -	-	0.0%	175,186
[33]	**Total Operating Expenses**	$ 12,841	$ 13,151,348	$ 13,057,768	$ (93,580)	-0.7%	$ 13,899,584
[34]	**EBIDA**	$ 753,825	$ (2,953,896)	$ (1,844,183)	$ (1,109,713)	37.6%	$ (768,999)
Interest Expense and Depreciation							
[35]	Depreciation	1,009,730	1,009,730	$ 989,316	$ (20,414)	-2.0%	989,316
[36]	Interest Expense and Amortization	720,431	799,809	$ 862,920	63,111	7.9%	803,328
[37]	**Total Interest & depreciation**	1,730,161	1,809,539	1,852,236	42,697	2.4%	1,792,644
Non-Operating Revenue:							
[38]	Contributions & Other	31,962	23,959	$ 150,000	(126,041)	-526.1%	-
[39]	Tax Subsidies for GO Bonds - M-A	1,227,931	1,227,931	$ 1,333,334	(105,403)	-8.6%	1,194,883
[40]	Total Non Operating Revenue/(Expense)	1,259,893	1,251,890	1,483,334	(231,444)	-18.5%	1,194,883
[41]	**Total Net Surplus/(Loss)**	$ 283,557	$ (3,511,546)	$ (2,213,085)	$ (1,298,461)	37.0%	$ (1,368,760)
[42]	Extra-ordinary loss on Financing	-	-	-			-
		-	-	-			-
[43]	**Increase/(Decrease in Unrestricted Net Assets**	$ 283,557	$ (3,511,546)	$ (2,213,085)	$ (1,298,461)	37.0%	$ (1,368,760)
[44]	**Total Profit Margin**	36.99%	-34.44%	-19.74%			-10.41%
[45]	**EBIDA %**	98.33%	-28.97%	-16.45%			-5.86%

Balance Sheet - Assets

SAN GORGONIO MEMORIAL HOSPITAL
BANNING, CALIFORNIA
TWO MONTHS ENDING AUGUST 31, 2021

		DISTRICT ONLY Current Month 8/31/2021	Current Month 8/31/2021	Prior Year End 6/30/2021
Current Assets				
[1]	Cash and Cash Equivalents	$703,116	$1,570,250	$ 1,763,843
[2]	Gross Patient Accounts Receivable	$0	$85,960,328	58,800,003
[3]	Less: Bad Debt and Allowance Reserves	$0	($76,569,057)	(50,860,772)
[4]	Net Patient Accounts Receivable	$0	$9,391,271	7,939,231
[5]	Taxes Receivable	$2,435,184	$2,667,508	99,170
[6]	Other Receivables	$0	$1,446,425	1,609,566
[7]	Inventories	$0	$1,772,118	1,830,192
[8]	Prepaid Expenses	$126,224	$473,377	21,540
[9]	Due From Third Party Payers	$0	$413,225	598,026
[10]	Malpractice Receivable	$0	$0	-
[11]	Supplimental Receivables	$0	$941,609	902,000
	Total Current Assets	**3,264,524**	**18,675,783**	**$ 14,763,567**
Assets Whose Use is Limited				
[12]	Cash			
[13]	Investments			
[14]	Bond Reserve/Debt Retirement Fund	$7,015,817	$7,547,251	15,999,821
[15]	Trustee Held Funds			
[16]	Funded Depreciation			
[17]	Board Designated Funds			
[18]	Other Limited Use Assets			
	Total Limited Use Assets	**7,015,817**	**7,547,251**	**$ 15,999,821**
Property, Plant, and Equipment				
[19]	Land and Land Improvements	$4,828,182	$4,828,182	$ 4,828,182
[20]	Building and Building Improvements	$129,286,743	$129,286,743	129,257,409
[21]	Equipment	$26,562,201	$26,562,201	26,562,627
[22]	Construction In Progress	$299,245	$299,245	299,244
[23]	Capitalized Interest			
[24]	Gross Property, Plant, and Equipment	160,976,371	160,976,371	160,947,462
[25]	Less: Accumulated Depreciation	($84,097,017)	($84,097,017)	(83,087,287)
[26]	**Net Property, Plant, and Equipment**	**76,879,353**	**76,879,353**	**$ 77,860,175**
Other Assets				
[27]	Unamortized Loan Costs	$723,342	$723,342	$ 728,520
[28]	Assets Held for Future Use		$0	
[29]	Investments in Subsidiary/Affiliated Org.	$16,860,221	$591,819	591,819
[30]	Other			
[31]	**Total Other Assets**	**17,583,563**	**1,315,161**	**$ 1,320,339**
[32]	**TOTAL UNRESTRICTED ASSETS**	**104,743,257**	**104,417,549**	**$ 109,943,902**
Restricted Assets		0	0	0
[33]	**TOTAL ASSETS**	**$104,743,257**	**$104,417,549**	**$ 109,943,902**

Balance Sheet - Liabilities and Net Assets
SAN GORGONIO MEMORIAL HOSPITAL
BANNING, CALIFORNIA
TWO MONTHS ENDING AUGUST 31, 2021

		DISTRICT ONLY Current Month 8/31/2021	Current Month 8/31/2021	Prior Year End 6/30/2021
Current Liabilities				
[1]	Accounts Payable	$ 250,605	$ 5,999,510	$ 9,285,913
[2]	Notes and Loans Payable (Line of Credit)	-	4,977,291	16,391
[3]	Accounts Payable- Construction	-	-	-
[4]	Accrued Payroll Taxes	-	4,116,495	5,565,216
[5]	Accrued Benefits	-	-	-
[6]	Accrued Benefits Current Portion	-	-	-
[7]	Other Accrued Expenses	-	-	-
[8]	Accrued GO Bond Interest Payable	899,446	899,446	2,484,778
[9]	Stimulus Advance	-	2,178,490	2,336,777
[10]	Due to Third Party Payers (Settlements)	-	-	-
[11]	Advances From Third Party Payers	-	-	-
[12]	Current Portion of LTD (Bonds/Mortgages)	2,335,000	2,335,000	2,335,000
[13]	Current Portion of LTD (Leases)	-	-	-
[14]	Other Current Liabilities	-	377,346	53,471
	Total Current Liabilities	**3,485,051**	**20,883,578**	**22,077,546**
Long Term Debt				
[15]	Bonds/Mortgages Payable (net of Cur Portion)	$ 103,010,293	$ 103,010,293	$ 105,677,009
[16]	Leases Payable (net of current portion)	$315,000	$315,000	$315,000
[17]	**Total Long Term Debt (Net of Current)**	**103,325,293**	**103,325,293**	**105,992,009**
Other Long Term Liabilities				
[18]	Deferred Revenue			
[19]	Accrued Pension Expense (Net of Current)			
[20]	Other			
[21]	**Total Other Long Term Liabilities**	**0**	**0**	**0**
	TOTAL LIABILITIES	**$ 106,810,344**	**$ 124,208,871**	**$ 128,069,555**
Net Assets:				
[22]	Unrestricted Fund Balance	$ (2,221,360)	$ (16,279,777)	$ (3,774,444)
[23]	Temporarily Restricted Fund Balance	-	-	-
[24]	Restricted Fund Balance	-	-	-
[25]	Net Revenue/(Expenses)	154,273	(3,511,546)	(14,351,209)
[26]	**TOTAL NET ASSETS**	**$ (2,067,087)**	**$ (19,791,323)**	**$ (18,125,653)**
[27]	**TOTAL LIABILITIES AND NET ASSETS**	**$ 104,743,257**	**$ 104,417,548**	**$ 109,943,902**
		$ (0)	$ (0)	$ (0)

Statement of Cash Flows
SAN GORGONIO MEMORIAL HOSPITAL
BANNING, CALIFORNIA
TWO MONTHS ENDING AUGUST 31, 2021

	HEALTHCARE SYSTEM CASH FLOW	CASH FLOW Current Month 8/31/2021	CASH FLOW YTD 8/31/2021
	BEGINNING CASH BALANCES		
[1]	Cash: Beginning Balances- HOSPITAL	$ 982,095	$ 1,440,396
[2]	Cash: Beginning Balances- DISTRICT	860,842	748,291
[3]	Cash: Beginning Balances TOTALS	$ 1,842,936	$ 2,188,687
	Receipts		
[4]	Pt Collections	$ 3,857,325	$ 7,086,889
[5]	Tax Subsidies Measure D	-	-
[6]	Tax Subsidies Prop 13	-	-
[7]	Tax Subsidies County Supplemental Funds	-	-
[8]	IGT & other Supplemental (see detail below)	298,101	298,101
[9]	Draws/(Paydown) of LOC Balances	1,000,000	5,000,000
[10]	Other Misc Receipts/Transfers	282,586	448,838
	TOTAL RECEIPTS	**$ 5,438,013**	**$ 12,833,829**
	Disbursements		
[11]	Payroll/ Benefits	$ 3,986,365	$ 8,021,654
[12]	Other Operating Costs	2,840,717	5,646,511
[13]	Capital Spending	125,000	125,000
[14]	Debt serv payments (Hosp onlyw/ LOC interest)	-	-
[15]	Other (increase) in AP /other bal sheet	(1,377,008)	(1,063,204)
[16]	**TOTAL DISBURSEMENTS**	**$ 5,575,075**	**$ 12,729,962**
[17]	**TOTAL CHANGE in CASH**	**$ (137,062)**	**$ 103,867**
	ENDING CASH BALANCES		
[18]	Ending Balances- HOSPITAL	$ 845,032	$ 1,544,263
[19]	Ending Balances- DISTRICT	703,116	703,116
[20]	Ending Balances- TOTALS	$ 1,548,148	$ 2,247,379
	ADDITIONAL INFO		
[21]	LOC CURRENT BALANCES	$ -	$ -
[22]	LOC Interest Expense Incurred	38,000	38,000

Staff Report

TO: City Council

FROM: Doug Story, Asst. Director of Community Services

DATE November 2, 2021

SUBJECT: **Consider Adopting a Resolution Waiving the Monthly Facility Use and Staff Fees at the Albert A. Chatigny Sr. Community Recreation Center (CRC) for Carol's Kitchen Through December 31, 2022**

Background and Analysis:

Carol's Kitchen is a local non-profit organization whose mission statement is, "*To strengthen the San Gorgonio Pass of Southern California by ensuring the men, women and children of our communities do not go hungry-regardless of their age, religion, cultural background, employment or economic status, and physical and mental abilities."*

The organization operates multiple food kitchens in the Pass area, including one in Beaumont on Mondays and Thursdays at Saint Kateri Tekakwitha Catholic Church. Staffed by volunteers, Carol's Kitchen feeds approximately 400 people every week at the Beaumont location. In addition to hot meals, guests can also choose to take home extra food to help cover other meals. While on site, tables of slightly used clothing are available at no charge to anyone that needs clothing items. Their organization operates solely on donations and monies raised through local charity events.

For many years, Carol's Kitchen has held their monthly board meetings at the Albert A. Chatigny Sr. Community Recreation Center (CRC) every second Wednesday of the month from 1:30pm to 4:00pm. Approximately 20 members attend and is usually held in one of the meeting rooms. The current fee schedule for meeting room rentals include a refundable deposit of $45, a rental rate of $50 for the first two hours and $15 for every hour after the first two hours. There is also a $20.00 per hour fee for City staff time. The cost to Carol's Kitchen for the meeting room rental would be $107.50 per month.

Carol's Kitchen is requesting a fee waiver to continue to hold board meetings at the CRC each month through December 2022.

Fiscal Impact:

The total amount requested to be waived on an annual basis is $1,335 of which $45 is for the deposit and $1,290 is for rental fees and City staff time.

Recommended Action:

Waive the full reading and adopt by title only, “A Resolution of the City of Beaumont Authorizing the Waiver of Monthly Facility Use and Staff Fees at the Albert A. Sr. Chatigny Community Recreation Center (CRC) for Carol’s Kitchen through December 31, 2022.”

Attachments:

A. Resolution
B. Facility Use Application
C. Fee Waiver Request

RESOLUTION NO. _____

A RESOLUTION OF THE CITY OF BEAUMONT AUTHORIZING THE WAIVER OF MONTHLY FACILITY USE AND STAFF FEES AT THE CHATIGNY COMMUNITY RECREATION CENTER (CRC) FOR CAROL'S KITCHEN THROUGH DECEMBER 31, 2022

WHEREAS, Carol's Kitchen is a non-profit organization whose mission statement is "To strengthen the San Gorgonio Pass of Southern California by ensuring the men, women and children of our communities do not go hungry-regardless of their age, religion, cultural background, employment or economic status, and physical and mental abilities;" and

WHEREAS, Carol's Kitchen operates a food kitchen in the city of Beaumont based solely on donations and fundraisers. That food kitchen feeds approximately 400 people every week and staffed by volunteers; and

WHEREAS, Carol's Kitchen needs a space within the Chatigny Community Recreation Center (CRC) to hold their monthly board meetings and has requested a fee waiver for the facility use and staff fees; and

WHEREAS, the City Council desires to waive facility use and staff fees for Carol's Kitchen as it serves a public interest.

NOW, THEREFORE, BE IT RESOLVED, that the City of Beaumont does authorize a fee waiver of facility use and staff fees for Carol's Kitchen's monthly use of the Chatigny Community Recreation Center until December 31, 2022, and finds that the fee waiver serves a valid public purpose in that the fee waiver will support the critical life sustaining services that Carol's Kitchen provides to support the health, safety and welfare of residents within the Beaumont community.

MOVED, PASSED AND ADOPTED this ___day of November 2021.

AYES:

NOES:

ABSTAIN:

ABSENT:

By:_____
Mike Lara, Mayor, City of Beaumont

ATTEST:

Steven Mehlman
CITY CLERK

By:_____

BEAUMONT PARKS AND RECREATION CITY OF BEAUMONT

FACILITIES USE AGREEMENT

GENERAL INFORMATION

Name Carol's Kitchen (Kathy Conway)

Address 244 Maple Suite W City Beaumont Zip 92223

Phone 909-641-5841 Email VinceKathyConway@gmail.com

FACILITIES USE AGREEMENT

ALL PERSONS UTILIZING CITY FACILITIES SHALL ABIDE BY ALL CITY RULES AND ORDINANCES INCLUDING BUT NOT LIMITED TO THE FOLLOWING: (PLEASE INITIAL TO ACCEPT TERMS BELOW)

KC Applicant is responsible for leaving facilities in the same conditions as received: for cleanliness; and turning off all utilities.

KC It is understood and agreed that the applicant shall be solely responsible for the activities conducted by it or subject to its controls, and applicant agrees to and does here hold the City harmless from any and all liability or alleged liability arising out of, or in any way related to, the activities by said applicant: and in the event suit is brought arising out of any such activities, applicant will defend the City and pay any and all attorney fees and Court cost incurred in such suit.

KC Night and weekend use of the Beaumont Facilities will be by special arrangement only, with additional payment required for a city employee to be present in the building for the full length of your use. All reservations must be made at least 30 days in advance.

KC There will be a charge of $20.00 per hour of use for a city employee to open the building, be present during your activity and to close the building when your activity is finished. ***THIS EMPLOYEE IS NOT RESPONSIBLE FOR SET UP OR CLEAN UP.***

KC A cleaning and damage deposit is required. **YOUR DEPOSIT IS REQUIRED TO RESERVE YOUR DATE.** $500.00 cleaning deposit which is refundable when the facility is left clean, and no damage occurs. If you do not clean the facility, and there are damages, your deposit will be retained to cover the cost, and you will be liable for any expenses incurred over and above the deposit paid. Cleaning includes the hallway and the restrooms.

KC All Parties in the City facilities must end at 10:00p.m. There may be no alcohol served after this time. Everyone must be off the premises by 12:00am.

KC Events at the CRC that use the overflow parking lot at night will be required to rent a light tower for their event. The light must be turned off by 10pm.

KC Alcohol is not permitted in the Civic Center/CRC facilities unless you have provided proof of security. Security guards must be present entire time alcohol is being served. The number of guards is to be determined by the Beaumont Police Department for Civic Center or CRC. (# of guards on all facility rentals are subject to approval by the Beaumont Police Department). Arrangements may be made with a private security firm. A copy of the contract must be provided to this office. **THE GUARD MUST BE LICENSED, BONDED, IN UNIFORM AND HAS NO ASSOCIATION WITH THE PARTY.**

(kc) Special arrangements can be made to sell alcohol in the Civic Center for nonprofit agencies with approval from the Community Service Department and /or the Chief of Police. **ALCOHOL IS NOT ALLOWED FOR PARTIES OF UNDER AGED PERSON(S) (21 & OLDER ONLY).**

(kc) If you plan to sell drinks, a one-day permit is required from ABC. You must first contact the Police Department for a letter to the ABC to obtain a permit. NOTE: ABC will not issue a permit to a private party, only nonprofit service clubs or organizations.

(kc) The city has 150 – 200 metal fold-out chairs, and 25 6-foot tables. These are available free of charge. If additional are needed, you will need to rent them from another organization.

(kc) Should the applicant desire to cancel the facility reservation, notification of the cancellation must be received no later than two weeks prior to the scheduled event. Should cancellation notice not be received by this time limit, a $100.00 cancellation fee will be charged and taken from the deposit paid.

By signing you are stating you have read and are complying by all rules of the ordinance.

Signature: Kathryn L. Conway Date: Sept. 28, 2021

Location:

X CHATIGNY REC CENTER ☐ CIVIC CENTER Room(s) number: Upstairs Room 2

☐ PARKING LOT ONLY

Date(s) of Use: 2nd Wednesday Period of use: ☐ One Time ☐ Weekly X Monthly

Other: _____

Open Building: _____ am/pm Close Building: _____ am/pm

Starting Time: 1:30 am/(pm) Ending Time: 4:00 am/(pm)

Equipment Needed for Meeting/Usage: X Chairs X Tables ☐ Other: _____

Name of Organization/Group: Carol's Kitchen

Purpose of Meeting/Usage: Board Meetings

Expected Attendance: 10 - 20 people Open to the Public? ☐ Yes X No

The City reserves the right to revoke this permit at any time

Carol's Kitchen, Inc.

244 Maple Ave. · Suite W · Beaumont, CA 92223

Board of Directors:

Vince Conway
President
Director

Ann Blair
Vice President
Director

Leeann McLaughlin
Treasurer
Director

Randy Brown
Corporate Secretary
Director

Kathy Conway
Recording Secretary
Director

Nancy Monge
Director

DeniAntionette Mazingo, Esq.
Director

Peter Fernandez
Director

Halima Bascus
Director

Rich Lampe
Director

Cindy Connors
Director

Spiritual Advisor:
Fr. Stephen Porter

Executive Director:
Lance Sanchez

October 6, 2021

Dear Beaumont City Council,

You are helping to make a difference!

All the volunteers and people who rely on Carol's Kitchen wish to THANK YOU! for providing us with a waiver to use Room 2 of the Chatigny Center free of charge on the 2nd Wednesday of the month for our Carol's Kitchen Board Meeting.

Every month Carol's Kitchen is:

- Serving dine-in sit down FREE hot lunches
- Serving over 4,000 meals
- Handing out over 3,000 extra bags of food
- Providing slightly used clothing for FREE

Again, **Thank You for your consideration!**
Your thoughtfulness and kindness are very much appreciated.

Gratefully,

Kathy Conway

Kathy Conway
Recording Secretary, Director
Carol's Kitchen, Inc.

"Ask your heart what is right..... And follow it" (CKR)

Staff Report

TO: City Council

FROM: Elizabeth Gibbs, Community Services Director

DATE November 2, 2021

SUBJECT: **Discussion and direction to City Staff on Facility Use Rentals and Fees for Non-Profit/Tax Exempt Organizations**

Background and Analysis:

Government Code Section 66014 empowers the City to impose user fees covering up to 100 percent of the actual costs of providing services to applicants. From time to time, certain fees are adjusted to recoup part, or all of the actual costs incurred by the City in providing these services. Likewise, Chapter 3.32 of the Beaumont Municipal Code provides that the City may set fees to recoup costs reasonably borne by the City by means of adopting a resolution of the City Council, after compliance with the requirements of state law. Government Code Section 66014 et al. allows local agencies to charge fees for various activities as long as those fees do not exceed the estimated reasonable costs of providing the service for which the fee is intended.

On November 7, 2017, City Council adopted Resolution No. 2017-48 adopting a comprehensive user fee study and adopting a comprehensive fee schedule establishing user fees for certain specified services, including Community Services Department's facility use fees for facility rentals and park rentals (Attachment A). Rental rates were divided into two tiers:

- Tier 1 - includes civic groups, non-profits, clubs/associations, and other government agencies; and
- Tier 2 - includes private parties and commercial events.

Additionally, the fee schedule includes a note that any fees not included in the fee schedule will be calculated based on actual costs to provide the service.

Pre-COVID 19 Procedures

In April 2020, in accordance with the COVID-19 stay-at-home order, the Albert A. Chatigny, Sr. Community Recreation Center (CRC) was closed to the public. Prior to COVID-19, several non-profit/tax exempt agencies used the CRC for various reasons, including board meetings, support groups, youth sports, and special events. At that time, fee waivers were granted administratively for rental fees (only staff time was charged) and therefore, none of the non-profit/tax exempt agencies were charged for their usage in accordance with Council's adopted resolution.

Types of Tax Exemptions

For purposes of discussion, the Internal Revenue Service defines the types of organizations that may be exempt, such as non-profits and charities, more commonly referred to as 501(c)(3) organizations. These include:

Charitable Organizations

Organizations organized and operated exclusively for religious, charitable, scientific, testing for public safety, literary, educational, or other specified purposes and that meet certain other requirements are tax exempt under Internal Revenue Code Section 501(c)(3).

Churches and Religious Organizations

Churches and religious organizations, like many other charitable organizations, may qualify for exemption from federal income tax under Section 501(c)(3).

Private Foundations

Every organization that qualifies for tax-exempt status under Section 501(c)(3) is classified as a private foundation unless it meets one of the exceptions listed in Section 509(a). Private foundations typically have a single major source of funding (usually gifts from one family or corporation rather than funding from many sources) and most have as their primary activity the making of grants to other charitable organizations and to individuals, rather than the direct operation of charitable programs.

Political Organizations

A political organization subject to Section 527 is a party, committee, association, fund or other organization (whether or not incorporated) organized and operated primarily for the purpose of directly or indirectly accepting contributions or making expenditures, or both, for an exempt function.

Other Nonprofits

Organizations that meet specified requirements may qualify for exemption under subsections other than 501(c)(3). These include social welfare organizations, civic leagues, social clubs, labor organizations and business leagues.

At the time of this writing, there are approximately 173 tax exempt organizations registered in Beaumont, not including unincorporated Cherry Valley.

Post COVID-19 Procedures

When the CRC re-opened to the public in March 2021, a few of the groups requested to be scheduled back to resume their normal events and activities. It was then that City staff presented the requestors with the 2017 adopted fee schedule. Since that time, City Council has granted some fee waivers to those groups that have requested waivers for various reasons.

Costs to Operate the Facility on an Average Monthly Basis

In order to quantify the monthly costs associated with operating the facility, staff is providing the following information taken from the first quarter of Fiscal Year 2021:

Personnel Costs

$30,000 average per month.

Maintenance and Operations

(including custodial, utilities, and janitorial supplies such as toilet paper, etc.)

$15,000 average per month.

Cost Allocation Plan and Comprehensive User Fee Study – In Progress

A Request for Proposal for a full cost allocation plan and comprehensive user fee study was issued by City staff on September 28, 2021, with a due date for responses on October 29, 2021. It is anticipated that a contract award will be recommended to City Council on December 7, 2021.

Proposed Temporary Solutions

To simplify the fee waiver process while the study is underway, City staff is recommending that City Council discuss a uniform approach to fee waivers in the interim and provide direction to City staff.

Attached is a list of non-profits that used the CRC prior to the COVID 19 pandemic (Attachment B). It should be noted that not all groups have contacted the CRC inquiring the request to return to the facility.

Option 1
Direct City staff to present City Council with all requested fee waivers individually as they are requested by the applicant.

Option 2
Direct City staff to waive rental fees only (not including staff time) for one-time special events for local non-profit service clubs, such as Rotary, Kiwanis, Lions, Boy Scouts, Girls Scouts, etc.

Option 3
Direct City staff to waive rental fees only (not including staff time) to local non-profit entities on an annual basis for monthly board meetings that are a maximum of one time per month for no more than 3 hours. This option would include Carol's Kitchen, AYSO, and Beaumont Cougars JAAF. All waivers would be brought back to City Council for an annual review and direction.

Option 4
Consider an allocation in the annual budget to be used by non-profits in lieu of facility use payments. These funds would be used like a grant program in which non-profits would formally request that the "grant" funds pay for their facility use. When the funding is exhausted, future use would be paid for per the adopted fee resolution.

Fiscal Impact:

The cost to prepare this staff report is approximately $500.

Recommended Action:

Discussion and direction to City staff.

Attachments:

A. Resolution No. 2017-48
B. List of Non-profits that use City facilities

RESOLUTION NO. 2017-48

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BEAUMONT ADOPTING A COMPREHENSIVE USER FEE STUDY AND ADOPTING A COMPREHENSIVE FEE SCHEDULE ESTABLISHING USER FEES FOR CERTAIN SPECIFIED SERVICES

THE CITY COUNCIL OF THE CITY OF BEAUMONT DOES HEREBY RESOLVES AS FOLLOWS:

Section 1. The City Council of the City of Beaumont ("City Council") hereby finds, determines and declares that:

A. The City Council has conducted an extensive analysis of its services, the costs reasonably borne by the City in provided those services, the beneficiaries of those services, and the revenues produced by those paying fees and charges for special services;

B. The City Council has determined that City staff provides many types of services ("Services") involving requests by City customers ("Applicants"); and

C. The City currently imposes user fees ("User Fees") upon Applicants to recover the costs of staff time, copying costs, and other expenses related to providing these Services; and

D. Current User Fees charged for the City's Services do not adequately recoup the City's costs of providing certain Services and thus, a significant amount of these costs are currently paid out of the City's general fund and, therefore, borne by the general public; and

E. The City Council finds that providing these Services are of special benefit to Applicants both separate and apart from the general benefit to the public, and therefore, in the interests of fairness to the general public, the City desires to better recover the costs of providing these Services from Applicants who have sought the City's Services by revising its schedule of User Fees; and

F. The proposed User Fees are initially based upon the information contained in a document by City staff and Consultant ("Consultant") entitled "**Cost Recovery Study Report of Findings** " ("Fee Study"), dated October 2017, and updated by staff to reflect current costs of the City to provide the Services; and

G. Pursuant to state law, the City may impose User Fees for certain services.

H. Pursuant to Government Code Section 66014, the City is empowered to impose User Fees covering up to 100 percent of the actual costs of providing Services to Applicants; and

I. The City desires to adjust certain fees to recoup part or all of the actual costs incurred by the City in providing these Services; and

J. Chapter 3.32 of the Beaumont Municipal Code provides that the City may set fees to recoup costs reasonably borne by the City by means of adopting a resolution of the City Council, after compliance with the requirements of state law; and

K. Government Code Section 66014 *et al.* allows local agencies to charge fees for various activities as long as those fees do not exceed the estimated reasonable costs of provided the service for which the fee is intended; and

L. Pursuant to Government Code Sections 66014, 66015,66017 and 66018 and the Beaumont Municipal Code, the specific fees to be charged for certain regulations, services and products must be adopted by resolution or ordinance, following notice and public hearing; and

M. written notice has been provided to interested parties who filed written requests for mailed notice of meetings on new or increased development-related fees or service charges as required by Section 66016(a); and

N. The City Council conducted a duly noticed public hearing on October 3, 2017, at which time the public was invited to make oral and written presentations as part of the regularly scheduled meeting prior to the adoption of this Resolution; and

O. At least ten (10) days prior to the public hearing referenced above, the City made available for public inspection the Fee Study as required under Government Code Section 66016; and

P. The City published notice of the public hearing as described above in accordance with Government Code Sections 66018 and 6062a (10 days in a newspaper regularly published once a week or oftener. Two publications, with at least five days intervening between the dates of first and last publication not counting such publication dates, are sufficient); and

Q. The establishment and increase of User Fees is statutorily and categorically exempt from the requirements of the California Environmental Quality Act because setting User Fees and Development Fees fits within the statutory exemptions for local agency decisions involving rates, tolls or other charges pursuant to Public Resources Code Section 21080(b)(8) and Section 15273 of the California

Environmental Quality Act Guidelines this Resolution is not "an essential step culminating in action which may affect the environment".

Section 2. Adoption of the Report and Methodology. The City Council hereby approves "City of Beaumont User Fee Study Report", dated October 2017, and updated by staff to reflect current costs of the City to provide the Services and adopts the methodology for calculating and collecting the fees and charges established therein.

Section 3. Adoption of Fees and Charges. The City Council hereby adopts the "**City of Beaumont User Fee Schedule**" as set forth in attached **Exhibit "A"** and incorporated by this reference. Unless otherwise stated in the Fee Schedule, all User Fees shall be paid to the City by the Applicant prior to the City's performance of the requested Services.

Section 4. Repeal of Conflicting Resolutions. It is the desire of the City Council that all fees and charges for services, programs or products be set forth in one document for ease of reference. Accordingly, any and all provisions of prior Resolutions of the City Council establishing or modifying fees for the services, programs or products set forth in **Exhibit "A,"** are hereby repealed and replaced as of the effective date of this Resolution in the manner set forth in **Exhibit "A;"** provided, however, that such repeal shall not excuse or affect the failure of any person or entity to pay any fee heretofore imposed upon such person or entity. The City Council desires to clarify that in adopting this Resolution, it is taking action only on those fees for the services, programs or products set forth in **Exhibit A** which have been modified from prior resolutions of the City Council. The remaining fees that have not been modified from prior resolutions shall remain in full force and effect and are hereby restated in **Exhibit "B"** for convenience so that all fees are set forth in one document.

Section 5. Building Valuation Based Fees. The building construction fees calculated by value for Building and Safety fees for new and additional square foot construction shall be based on International Code Council (ICC) Building Valuation Data Square Foot Construction Costs published on August 2017.

Section 6. Deposit Based Fees. The City Council herby authorizes the stop work of applications which fall below ten percent (10%) balance on all deposit based applications. The application is automatically deemed incomplete due to lack of funds and additional fess shall be deposited, as requested by staff, with the City of Beaumont for estimated completion of the application.

Section 7. Environmental Exemption. The adoption of this Resolution is exempt from the California Environmental Quality Act ("CEQA," Public Resources Code Sections 21000 *et seq.*), because it approves and sets forth a procedure for determining fees for the purpose of meeting the operating expenses of City departments, as set forth in Public Resources Code Section 21080(b)(8)(A) and Section 15273 of the California Environmental Quality Act Guidelines.

Section 8. Severability. If any section, subsection, subdivision, paragraph, sentence, clause or phrase of this Resolution or any part hereof is for any reason held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining portion of this Resolution or any part thereof. The City Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause or phrase hereof, irrespective of the fact that any one or more section, subsection, subdivision, paragraph, sentence, clause or phrase be declared invalid or unconstitutional.

Section 9. Effective Date. This Resolution and all fees and rates herein shall continue and/or take effect sixty (60) days following adoption of this Resolution.

ADOPTED this 7th day of November 2017.

AYES: Santos, Martinez, Lara, Carroll, White

NOES: none

ABSTAIN: none

ABSENT: none

By _____
Lloyd A. White, Mayor, City of Beaumont

ATTEST:

Andreanna Pfeiffer
CITY CLERK

By _____

EXHIBIT "A"

City of Beaumont User Fee Schedule

[Attached]

City of Beaumont
Fee Schedule

ADMINISTRATION		
Service Name	*Fee Description*	*Adopted Fee*
Black and White Copies up to 11 X 17	Per Page	$0.35
Color Copies Up to 11 X 17	Per Page	$0.45
Black and White Copies Larger Than 11 X 17	Per Page	$10.00
Photographs From Development Center	Actual Cost	Actual Cost
Reproduction of Audio/Video/Electronic Documents to DVD/CD	Per Disc	$7.00
Scan of Documents to Disc	Per Page	$0.25
Scan of Document Larger than 11 x 17 to Disc	Per Page	$7.00
Electronically Transmitted Documents	Per Image	$0.20
Postage	Actual Cost	Actual Cost
Over-sized Load Transportation Fee (Per Trip)	Fixed Fee Set by State	$16.00
Over-sized Load Transportation Fee (Annually)	Fixed Fee Set by State	$90.00
Yard Sales Permit	Fixed Fee	$5.00
Passport Book/Card - Admin Fee	Fixed Fee	$25.00
Express Mail Postage for Passport Book/Card	Actual Cost	Actual Cost
Notary Fees	Per Signature	$10.00
Business License, New	Fixed Fee	$31.00
Business License, New - Online	Fixed Fee	$15.00
Business License, Renewal	Fixed Fee	$15.00
Business License, Renewal - Online	Fixed Fee	$5.00
Release of Lien	Fixed Fee	$51.00

PLANNING		
Service Name	*Fee Description*	*Adopted Fee*
Annexations	Deposit	$48,235.00
Plan of Services	Deposit	$3,584.00
Annexations (LAFCO)	Actual Cost LAFCO fee	Paid to LAFCO
Appeals to the Planning Commission	Fixed Fee	$622.00
Appeals to the City Council	Fixed Fee	$1,884.00
Automobile For Hire Application	Fixed Fee	$400.00
Conditional Use Permit, Stand Alone - Not charged if processed as part of a deposit-based application	Fixed Fee	$1,974.00
CUP Time Extension	Fixed Fee	$803.00
CUP Large Family Daycare/Group home	Fixed Fee	$1,082.00
Condominium Conversion	Deposit	$10,548.00
Density Bonus Application Agreement	Fixed Fee	$2,899.00
Development Agreement	Deposit	$42,426.00
Development Agreement Annual Review	Fixed Fee	$2,931.00
Development Agreement Amendment	Deposit	$41,231.00

Any fees not included in this Fee Schedule will be calculated based on actual costs to provide the service.
All Non-Deposit Plan Check Fees cover 3 Plan Checks. All Deposit Based Fees are charged in 30 minute increments.

City of Beaumont
Fee Schedule

Service Name	*Fee Description*	*Adopted Fee*
Estoppel Certificate/Assignment of Development Agreement	Fixed Fee	$3,409.00
Environ. Assessment/Notice of Exemption	City Cost + Admin 20%	City Cost + Admin 20%
Negative Declaration/EIR/Addendum	City Cost + Admin 20%	City Cost + Admin 20%
Environmental Filing Fee	Actual Cost	Paid to Riverside County Clerk
Environmental Fish and Game Fee	Actual Cost	Paid to Riverside County Clerk
Facility Fee Credit Agreement	Deposit	$9,797.00
General Plan Amendments (Under 50 Acres)	Deposit	$3,368.00
General Plan Amendments (51 Acres and Over)	Deposit	$5,563.00
Home Occupation Permit	Fixed Fee	$75.00
Landscape Plan Review	Fixed Fee	$720.00
Landscape Plan Review Inspection Fee	Per Lot	$79.00
Landscape Plan Review Amendment Fee	Fixed Fee	$595.00
Letters - Responses requested of City, e.g., zoning information, etc.	Fixed Fee	$55.00
Miscellaneous Application - All other requests not otherwise specified	Deposit	$1,195.00
Ordinance Text Change	Deposit	$4,324.00
Plot Plans	Deposit	$3,778.00
Plot Plan Amendment	Deposit	$2,148.00
Plot Plan Time Extension	Fixed Fee	$547.00
Administrative Plot Plan	Fixed Fee	$500.40
Minor Plot Plan	Fixed Fee	$1,181.00
Pre-Application Meeting	Fixed Fee	$879.00
Pick-A-Lot Site Plan Review	Per Lot	$100.00
Planning Commission Hearing Required by Any Action	Fixed Fee	$761.00
Sign Permit Panel Change	Fixed Fee	$80.00
Sign Permit	Fixed Fee	$200.00
Sign Program	Fixed Fee	$1,600.00
Sign Program Amendment	Fixed Fee	$939.00
Specific Plan	Deposit	$11,081.00
Specific Plan Amendment	Deposit	$2,686.00
Substantial Conformity Determination - Specific Plan	Deposit	$2,354.00
Substantial Conformity Determination - Map/Plot Plan	Deposit	$984.00
Teamtrack Permit	Fixed Fee	$55.00
Teamtrack Regulatory Fee	Per Railroad Cars Per Year	$19.00
Teamtrack Annual Permit Fee	Per Railroad Cars Per Year	$2.00
Temporary Use Permit	Fixed Fee	$75.00
Tentative Parcel Map	Deposit	$1,723.00

Any fees not included in this Fee Schedule will be calculated based on actual costs to provide the service.
All Non-Deposit Plan Check Fees cover 3 Plan Checks. All Deposit Based Fees are charged in 30 minute increments.

City of Beaumont Fee Schedule

Service Name	*Fee Description*	*Adopted Fee*
Tentative Parcel Map/Tentative Tract Map Time Extension	Fixed Fee	$820.00
Tentative Tract Map	Deposit	$4,390.00
Variance	Fixed Fee	$1,482.00
Minor Variance/Modifications of Standards	Fixed Fee	$150.00
Zone Change/Pre-zoning	Deposit	$4,324.00
Planning Miscellaneous	Per Hour	Actual Cost
Any fees not included in this fee schedule will be calculated based on actual cost to provide service	Per Hour	Actual Cost
Technology Surcharge	Percentage Fee	3.29%

BUILDING & SAFETY

Service Name	*Fee Description*	*Adopted Fee*
Building Permit Contractor/Building Change	Fixed Fee	$60.00
Demolition	Fixed Fee	$50.00
Building Investigation Fee: In Field	Fixed Fee	$210.00
Manufactured Home Foundation	Fixed Fee Set by State	$1,500.00
Manufactured Home Setup fee	Fixed Fee Set by State	$125.00
Mobile Home Double Setup	Fixed Fee Set by State	$237.00
Mobile Home Single Setup	Fixed Fee Set by State	$140.00
Mobile Home Triple Setup	Fixed Fee Set by State	$278.00
Re-inspection Fee	Fixed Fee	$139.00
Water Heater Change Out Existing S/F Dwelling	Fixed Fee	$125.00
Forced Heating System Change Out Existing S/F Dwelling	Fixed Fee	$150.00
Special Inspection	Hourly Rate	$210.00
After Hours or Weekend Inspections (4 HR. Minimum)*If staff is available only	OT Hourly Rate	$237.00
Plan Check 4th and Subsequent Review	City Cost + Admin 20%	Actual Cost
Residential Photovoltaic Plan Check	Fixed Fee Set by State	$200.00
Residential Photovoltaic Permit (15 kW or less): Inspection/Permit	Fixed Fee Set by State	$300.00
Residential Photovoltaic Permit (More than 15 kW): Inspection/Permit	Fixed Fee Set by State	$300 plus $15 per KW
Commercials Photovoltaic Permit 50 kW or less: Inspection/Permit	Fixed Fee Set by State	$500.00
Commercials Photovoltaic Plan Check 250 kW or less: Plan Check	Fixed Fee Set by State	$500.00
Commercials Photovoltaic -50-250 kW: Inspection/Permit	Fixed Fee Set by State	$500 Plus $7 per KW
Commercials Photovoltaic Plan Check More than 250 kW: Plan Check	Fixed Fee Set by State	$1,200.00

Any fees not included in this Fee Schedule will be calculated based on actual costs to provide the service.
All Non-Deposit Plan Check Fees cover 3 Plan Checks. All Deposit Based Fees are charged in 30 minute increments.

City of Beaumont Fee Schedule

Service Name	*Fee Description*	*Adopted Fee*
Commercials Photovoltaic More than 250 kW: Inspection/Permit	Fixed Fee Set by State	$1,200 Plus $5 per KW
Property Permit History Search: Office or Field	Per Hourly Rate	$161.00
Board of Appeals	Fixed Fee	$681.00
1 or 2 Family Dwelling (Single Family Home)	Fixed Fee	$2,292.00
Permit/Application Revision Fee (Residential Tracts Only)	Per Lot Fee	$231.00
Construction Fee	Valuation	See Chart
Plan Check Fee	Percentage Fee	65% of the Permit Fee
Plan Check Revisions and/or Deferred submittals	Per Hourly Rate	City Cost + Admin 20%
Technology Surcharge	Percentage Fee	3.29%
SMIP	Fixed Fee Set by State	Fixed Fee Set by State
Building Standards Fee	Fixed Fee Set by State	Fixed Fee Set by State
Any fees not included in this fee schedule will be calculated based on actual cost to provide service	Per Hourly Rate	Actual Costs
BUILDING CONSTRUCTION FEES CALCULATED BY VALUE:		
Valuation	**Base Fee**	**Rate Per Unit**
$0 to $1500.00	$190	
$1501-$20,000	$190	$21.08 per $1,000
$20,001-$50,000	$580	$17.83 per $1,000
$50,001-$75,000	$1,115	$11.68 per $1,000
$75,001-$100,000	$1,407	$11.84 per $1,000
100,001 to 500,000	$1,703	$9.08 per $1,000
$500,001 to $1,000,000	$5,333	$6.97 per $1,000
$1,000,001 and up	$8,018	$4.00 per $1,000
ELECTRICAL		
Electrical Permit Fee	Fixed Fee	$156.00
Private Pool (Electrical only)	Fixed Fee	$68.00
Distribution Pole	Fixed Fee	$41.00
Temp Power/Construction Pole	Fixed Fee	$41.00
Electrical Sign (Not Including Value)	Fixed Fee	$41.00
Motor 1HP or Less	Fixed Fee	$15.00
Motor 1HP < 10 HP	Fixed Fee	$41.00
Motor 10HP <50 HP	Fixed Fee	$55.00
Motor 50 HP <100 HP	Fixed Fee	$98.00
Motor 100 HP and Up	Fixed Fee	$98.00
Fixtures	Per Fixture	$3.00
Outlets	Per Outlet	$3.00
Subpanel	Fixed Fee	$55.00
Misc. Apparatus	Fixed Fee	$26.00
Residential Appliance	Fixed Fee	$15.00
Non-Residential Appliance	Fixed Fee	$15.00

Any fees not included in this Fee Schedule will be calculated based on actual costs to provide the service.
All Non-Deposit Plan Check Fees cover 3 Plan Checks. All Deposit Based Fees are charged in 30 minute increments.

City of Beaumont
Fee Schedule

Service Name	*Fee Description*	*Adopted Fee*
Service Entrance - 600V or <200A	Fixed Fee	$55.00
Service Entrance - 600V or <1000A	Fixed Fee	$81.00
Service Entrance - 600V or >1000A	Fixed Fee	$134.00
New SF Residence per sq. ft.	Per Sq. Ft	$0.17
New Multi-family Residence per sq. ft.	Per Sq. Ft	$0.17
Energy Inspection	Fixed Fee	$199.00
PLUMBING		
Plumbing Permit Fee	Fixed Fee	$156.00
Leach System	Fixed Fee	$58.00
Lateral Connection	Fixed Fee	$137.00
House Sewer	Fixed Fee	$41.00
Drainage Piping	Fixed Fee	$18.00
Drinking Fountain	Fixed Fee	$18.00
Urinal	Fixed Fee	$18.00
Water Piping	Fixed Fee	$18.00
Floor Drain	Fixed Fee	$18.00
Washer (Auto)	Fixed Fee	$18.00
Laundry Tray	Fixed Fee	$18.00
Kitchen Sink	Fixed Fee	$18.00
Water Closet	Fixed Fee	$18.00
Grease Interceptor	Fixed Fee	$137.00
Lavatory	Fixed Fee	$18.00
Shower	Fixed Fee	$18.00
Bath Tub	Fixed Fee	$18.00
Water Heater	Fixed Fee	$81.00
Sewage Disposal	Fixed Fee	$98.00
Gas Piping	Fixed Fee	$41.00
MECHANICAL		
Mechanical Permit Fee	Fixed Fee	$156.00
Vent System- Hood	Each	$41.00
Fan	Each	$15.00
Furnace - Wall	Fixed Fee	$41.00
Furnace - Floor	Fixed Fee	$41.00
Ductwork	Fixed Fee	$41.00
Air Handling Unit	Fixed Fee	$28.00
Natural Gas Pipe	Fixed Fee	$15.00
Appliance Vent	Fixed Fee	$28.00
Forced Heating System	Fixed Fee	$41.00
Fireplace	Fixed Fee	$28.00
Misc. Equipment	Fixed Fee	$28.00
Energy Inspection Fee	Fixed Fee	$160.00

Any fees not included in this Fee Schedule will be calculated based on actual costs to provide the service.
All Non-Deposit Plan Check Fees cover 3 Plan Checks. All Deposit Based Fees are charged in 30 minute increments.

City of Beaumont Fee Schedule

Service Name	*Fee Description*	*Adopted Fee*
FIRE SERVICES		
Service Name	*Fee Description*	*Adopted Fee*
Plan Check - 4th and Subsequent Review	Actual Cost	Actual Cost
NFPA 13D Sprinkler System: One or Two Family Dwelling (Custom Home) - Inspection	Per Unit	$439.00
NFPA 13D Sprinkler System: One or Two Family Dwelling (Custom Home) - Inspection	Per Unit	$253.00
NFPA 13D Sprinkler System: One or Two Family Dwelling (New Tract Developments) - Plan Review	Per Plan Type	$439.00
NFPA 13D Sprinkler System: One or Two Family Dwelling - Inspection Per a lot.	Per Lot	$169.00
NFPA 13R Sprinkler System: Multi-family Dwellings (3 to 16 Units) - Plan Review	Per Plan	$502.00
NFPA 13R Sprinkler System: Multi-family Dwellings (3 to 16 Units) - Inspection	Per Plan	$316.00
NFPA 13R Sprinkler System > 16 units - Plan Review	Per Plan	$818.00
NFPA 13R Sprinkler System > 16 units - Inspection	Per Plan	$506.00
New NFPA 13 Sprinkler System Riser - Plan Review	Per Riser	$629.00
New NFPA 13 Sprinkler System Riser - Inspection	Per Riser	$295.00
NFPA 13, 13R Sprinkler System: T.I. (0-10,000 sq. ft.) - Plan Review	Per Plan	$186.00
NFPA 13, 13R Sprinkler System: T.I. (0-10,000 sq. ft.) - Inspection	Per Plan	$126.00
NFPA 13, 13R Sprinkler System: T.I. (10,000 – UP) - Plan Review	Per Plan	$313.00
NFPA 13, 13R Sprinkler System T.I. (10,000 – UP) - Inspection	Per Plan	$253.00
Pre-action Fire Sprinkler System - Plan Review	Per Plan	$186.00
Pre-action Fire Sprinkler System - Inspection	Per Plan	$126.00
NFPA 13 In-Rack Sprinkler Systems - Plan Review	Per Plan	$186.00
New or TI to NFPA 13 In-Rack Sprinkler Systems - Inspection	Per Plan	$126.00
NFPA 13 Small Hose Stations - Plan Review	Per Plan	$186.00
NFPA 13 Small Hose Stations – Inspection	Per Plan	$63.00
NFPA 14 Class I, II or III Standpipes - Plan Review	Per Plan	$186.00
NFPA 14 Standpipes - Inspection	Per Plan	$126.00
Fire Pump Installation - Plan Review	Per Pump	$186.00
Fire Pump Installation - Inspection	Per Pump	$253.00
Underground Fire Protection System (Single Hydrant OR Single Riser Connection) - Plan Review	Fixed Fee	$186.00
Underground Fire Protection System (Single Hydrant OR Single Riser Connection) - Inspection	Fixed Fee	$379.00

City of Beaumont Fee Schedule

Service Name	*Fee Description*	*Adopted Fee*
Underground Fire Protection (Each Additional Connection) - Plan Review	Per Building	$126.00
Underground Fire Protection System - Inspection	Per Building	$126.00
Fire Sprinkler and Fire Alarm Monitoring System - Plan Review	Per Building	$186.00
Fire Sprinkler and Fire Alarm Monitoring System - Inspection	Per Building	$126.00
Fire Alarm System - Plan Review	Per Building	$439.00
Fire Alarm System - Inspection	Per Building	$253.00
Fire Alarm Residential Care Facility Manual Alarm - Plan Review	Per Facility	$186.00
Fire Alarm Residential Care Facility Manual Alarm - Inspection	Per Facility	$126.00
Fire Master Plan Public School - Plan Review	Per School	$250.00
Vehicle or Pedestrian Gates Across Emergency Access Roads - Plan Review	Per Gate	$186.00
Vehicle or Pedestrian Gates Across Emergency Access Roads - Inspection	Per Gate	$126.00
Outdoor Fire Place/Fire Pit in Special Fire Areas - Inspection	Per Fire Pit	$126.00
Speed Hump - Plan Review	Per Plan	$123.00
Speed Hump (Drive Test) - Inspection	Per Plan	$63.00
Above-Ground Storage Tank - Plan Review	Per Tank	$186.00
Above-Ground Storage Tank - Inspection	Per Tank	$126.00
High-Piled Storage Code/Commodity Compliance - Plan Review	Per Plan	$313.00
High-Piled Storage (Up to 500,000 sq.ft.) - Inspection	Fixed Fee	$316.00
Commercial Cooking Hood and Duct System (Per System) - Plan Review	Per System	$186.00
Commercial Cooking Hood and Duct System (Per System) - Inspection	Per System	$126.00
Refrigeration Unit and System (More Than 220 Pounds of Group A1 or 30 Pounds) - Plan Review	Fixed Fee	$186.00
Refrigeration Unit and System – Inspection	Fixed Fee	$126.00
Spray Booth Spraying Area - Plan Review	Per Booth	$313.00
Spray Booth Spraying Area - Inspection	Per Booth	$190.00
Gas Systems: Medical Gas, Industrial Gas – Plan Review	Per System	$250.00
Gas Systems: Medical Gas, Industrial Gas – Inspection	Per System	$126.00
Special Equipment: Industrial Ovens, Vapor Recovery, Dust Collection - Plan Review	Per Hour	$146.00
Special Equipment: Industrial Ovens, Vapor Recovery, Dust Collection - Inspection (1 HR. Minimum)	Per Hour	$126.00

Any fees not included in this Fee Schedule will be calculated based on actual costs to provide the service.
All Non-Deposit Plan Check Fees cover 3 Plan Checks. All Deposit Based Fees are charged in 30 minute increments.

City of Beaumont
Fee Schedule

Service Name	*Fee Description*	*Adopted Fee*
Special Extinguishing System: Dry Chemical, CO2, FM 200, Foam Liquid Systems, Inert Gas - Plan Review	Per Hour	$146.00
Special Extinguishing System – Inspection (1 HR. Minimum)	Per Hour	$126.00
Battery Systems, Stationary Storage and Cell Sites - Plan Review	Per Hour	$146.00
Battery Systems - Inspection (1 HR. Minimum)	Per Hour	$126.00
Smoke Control Systems - Plan Review	Per Hour	$146.00
Smoke Control Systems - Design/Testing Inspection (1 HR. Minimum)	Per Hour	$126.00
Temporary Above-Ground Storage Tank - Plan Review & Inspection	Per Tank	$186.00
Alternate Method and Material Request - Plan Review	Fee: Per Hour	$186.00
Plan Review time and materials fee: Charged for miscellaneous applications such as unusual time intensive projects, research, travel time, etc.	Actual Cost	Actual Cost
Reinspection Fee (1 HR. Minimum)	Per Hour	$126.00
Inspection time and materials fee: Charged for miscellaneous applications such as time intensive projects, research, travel time, etc.	Per Hour	$126.00
Overtime Inspection Request	Per OT Hourly Rate	$147.00
Special Event/Stand-by Fee	Per Hour	$126.00
Special Event/Stand-by Fee Overtime	Per OT Hourly Rate	$147.00
Tent Inspection - Plan Review	Fixed Fee	$186.00
Tent Inspection - Inspection	Per Tent	$126.00
Landscape Plan Review - Fuel Modification Zones	Fixed Fee	$374.00
Landscape Plan Review Amendment - Fuel Modification Zones	Fixed Fee	$247.00
Family Day Care - Pre-Inspection	Per Day Care Facility	$126.00
Family Day Care - Inspection	Per Day Care Facility	$126.00
Inspections Occupancy: Assembly Group: A-1	Annual Fixed Fee	$253.00
Inspections Occupancy: Assembly Group: A-2, A-3, A-4, A-5	Annual Fixed Fee	$126.00
Inspections Occupancy: Educational Group E	Annual Fixed Fee	$190.00
Inspections Occupancy: Factory Industrial: F-1, F-2,H-1	Annual Fixed Fee	$126.00
Inspections Occupancy: High-Hazard Group: H-2, H-3, H-4, H-5	Annual Fixed Fee	$253.00
Inspections Occupancy: Institutional Group: I-4	Annual Fixed Fee	$126.00
Inspections Occupancy: Institutional Group: I-2 , I-2.1, I-3	Annual Fixed Fee	$253.00
Inspections Occupancy: Mercantile Group: M	Annual Fixed Fee	$126.00
Inspections Occupancy: Residential Group: R-2.1, R-3, R-3.1, R-4	Annual Fixed Fee	$126.00
Inspections Occupancy: Residential Group: R-1 & R-2	Annual Fixed Fee	$190.00

Any fees not included in this Fee Schedule will be calculated based on actual costs to provide the service.
All Non-Deposit Plan Check Fees cover 3 Plan Checks. All Deposit Based Fees are charged in 30 minute increments.

City of Beaumont
Fee Schedule

Service Name	*Fee Description*	*Adopted Fee*
Inspections Occupancy: Storage Group: S-1, S-2	Annual Fixed Fee	$253.00
Inspections Occupancy: Business Group: B	Annual Fixed Fee	$21.00
Inspections Occupancy: Miscellaneous Group: U	Annual Fixed Fee	$21.00
Any fees not included in this fee schedule will be calculated based on actual cost to provide service	Actual Cost	Actual Cost
Technology Surcharge	Percentage Fee	3.29%

PUBLIC WORKS

Service Name	*Fee Description*	*Adopted Fee*
Final Parcel Map	Deposit	$2,500.00
Final Tract Map	Deposit	$4,000.00
Public Works Permit Issuance (Within one year of plan check approval)	Fixed Fee	$73.00
Public Works Permit Issuance (After one year from plan check approval)	Deposit	$500.00
Street Light Plan Review	Fixed Fee	$604.00
Street Light Inspection	Per Light	$76.00
Traffic Study Preparation	City Cost + Admin 20%	City Cost + Admin 20%
Traffic Study Review	City Cost + Admin 20%	City Cost + Admin 20%
Clear and Grub Inspection (non grading): 0-10 acres base fee	Deposit	$5,000.00
Clear and Grub Inspection (non grading): over 10 Acres - Per Acre	Deposit	Base + $500 per acre over 10 acres
Plan Check: 4th and Subsequent Review	City Cost + Admin 20%	City Cost + Admin 20%
Improvement Construction Plan Check (on and off site) - Includes First 3 Reviews	Per Sheet	$665.00
Improvement Construction Plan Checking Amendment	Deposit	$2,500.00
Improvement Construction Inspection	Deposit	Minimum $750
Water Quality Management Preliminary Plan Review 0-10 acres	Fixed Fee	$4,077.00
Water Quality Management Plan Review Preliminary Above 10 acres	Fixed Fee	$5,357.00
Water Quality Management Plan Review Final (Post Construction)	Fixed Fee	$427.00
SWPPP - Plan Check 0-10 acres	Fixed Fee	$4,077.00
SWPPP - Plan Check above 10 acres	Fixed Fee	$5,357.00
SWPPP - Inspection (Construction)	Deposit	$5,000.00
Hydrology/Hydraulic Study 0-10 acres	Fixed Fee	$2,797.00
Hydrology/Hydraulic Study 11-50 acres	Fixed Fee	$4,077.00
Hydrology/Hydraulic Study 51-100 acres	Fixed Fee	$5,357.00
Hydrology/Hydraulic Study above 100 acres	Fixed Fee	$7,917.00
Landscape Plans Plan Check - Includes First 3 Reviews	Per Sheet	$398.00

City of Beaumont Fee Schedule

Service Name	*Fee Description*	*Adopted Fee*
Inspections of Landscaping for Public or Private Common Areas	Deposit	50% of Engineers Estimate ($500 minimum)
Wall and Fence Plan Check - Includes First 3 Reviews	Per Sheet	$265.00
Parking Lot Plan Check and Inspection	Fixed Fee	$250.00
Encroachment Permit Application	Fixed Fee	$50.00
ROW Improvement) - Includes Application Fee, Plan Check, and Inspection	Fixed Fee	$211.00
Encroachment Plan Check (Non-Standard)	Actual cost	Actual Cost
Encroachment Inspection	Deposit	$500.00
Erosion Control Plan Check	Deposit	$1,000.00
Certificate of Compliance/Certificate of Correction	Deposit	$1,000.00 City Cost + Admin 20%
Lot Line Adjustment or Parcel Merger	Deposit	$1,200.00 City Cost + Admin 20%
Street Vacation/Offer of Dedication	Deposit	$1,200.00 City Cost + Admin 20%
Tentative Reversion to Acreage	Deposit	$1,000.00
Appeals Suspension of Improvement Required	Deposit	$1,000.00
Subdivision/Improvement Agreement (Bonds)	Fixed Fee	$279.00
Performance Bond Release Application	Fixed Fee	$469.00
Bond Release Inspection Deposit	Deposit	$3,000.00
Maintenance Bond Release Application	Fixed Fee	$469.00
Maintenance Bond Inspection	Deposit	$3,000.00
Suspension of Improvement Agreement	Deposit	$1,000.00
Industrial Waste Water Permit Application	Fixed Fee	$25.00
Final Monument Setting Fee	Fixed Fee	First (4) parcels/lots $2,500 plus $250 each additional parcel/lot
Final Monument Inspection Fee	Fixed Fee	First (4) parcels/lots $1,000 plus $25 each additional parcel/lot
Improvement Guarantee (100% Performance & 100% Labor and Material)	Percentage Fee	100% of the approved Engineer's estimated of construction cost
Any fees not included in this fee schedule will be calculated based on actual cost to provide service	Actual Cost	Actual Cost
Technology Surcharge	Percentage Fee	3.29%
GRADING (RESIDENTIAL)		
Grading or Stockpile Plan Check - First 3 Reviews	Per Sheet	$601.00
Grading or Stockpile Plan Check Amendment (Residential or Commercial)	Deposit	$2,500.00

City of Beaumont Fee Schedule

Service Name	*Fee Description*	*Adopted Fee*
Grading or Stockpile Inspection: 2,000 CY	Base + each additional 1,000 CY or fraction thereof	$1,680 Base + $420 each additional 1,000 CY or fraction thereof up to 10,000
Grading or Stockpile Inspection: 10,000 CY	Base + each additional 1,000 CY or fraction thereof	$3,780 Base + $61 each additional 1,000 CY or fraction thereof up to 100,000
Grading or Stockpile Inspection: 100,000 CY	Base + each additional 1,000 CY or fraction thereof	$10,500 Base + $105 each additional 1,000 CY or fraction thereof up to 200.000
Grading or Stockpile Inspection: Over 200,001 CY	Deposit	$25,000.00
Grading or Stockpile Inspection: Infill Less Than 1 Acre	Fixed Fee	$420.00
Grading Plan Check: 4th and Subsequent Review	City Cost + Admin 20%	City Cost + Admin 20%
GRADING (COMMERCIAL)		
Grading Plan Check - Includes First 3 Reviews	Per Sheet	$787.00
Grading Plan Check: 4th and Subsequent Review	City Cost + Admin 20%	City Cost + Admin 20%
Engineer's Estimate		
$0-10,000	Min. $750.00	
10K-50K	7.50%	
50K-100K	6.50%	
100K-200K	5.00%	
200K-500K	4.00%	
Over 500K	3.00%	

POLICE		
Service Name	*Fee Description*	*Adopted Fee*
Police Reports, Black and White	Fixed Fee	$0.35
Police Reports, Color	Fixed Fee	$0.45
Stored Vehicles Release	Set by Vehicle Code	$75.00
Vin Verification	Fixed Fee	$15.00
Fingerprinting - Non Resident of City	Fixed Fee	$25.00
Fingerprinting - Beaumont City Resident	Fixed Fee	$15.00
Immigration Letter/Visa/Records Check	Fixed Fee	$10.00
Traffic Citation Sign Offs	Fixed Fee	$15.00
Reproduction of Audio/Video/DVD/CD	Fixed Fee	$7.00
Peddler Solicitor Permit - Per Person, Annually	Fixed Fee	$50.00
Bingo Permit	Fixed Fee	$50.00
Stored Vehicles Release - DUI	Set by Penal Code	$150.00
RV Parking Permit - 72 hours	Fixed Fee	$5.00

Any fees not included in this Fee Schedule will be calculated based on actual costs to provide the service.
All Non-Deposit Plan Check Fees cover 3 Plan Checks. All Deposit Based Fees are charged in 30 minute increments.

City of Beaumont
Fee Schedule

Service Name	*Fee Description*	*Adopted Fee*
Alarm License	Fixed Fee	$21.00
Tow Yard Inspection Fee	Fixed Fee	$143.00
Second hand dealers license	Fixed Fee	$107.00
Concealed Weapon Carry Permit	Fixed Fee	$100.00
Fortune Teller Permit, Annually	Fixed Fee	$240.00
Masseur permit with background, Annual	Fixed Fee	$100.00
Massage Establishment Permit, Annually	Fixed Fee	$101.00
Adult Oriented Establishment Permit, Annually	Fixed Fee	$424.00
Tobacco Retailer Permit	Fixed Fee	$250.00
Golf Cart - Annual	Fixed Fee	$50.00
Unlicensed Group Home	Fixed Fee	$800.00
Graffiti Implementation Sales	Fixed Fee	$25.00
Abandoned House Registration	Fixed Fee	$200.00
Weed Abatement, City Admin	Fixed Fee	$125.00
Weed Abatement	Actual Cost	Actual Cost
Subscription Program, City Admin	Fixed Fee	$75.00

ANIMAL CARE

Beaumont

Owner Turn In - Picking Up	Fixed Admin Fee	$20.00
Owner Turn In - Bringing In	Fixed Admin Fee	$10.00
Owner Turn In - Shelter Cost	Actual Cost	Actual Cost
Return to Owner/Impounded Animal	Fixed Fee	$50.00
Deceased on Arrival	Fixed Fee	$40.00
1 Year License Altered	Fixed Fee	$25.00
2 Year License Altered	Fixed Fee	$40.00
3 Year License Altered	Fixed Fee	$55.00
1 Year Unaltered	Fixed Fee	$100.00
Late License Fee	Fixed Fee	$25.00
Replacement Tag	Fixed Fee	$25.00
Quarantine	Actual Cost	Actual Cost
Dangerous Animal Registration	Fixed Fee	$208.00
Trap Fee Rental - 5 Day	Fixed Fee	$25.00
Trap Fee Rental - Per Day After 5	Fixed Fee	$10.00
Small Trap Replacement	Fixed Fee	$149.00
Large Trap Replacement	Fixed Fee	$299.00
Dog Silencer Replacement	Fixed Fee	$154.00
Dog Silencer Rental - 5 Day	Fixed Fee	$20.00
Kennel License - 1 Year	Fixed Fee	$291.00
Kennel License - 2 Year	Fixed Fee	$377.00
Sentry Kennel License - 1 Year	Fixed Fee	$338.00

Any fees not included in this Fee Schedule will be calculated based on actual costs to provide the service.
All Non-Deposit Plan Check Fees cover 3 Plan Checks. All Deposit Based Fees are charged in 30 minute increments.

City of Beaumont Fee Schedule

Service Name	*Fee Description*	*Adopted Fee*
Sentry Kennel License - 2 Year	Fixed Fee	$572.00
Late Kennel License Fee Penalty	Percentage Fee	50% of License Fee
Microchip Identification Device	Fixed Fee	$28.00
Per Call Fee	Fixed Fee	$59.00
Banning		
Owner Turn In - Picking Up	Fixed Fee	$20.00
Owner Turn In - Bringing In	Fixed Fee	$10.00
Owner Turn In - Shelter Cost	Actual Cost	Actual Cost
Return to Owner/Impounded Animal	Fixed Fee	$99.00
Deceased on Arrival	Fixed Fee	$119.00
1 Year License Altered	Fixed Fee	$25.00
2 Year License Altered	Fixed Fee	$40.00
3 Year License Altered	Fixed Fee	$55.00
1 Year Unaltered	Fixed Fee	$100.00
Late License Fee	Fixed Fee	$25.00
Replacement Tag	Fixed Fee	$25.00
Quarantine	Actual Cost	Actual Cost
Dangerous Animal Registration	Fixed Fee	$206.00
Trap Fee Rental - 5 Day	Fixed Fee	$81.00
Trap Fee Rental - Per Day After 5	Fixed Fee	$12.00
Small Trap Replacement	Fixed Fee	$157.00
Large Trap Replacement	Fixed Fee	$307.00
Dog Silencer Replacement	Fixed Fee	$162.00
Dog Silencer Rental - 5 Day	Fixed Fee	$60.00
Microchip Identification Device	Fixed Fee	$28.00
Per Call Fee	Fixed Fee	$89.00
Calimesa		
Owner Turn In - Picking Up	Fixed Fee	$20.00
Owner Turn In - Bringing In	Fixed Fee	$10.00
Owner Turn In - Shelter Cost	Actual Cost	Actual Cost
Return to Owner/Impounded Animal	Fixed Fee	$80.00
Deceased on Arrival (DOA)	Fixed Fee	$132.00
1 Year License Altered	Fixed Fee	$25.00
2 Year License Altered	Fixed Fee	$40.00
3 Year License Altered	Fixed Fee	$55.00
1 Year Unaltered	Fixed Fee	$100.00
Late License Fee	Fixed Fee	$25.00
Replacement Tag	Fixed Fee	$25.00
Quarantine	Actual Cost	Actual Cost
Dangerous Animal Registration	Fixed Fee	$263.00
Trap Fee Rental - 5 Day	Fixed Fee	$97.00
Trap Fee Rental - Per Day After 5	Fixed Fee	$12.00

Any fees not included in this Fee Schedule will be calculated based on actual costs to provide the service.
All Non-Deposit Plan Check Fees cover 3 Plan Checks. All Deposit Based Fees are charged in 30 minute increments.

City of Beaumont
Fee Schedule

Service Name	*Fee Description*	*Adopted Fee*
Small Trap Replacement	Fixed Fee	$157.00
Large Trap Replacement	Fixed Fee	$307.00
Dog Silencer Replacement	Fixed Fee	$162.00
Dog Silencer Rental - 5 Day	Fixed Fee	$73.00
Microchip Identification Device	Fixed Fee	$28.00
Per Call Fee	Fixed Fee	$94.00

Any fees not included in this Fee Schedule will be calculated based on actual costs to provide the service.
All Non-Deposit Plan Check Fees cover 3 Plan Checks. All Deposit Based Fees are charged in 30 minute increments.

EXHIBIT "B"

City of Beaumont Recreation Fee Schedule

[Attached]

City of Beaumont Fee Schedule

COMMUNITY SERVICES		
Service Name	*Fee Description*	*Adopted Fee*
Pavillion/Park Rental		
Pavillion Deposit (Refundable)	Deposit	$40.00
Rental Rate (Civic Groups, Non-Profits, Clubs/Associations, Other Gov't. Agencies)	Fixed Fee	$25.00
Rental Rate (Private Parties, Commercial Events)	Fixed Fee	$50.00
Extra Hours (Civic Groups, Non-Profits, Clubs/Associations, Other Gov't. Agencies)	Per Hour	$10.00
Extra Hours (Private Parties, Commercial Events)	Per Hour	$15.00
Gym/Auditorium Rental		
Gym/Auditorium Deposit (Refundable)	Deposit	$500.00
Rental Rate (Civic Groups, Non-Profits, Clubs/Associations, Other Gov't. Agencies)	Fixed Fee	$120.00
Rental Rate (Private Parties, Commercial Events)	Fixed Fee	$220.00
Extra Hours (Civic Groups, Non-Profits, Clubs/Associations, Other Gov't. Agencies)	Per Hour	$40.00
Extra Hours (Private Parties, Commercial Events)	Per Hour	$100.00
Ball Field Rental		
Ball Field Deposit (Refundable)	Deposit	$40.00
Rental Rate (Private Parties, Commercial Events)	Fixed Fee	$40.00
Lights (Civic Groups, Non-Profits, Clubs/Associations, Other Gov't. Agencies)	Per Hour	$30.00
Extra Hours (Private Parties, Commercial Events)	Per Hour	$15.00
Lights (Private Parties, Commercial Events)	Per Hour	$60.00
Meeting Room Rental		
Meeting Room Deposit (Refundable)	Deposit	$45.00
Rental Rate (Civic Groups, Non-Profits, Clubs/Associations, Other Gov't. Agencies)	Fixed Fee	$50.00
Rental Rate (Private Parties, Commercial Events)	Fixed Fee	$100.00
Extra Hours (Civic Groups, Non-Profits, Clubs/Associations, Other Gov't. Agencies)	Per Hour	$15.00
Extra Hours (Private Parties, Commercial Events)	Per Hour	$40.00
Prior Day Set Up	Fixed Fee	$100.00
Misc. Rentals		
Kitchen Rental	Fixed Fee	$150.00
Staff	Per Hour	$20.00
Overtime Staff	Per Hour	Actual Cost
Cancellation	Fixed Fee	$100.00
Use of City Power	Per Hour	$20.00
Park Restroom Key Deposit (Refundable)	Deposit	$40.00

City sponsored events and local schools are exempt from fees unless otherwise noted

All Rentals Are 2 HR. Minimum

Pool

Any fees not included in this Fee Schedule will be calculated based on actual costs to provide the service

City of Beaumont
Fee Schedule

Service Name	*Fee Description*	*Adopted Fee*
Rental Rate - 1 - 50 Guests		
2 Guards (First 2 Hours)	Fixed Fee	$80.00
Extra Hours	Per Hour	$30.00
Rental Rate - 51 - 75 Guests		
3 Guards (First 2 Hours)	Fixed Fee	$100.00
Extra Hours	Per Hour	$50.00
Rental Rate - 76 - 100 Guests		
4 Guards (First 2 Hours)	Fixed Fee	$120.00
Extra Hours	Per Hour	$70.00
Baby Pool		
1 Guard (Minimum 2 Hours)	Per Hour	$20.00
Daily Pool Entry		
0-11 Years	Fixed Fee	$1.50
12 Years and Up	Fixed Fee	$2.00
Family Pass (Up to 6 Family Members)	Annual	$130.00
Single Pass		
0-11 Years	Annual	$50.00
12 Years and Up	Annual	$65.00
Swim Lessons	Per Session	$50.00
Day Camp / Teen Center		
Cost per Child/Teen - After School (School Year)	Weekly	$15.00
Cost per Child/Teen - Summer and School Breaks	Daily	$15.00

Any fees not included in this Fee Schedule will be calculated based on actual costs to provide the service

Organization:	Purpose of mtg:	Facility:	Rooms:	Period of use:	Hours:	Attendance:
Monthly						
Carol's Kitchen	Board meeting	CRC	1	once a month	3 hrs	20
Kin Care Support Group	meetings	CRC	1	once a month	2 hrs	5
Caregivers support group	Support group	CRC	1	once a month	1.5 hrs	5
San Gorgonio Garden Club	meetings	City Hall	1	once a month	3 hrs	40
Pass Artist Association	meetings	City Hall	1	once a month	4 hrs	20
Pass Patchers Quilt Guild	meetings	City Hall	Gym	once a month	4 hrs	30
Bi-Weekly						
Girl Scout troops	meetings	CRC	1	twice a month	2 hrs	10
Chapman Hospice	Support group	CRC	1	twice a month	1 hr	5
Beaumont Cougars JAAF board meetings	Board meeting	CRC	1	twice a month	1.5 hrs	15
Weekly						
Co-dependents anonymous	12 step support group	CRC	1	once a week	1hr	5
Bridge Club	meet/play bridge	CRC	1	once a week	4 hrs	10
East Valley Board of Realtors	Board meeting	City Hall	1	once a week	2 hrs	20
Pass Patchers Quilt Guild	meetings	City Hall	1	once a week	2hrs	30
Occasionally						
Boy Scout troops	meetings/events	CRC	1	randomly		10
AYSO board meetings	Board meeting	CRC	1	randomly		15
Rotary Club	events	CRC	Gym	randomly	2-10 hrs	50-100
Seasonally						
Beaumont Community Youth Basketball League	games/tournaments/meetings	CRC	Gym	Fall and Winter season	30 hrs per week	100-150

Staff Report

TO: City Council

FROM: Elizabeth Gibbs, Community Services Director

DATE November 2, 2021

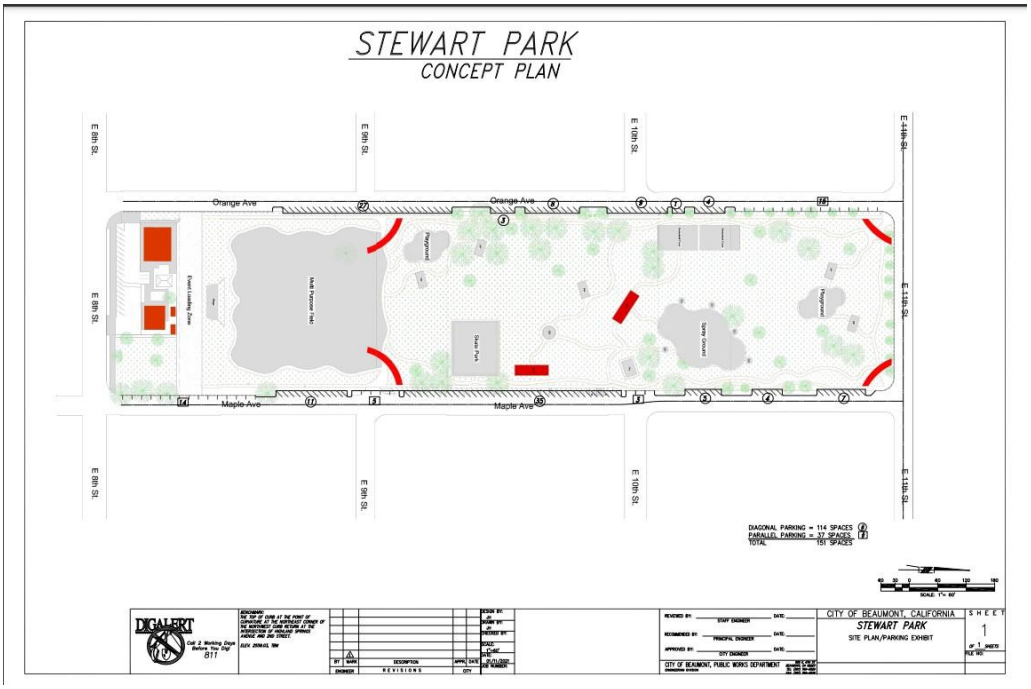
SUBJECT: **Update of Park Capital Improvement Projects**

Background and Analysis:

At the request of City Council, a detailed update of capital improvement projects in City parks is provided below.

Stewart Park – Capital Improvement Projects P-01 and P-10

On January 19, 2021, City Council approved the draft conceptual plan and directed City staff to proceed with improving Stewart Park in accordance with Public Works Contract Code and the Beaumont Municipal Code (Attachment A). The total project funding for Stewart Park is $3,395,000, of which $2,964,740.06 is available. Park amenities current and proposed consist of a full basketball court, a pool facility, a restroom/concession stand, a pavilion with a concrete pad for live entertainment, a skate park, two playgrounds, a baseball diamond, and a small parking lot.



Immediately following the January meeting, City staff began the demolition of the pool. In March, the City retained GeoTek, Inc., in an amount not to exceed $3,500 to perform asbestos and lead based paint testing of the pool and pavilion facility in anticipation of awarding a contract for the complete demolition of both facilities. Neither material was found in the buildings at the site.

In April, City staff retained the services of Sladden Engineering in an amount not to exceed $5,500 to provide geotechnical engineering services at two separate locations within the park, namely the area of the future splash pad and the area of the future bandshell. Additionally, California Waters, LLC (CA Waters) was retained that month in an amount not to exceed $24,999 to provide a splash pad design and engineering services for the proposed splash pad. CA Waters is a local representative for Water Odyssey, a vendor for splash pad products. CA Waters required a preliminary site plan, which was provided by the City's in-house engineering team on July 13.

On May 4, City Council awarded a public works agreement with Weaver Grading, Inc., in an amount not-to-exceed $60,200 with the authorization for the City Manager to allow up to 10% in change orders to complete the pool and pavilion demolition project. The park was officially closed to the public and appropriate signage is displayed along the perimeter of the park. The demolition project was completed in time for the annual Freedom Festival on July 4.

On August 5, City staff entered into an agreement with RHA Landscape Architects-Planners, Inc., (RHA) in an amount not-to-exceed $24,915 to provide landscape architectural and engineering drawings for improvements to the south end of the park that includes the installation of the bandshell and concrete walk from the street. The other areas of the park were not included in RHA's scope of work. On August 23, City staff met with RHA's president and walked the site of the proposed bandshell. On August 31, City staff received an initial design development plan for the proposed bandshell and stage, including a cost estimate in the amount of $1,312,564. Due to the extremely high cost of steel in the current market, City staff requested additional options at lower costs in the range of $200,000 to $600,000. Those proposals are currently under consideration and review by City staff.

On September 28, 2021, the City received the first draft set of design drawings from CA Waters that included mechanical, electrical, and structural plans and specifications for the proposed splash pad. Those plans are currently under review by City staff. Below is a close replica of the splash pad proposed in Stewart Park.

Within the past month, demolition of the ballfield has been completed by City staff.

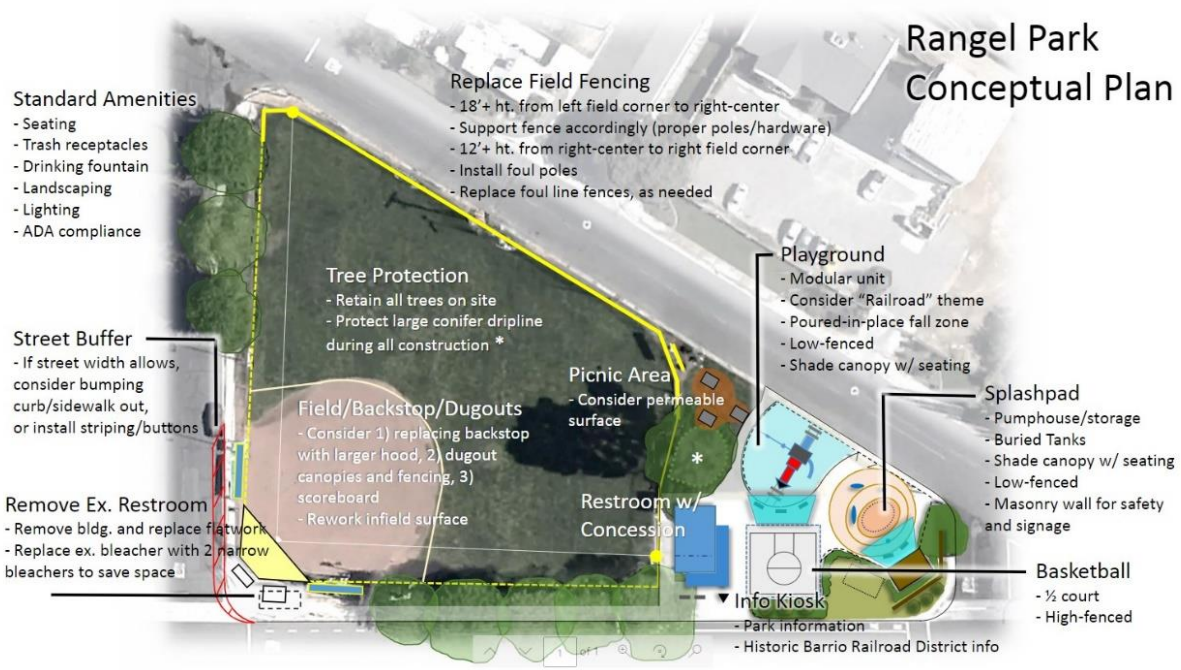
The street vacation of Tenth Street is underway, and the resolution is included in the current agenda for City Council action.

Discussion

Since the initial approval of the conceptual plan, commodity prices have increased tenfold. Steel prices alone have increased well over 30% since April 2021. The original budget set by City staff called for $350,000 to be allocated to the bandshell. After working with the landscape architect, it has been determined that the City would need three times that amount to purchase and install an adequate bandshell. Another option that could be considered in lieu of the original concept, includes renting a bandshell when needed, such as the Cherry Festival and the Freedom Festival.

Rangel Park – Capital Improvements Projects P-02 and P-11

In April 2018, City staff retained the services of Malcolm Matthews in an amount not to exceed $2,520 to provide a conceptual plan and scoping notes of proposed improvements to Rangel Park. On March 19, 2019, City Council approved the conceptual plan and scoping notes as presented.



In October 2019, City Council awarded a contract to TSR Construction and Inspection in an amount not to exceed $261,470 to furnish all materials, equipment, tools, labor and incidentals for the purchase and installation of a precast restroom. A notice of completion was recorded on October 9, 2020.

Sladden Engineering was engaged on December 15, 2020, in an amount not to exceed $5,500 to perform geotechnical engineering services for the project. The report was received on March 10, 2021.

City Council awarded contracts to a pool of electrical engineering firms in June 2021. As part of that contract award, KEWO Engineering Corporation (KEWO) submitted a cost proposal in July for Rangel Park in an amount not to exceed $24,955 to provide electrical engineering services to upgrade the electrical system, including new ballfield lighting, new basketball lighting, new park lighting, future splash pad mechanical building, existing restroom building, and existing scoreboard. KEWO would also communicate with Southern California Edison (SCE) as part of their project scope. Around the end of August, KEWO provided a rough cost estimate to the City in the amount of $110,200, which was well above the anticipated amount programmed for this portion of the project. The cost estimate included two separate options for moving forward with SCE and the City is reviewing those options currently.

City staff determined that a landscape architect firm was needed to assist in developing the park and Architerra Design Group, Inc., was hired on August 10, 2021, in an amount not to exceed $14,725 to provide services including the preparation of scalable conceptual designs and coordination with all designers to provide all pre bid documents for the redesign of Rangel Park. However, a topography map was required prior to the start of the contract.

On September 15, 2021, Madole & Associates was hired in an amount not to exceed $18,110 to provide a topography map and civil engineering services. The map was provided to the City and subsequently to Architerra, Inc., on September 21, 2021.

On September 10, 2021, the City entered into an agreement with California Waters, LLC in an amount not to exceed $24,999 to provide schematic design, design development, electrical design, structural design, construction documentation, agency approvals, and construction administration for the splash pad portion of the park project.

Architerra, Inc., notified the City in early October that the initial conceptual design, which included a half basketball court, a splash pad, and a playground may not be accurate in that there may not be enough room for all three amenities. Discussions took place on which amenity to remove from design development. Based on that information, City staff met with residents who reside in the area of the park and discussed potentially removing the splash pad, since it was the most expensive amenity of the three. The residents agreed that the City could forego designing and building a splash pad.

Architerra, Inc., has also provided a draft conceptual plan of the ballfield, with the new design including moving home plate forward to allow for right-of-way access, new dugouts, and new fencing. That draft was also shared with the residents.

Discussion

With the information provided by Architerra Inc., and KEWO, as well as the limited budget available to complete the park, removing the splash pad from the draft conceptual is the most economical and feasible.

Playground Shade Structures – Capital Improvement Projects P-09

City Council authorized two phases of playground shade structures, each phase allocating $250,000. The priority park for the initial phase is Mountain View Park (Mt. View), located in the South Sundance community.

City staff contacted multiple steel fabricated shade manufacturers and found a design that best met the size needed for the large playground at Mt. View. A request for bids was issued on July 2, 2021, and four bids were received on July 22, 2021. The bids ranged from $167,800 to $200,000. The scope included purchasing and installation of a 48’ by 48’ steel fabricated shade structure with a 13’ clearance to be installed over the large playground at Mt. View.

Discussion

City staff has been following the commodity market pricing on steel and has seen an enormous increase in pricing since July. A second option may be to install fabric shade sails that are more cost effective overall. Based on verbal quotes from one supplier, the

City could target four different playgrounds throughout the City and stay within the allocated amount of $500,000 for both phases.

Fiscal Impact:

City staff estimates the cost to prepare this report to be $1,950.

Recommended Action:

Discuss and provide direction to City staff.

Staff Report

TO: Mayor and City Council

FROM: Sean Thuilliez, Chief of Police

DATE November 2, 2021

SUBJECT: **Purchase of Mobile Data Computers for Six Police Vehicles, Mobile Command Unit and Detective Bureau**

Background and Analysis:

The FY21/22 budget includes eight additional Panasonic Toughbook CF33 Mobile Data Computers (MDCs) for the Beaumont Police Department. Six (6) MDCs will be installed in new patrol units and two installed in the Mobile Command Center and Detective Bureau.

CDCE Mobile Integration of Yorba Linda is still identified as the lowest-priced local distributor/installer of the MDC solution. The total per unit cost (Toughbook, keyboard, port replicator, mounting kit, additional warranty, Cradlepoint IBR900 first net routers with Wi-Fi, low profile shark fin 2G/3G/4G LTE Antenna, cables, and installation) is approximately $8,614.88 per MDC (see attached quote), for a total cost of $68,919.10.

The MDCs in the patrol units will require two Subscriber Identity Module (SIM) cards; one from Verizon (or similar wireless carrier) and one from AT&T (or similar wireless carrier), to provide secure Wi-Fi connectivity and redundancy. The two additional MDCs will require one SIM card each for a total of 14 SIM cards. Each SIM card is projected to cost approximately $40.00 per card (law enforcement rate), per month for a total annual cost of $6,720.

City staff is also requesting to purchase Net Motion. Net Motion is a secure virtual private network (VPN) software that allows the MDCs to communicate to the network securely. It also assists to maintain constant connectivity and redundancy in our entire fleet of MDCs. The addition of Net Motion will be at a cost of $4,000 annually.

Fiscal Impact:

Funding was budgeted for this fiscal year. The fiscal impact to the Internal Service Fund (Account 600-5050-8060-0000) totals $79,639.10.

Recommended Action:

Approve the purchase of eight (8) Panasonic Toughbooks, Cradlepoint IBR900 first net routers with Wi-Fi, low profile shark fin 2G/3G/4G LTE Antennas and cables for a cost of $68,919.10 from CDCE Mobile;
Approve the purchase of 14 SIM cards (8 from Verizon and 6 from AT&T) to be used in the MDCs for connectivity at a yearly price of $6,720; and
Also approve the purchase of Net Motion to enhance the connectivity of the entire patrol fleet for at a yearly cost of $4,000.

Attachments:

A. CDCE Inc. Quote for MDCs
B. Net Motion Quote

CDCE Inc.
22641 Old Canal Road
Yorba Linda, CA 92887

Telephone: 714-282-8881

Sales Quote

Sales Quote No.	117548-F
Customer No.	CIBEAUMOPD

Bill To	Ship To
City of Beaumont City Hall 550 E. 6th Street Beaumont, CA 92223	City of Beaumont Financing Authority PO# 660 Orange Ave. Beaumont, CA 92223
Contact: Accounts Payable **Telephone:** 951-769-8520 **Email:** finance@beaumontca.gov	**Contact:** Greg Fagan **Telephone:** 951-769-8500 **Email:**

Quote Date	Ship Via	F.O.B.	Customer PO Number
10/22/21	Installation	Destination	

Entered By	Salesperson	Order By	Payment Method
Casey Leff	CLEFF	Greg Fagan	Net 30

Line Item	Order Qty	Part #	Description	Unit Price	Extended Price
1	8	CF-33RZ-0BVM	Panasonic CF-33 Toughbook Public Sector Specific Win10, Intel Core i5-10310u 1.7Ghz (4.4GHz), vPro, 12.0QHD Gloved Multi Touch+Digitizer, 16GB RAM, 512GB Opal SSD, Intel WI-FI 6, Bluetooth, 4G LTE Band 14 (EM7511), dGPS, Dual Pass (CH1:WWAN/CH2:DGPS), Infrared Webcam, 8MP Rear Cam, Contactless SmartCard, Flat, Toughbook Preferred, CF-SVCPDEP3Y - Toughbook & Toughpad Premier Deployment - Includes Imaging, Customer Portal Access, Multilocation Shipping And Disk Image Management At The Panasonic National Service Center (Years 1,2,3), FZ-SVC256SSD3Y - 256GB SSD - Toughpad No Return Of Defective Drive (Years 1,2, 3), FZ-SVCTPNF3YR - Protection Plus Warranty - Tablet PC (Years 1, 2, 3), CF-SVCBIOS1 - NSC Custom BIOS Post Sale Entitlement, CF-SVCADDPRM12B - Absolute Resilience - 12 Month Term - Panasonic PS Bundle Sled Customer Only	3,270.00	26,160.00
2	8	FEE-100001	Recycle Fee for Monitors 4	4.00	32.00
3	8	WR-105014	PANASONIC: 4th and 5th years Public Safety Service Bundle Add on (Year 4 & 5 only). Must be purchased in conjunction with PS bundle base unit. Includes Premier, Protection Plus, Customer Portal, Disk Image Management.	555.00	4,440.00

Print Date	10/22/21
Print Time	08:48:38 AM

SubTotal	64,472.00
Freight	290.00
7.750% Sales Tax	4,157.10
Order Total	68,919.10

CDCE Inc.
22641 Old Canal Road
Yorba Linda, CA 92887

Telephone: 714-282-8881

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Quote Date	Ship Via	F.O.B.	Customer PO Number
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Entered By	Salesperson	Order By	Payment Method
Casey Leff	CLEFF	Greg Fagan	Net 30

Line Item	Order Qty	Part #	Description	Unit Price	Extended Price
4	8	NA-210086	PREMIUM KEYBOARD FOR CF-33 Mk1, Mk2. NEW IMPROVED, 3X BRIGHTER OUT-OF-THE-BOX. EMISSIVE RED BACKLIT (4 LEVELS). HANDLE/KICKSTAND DISPLAY CAN BE OPENED TO ANY ANGLE. COMPATIBLE WITH TABLET, 33 LAPTOP VEHICLE DOCK, AND 33 DESKTOP DOCK. ETHERNET, SDXC MFG Part number: CF-VEK333LMP	500.00	4,000.00
5	8	PR-320113	2-in-1 vehicle dock (dual pass) for CF-33. USB 2.0 (4) USB 3.0 (2), Serial, Ethernet (2), HDMI, VGA, Docking Connector, Dual RF, Power, Release Lever, Lock (Keyed alike).	730.00	5,840.00
6	8	PS-202013	Lind 120 Watt CF-33 DC Cig Adapter	110.00	880.00
7	8	VK-421045	2020 Ford Interceptor Utility Pole Mnt Kit GJ Beaumont	540.00	4,320.00
8	8	DM-400104	IBR900 router with WiFi (1000Mbps modem) 5-yr NetCloud Mobile Essentials Plan, no AC power supply or antennas, North America	1,235.00	9,880.00
9	8	ANT-841044	Low profile Sharkfin, 5 in 1 Antenna Black: MiMo 2G/3G/4GLTE, MiMo 2.4/5GHz Wi-Fi, GPS/GNSS, 5m/16 cables for use with IBR600, IBR900, IBR1100. FirstNet compatible.	250.00	2,000.00
10	8	CA-770004	25ft Cat6 Snagless Molded Patch Cable RJ45 M/M Black	10.00	80.00
11	16	EE-900068	Magnetic Mic Clip	30.00	480.00
12	8	LAB-320001	De-Install old; Installation New Customer Site Pedestal Mount, power, Cradlepoint IBR900 External Roof Antenna Run power and cabling	795.00	6,360.00

Print Date	10/22/21
Print Time	08:48:38 AM

SubTotal	64,472.00
Freight	290.00
7.750% Sales Tax	4,157.10
Order Total	68,919.10

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Quote Date	Ship Via	F.O.B.	Customer PO Number
10/22/21	Installation	Destination	

Entered By	Salesperson	Order By	Payment Method
Casey Leff	CLEFF	Greg Fagan	Net 30

Line Item	Order Qty	Part #	Description	Unit Price	Extended Price
			Estimated delivery 8-16 weeks ARO Panasonic & Cradlepoint Entitlements Greg Fagan 951-769-8500 gfagan@beaumontpd.org By signing, you are confirming not only your request to purchase, but also your authority to purchase the goods and services on this quote on behalf of the organization you represent. Signed quotes are de facto purchase orders and fall under the same terms and conditions of sale. If you choose to pay by credit card, you approve an additional 3% processing fee on total order for Visa/MC/Discover and 5% for American Express. _____ Signature _____ Print Name _____ Date		

Print Date	10/22/21
Print Time	08:48:38 AM

SubTotal	64,472.00
Freight	290.00
7.750% Sales Tax	4,157.10
Order Total	68,919.10

NETMOTION®

September 28, 2021

Quote #: Q-198677-2
Territory: Southwest - ISR
Account ID: 0011S000012IN8I

Ship To:
Edgar Trenado
Beaumont Police Department
660 Orange Avenue
Beaumont, CA 92223
etrenado@beaumontca.gov

Dear Edgar,

This quote is valid until December 15, 2021.

NetMotion Licenses

Product Description	SKU	Quantity	Unit List Price	Beaumont Police Department Price
12 Months Full access to the NetMotion platform and all of its features, powering security, visibility and connectivity use-cases. Includes the software defined perimeter (SDP), enterprise VPN and experience monitoring solutions.	NMSCOMPSUB	25	USD 10.00/mo.	**USD 3,000.00**
Subtotal				**USD 3,000.00**
Total				**USD 3,000.00**

Installation Services

Product Description	SKU	Quantity	Unit List Price	Beaumont Police Department Price
NetMotion Mobile Solutions Group – Technical Services Includes: • Planning discussion with a NetMotion Engineer • Up to one four-hour configuration day • Services must be used within 90-days of purchase	NMS-PS-4	1	USD 1,000.00	**USD 1,000.00**
Mobility Solutions Group Services Subtotal				**USD 1,000.00**
Total				**USD 1,000.00**

Beaumont Police Department Total:	**USD 4,000.00**

The new NetMotion Platform is here! Reach out to the NetMotion team (complete@netmotionsoftware.com) to find out how you can make the upgrade today. You'll gain access to a wide range of powerful new features, including a software-defined perimeter (SDP/ZTNA), all-new experience monitoring capabilities and full visibility of remote workers without the need to tunnel traffic.

I will follow up with you to answer any questions. Until then, please do not hesitate to contact me.

Laurie Woolworth
Senior Inside Sales Representative
lwoolworth@absolute.com
Phone: (206)691-5526

Above prices are quoted in the currency shown. Certain local, state, and/or national tax may be applicable. Tax-exempted customers must provide official documentation in compliance with applicable law to avoid sales tax charges. Please note the pricing in this quote is subject to change if additional licenses or software features are requested.

Maintenance renewals are based on the then-current software list prices at the time of renewal and will include the total quantity of licenses, servers, and features in use at the time of renewal. This pricing quote is confidential and may not be redistributed without the prior written permission of NetMotion.

Staff Report

TO: City Council

FROM: Councilmember Julio Martinez

DATE November 2, 2021

SUBJECT: **Discussion and Position Direction on Assembly Constitutional Amendment 7 (ACA 7) and Initiative 21-0016**

Background and Analysis:

Assembly Constitutional Amendment 7 (ACA 7) was introduced by Assembly Member Muratsuchi and co-authored by Senator Glazer. ACA 7 seeks to amend the Constitution of the State of California with regards to local government police power, land use, zoning and municipal affairs. For a constitutional amendment to be placed on a ballot, it must first be passed by a 2/3 vote in both the State Assembly and State Senate. A constitutional amendment must then be approved by majority of voters in California.

ACA 7 speaks to the two types of cities: Charter and General Law. The City of Beaumont is a General Law city. General Law cities have the power to adopt ordinances to protect the public health, safety and welfare. This is known as “Police Power.” Typically, an ordinance adopted under police power cannot be enforced if it conflicts with State law. An ordinance adopted under the municipal affairs power cannot be enforced if it affects a “matter of statewide concern.” In these cases, State law or matters identified as being of statewide concern eclipse local ordinances or regulations.

If approved by voters, ACA 7 would affect a broad stretch of State law including general laws relating to zoning and land use and more specifically, government code sections regulating or mandating, General Plan elements, accessory dwelling units (ADUs), Regional Housing Needs Allocation (RHNA), and density bonuses, to name a few. ACA 7 could also have an indirect impact on California Environmental Quality Act (CEQA) as it pertains to land use. Although the CEQA code sections are not specifically included in ACA 7, CEQA is a major part of regulating land use.

The foundation of ACA 7 is the return of local control. The amendment provides for local ordinances to prevail over State law if a conflict exists with regards to zoning or land use within a city (or County) boundary. If enacted, the amendment would not allow cities to

simply ignore State law but would provide the opportunity for cities to adopt ordinances or regulations pertaining to the land use and zoning issues within their boundaries, even if they are in conflict with State law.

On August 26, 2021, a citizens initiative was submitted to the California Attorney General. This is now known as Initiative 21-0016. It parallels ACA 7 and is drafted to return local discretion on land use matters, including zoning regulations and general plan policies. This initiative would also protect voter-approved local measures that regulate zoning, development or land use. It provides that these voter-approved measures could not be nullified or overturned by any legislative body.

Fiscal Impact:

The cost to prepare this staff report is approximately $250.

Recommended Action:

Hold discussion and provide direction on taking a position on ACA 7.

Attachments:

A. League of California Cities Working Group Packet – ACA 7
B. Initiative 21-0016

ACA 7 (Muratsuchi) Working Group
Wednesday, October 27, 2021
10:00 am – 12:00 pm

Register for this meeting:
https://zoom.us/meeting/register/tJcqcOmpqz4vE9wJdasg1pGD4cKay5bYlpld

After registering, you will receive a confirmation email containing information about joining the meeting.

AGENDA

I. Welcome and Introductions
Chair, Marshall Goodman, Council Member, City of La Palma
Vice Chair, David Pollock, Council Member, City of Moorpark

II. Opening Remarks
President Cindy Silva, Council Member, City of Walnut Creek

III. Establish Guiding Principles for Constitutional Land-Use Reform
Jason Rhine, League of California Cities
Derek Dolfie, League of California Cities

IV. Review ACA 7 (Muratsuchi) Municipal Affairs. Land Use and Zoning
Jason Rhine, League of California Cities

V. Review Initiative 21-0016 Local Land Use. Amended October 1, 2021
Jason Rhine, League of California Cities

VI. Public Comment

VII. Adjourn

ATTACHMENT A

ACA 7 WORKING GROUP
October 27, 2022

Staff: Jason Rhine, Assistant Director, Legislative Affairs
Derek Dolfie, Lobbyist, Legislative Affairs

ACA 7 (Muratsuchi) Local Government Police Power. Municipal Affairs. Land Use and Zoning. (Full Text)

Bill Summary:
This measure would provide that with regard to the zoning or use of land within the boundaries of a county or city, local ordinances, regulations, or charter provisions, would prevail over state law if a conflict exists.

Bill Description:
ACA 7 is an Assembly Constitutional Amendment that, if approved by the voters, would provide the following:

- A county or city ordinance or regulation enacted under the police power that regulates the zoning or use of land within the boundaries of the county or city would prevail over conflicting general laws, with specified exceptions; and
- A city charter provision, or an ordinance or regulation adopted pursuant to a city charter, that regulates the zoning or use of land within the boundaries of the city is deemed to address a municipal affair and would prevail over a conflicting state statute, with specified exceptions.

Specified exceptions are as follows:

- The California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code), or a successor statute;
- The siting of a power generating facility capable of generating more than 50 megawatts of electricity; and
- The development or construction of a water or transportation infrastructure project for which the Legislature has declared in statute the reasons why the project addresses a matter of statewide concern and is in the best interests of the state. For purposes of this paragraph, a transportation infrastructure project does not include a transit-oriented development project, whether residential, commercial, or mixed use.

Background:
There are two types of cities, charter cities and general law cities. Of California's 482 cities, 108 of them are charter cities. The Constitution grants both types of cities the power to adopt ordinances to protect the public's health, safety and welfare. This grant is called the "police power." The Constitution grants charter cities the additional power to adopt ordinances affecting "municipal affairs." This power, commonly referred to as "home rule" is based on the principle that a city, rather than the state, is in the best position to identify and satisfy the needs of the local community.

An ordinance adopted under the police power cannot be enforced if it "conflicts" with state law. State law is said to "preempt" the local ordinance. An ordinance adopted

under the municipal affairs power cannot be enforced if it affects a "matter of statewide concern." The subjects that have been "preempted" and the subjects that have been identified as "matters of statewide concern" have changed over the years with changing economic, social, and political circumstances.

Since the 1960s, the state has enacted laws that have restricted local land use and zoning. These laws include the Fair Employment and Housing Act (FEHA), Housing Element, Housing Accountability Act (HAA), density bonus, Permit Streamlining Act, Accessory Dwelling Units, California Environmental Quality Act (CEQA) and many more.

Fiscal Impact:
There would be no direct fiscal impact to cities.

Existing Cal Cities Policy:
Vision
To be recognized and respected as the leading advocate for the common interests of California's cities.

Mission Statement
To expand and protect local control for cities through education and advocacy to enhance the quality of life for all Californians.

We Believe

- Local self-governance is the cornerstone of democracy.
- Our strength lies in the unity of our diverse communities of interest.
- In the involvement of all stakeholders in establishing goals and in solving problems.
- In conducting the business of government with transparency, openness, respect, and civility.
- The spirit of honest public service is what builds communities.
- Open decision-making that is of the highest ethical standards honors the public trust.
- Cities are vital to the strength of the California economy.
- The vitality of cities is dependent upon their fiscal stability and local autonomy.
- The active participation of all city officials increases the League's effectiveness.
- Partnerships and collaborations are essential elements of focused advocacy and lobbying.
- Ethical and well-informed city officials are essential for responsive, visionary leadership and effective and efficient city operations.

Zoning
Cal Cities believes local zoning is a primary function of cities and is an essential component of home rule. The process of adoption, implementation and enforcement of zoning ordinances should be open and fair to the public and enhance the responsiveness of local decision-makers. State policy should leave local siting and use decisions to the city and not interfere with local prerogative beyond providing a constitutionally valid procedure for adopting local regulations. State agency siting of facilities, including campuses and office buildings, should be subject to local notice and hearing requirements in order to meet concerns of the local community. Cal Cities opposes legislation that seeks to limit local authority over parking requirements.

Housing Element
Housing issues should be addressed in the general plan as other planning issues are. The housing element should be prepared for the benefit of local governments and should have equal status with the other elements of the general plan.

Subdivision Map Act
Cal Cities supports maximizing local control over subdivisions and public improvement financing. Discretion over the conditions and length of subdivision and parcel maps should be retained by cities.

Annexation and Incorporation
Cal Cities supports strengthening city control over urban boundaries. Sphere of Influence law should be modified to ban county development and to allow cities to annex logical growth. The Revenue and Taxation Code should not allow counties to block annexations in exchange for unreasonable property tax sharing agreements. In addition, cities should have expanded authority over adjacent lands outside of their sphere of influence regardless of jurisdictional lines so long as the land is not within another city's sphere. Cities should not be required to incur costs for planning to meet infrastructure needs of unincorporated areas or leveraged to annex areas which would result in unfunded costs. Cal Cities supports facilitating the incorporation of cities that have met procedural requirements and voter approval. Cal Cities opposes efforts by the Legislature to disincorporate a city for any reason, unless requested by the affected city.

California Environmental Quality Act (CEQA)
Cal Cities has extensive existing policy regarding CEQA. Most of this policy is highly specific to the implementation of the Act. Click here to review the full policy.

Comments:
ACA 7 is an Assembly Constitutional Amendment that requires a two-thirds vote in both legislative houses in order to be placed on the ballot for the November 2022 statewide general election. If voters approve the measure, by a simple majority vote, the California State Constitution will be amended.

ACA 7 encompasses a broad swath of state law. The State *Planning and Zoning Law* which stretches from Government Code 65000 - 66301 includes the following state "general laws" relating to "zoning" and "use of land:"

- Prohibition on discrimination (65008): An action taken by a city that denies to any individual or group of individuals..." any land use" is unlawful. [This statute is used to challenge city's land use decisions that do not provide sufficient affordable housing, etc.]
- Mandated elements of general plan (65302): Land use element; circulation; housing; conservation; open-space; noise; safety; environmental justice. Mandated reporting to the Department of Housing and Community Development regarding implementation of plan (65400). Housing element requirements such as affirmatively furthering fair housing (65583(c)(10)); promoting and affirmatively further fair housing opportunities throughout the community (65583(c)(5); conserve and improve the condition of the existing affordable housing stock (65593(c)(4); zone for emergency shelters (65583(d)).
- Housing Accountability Act (65589.5).

- Limitation on inclusionary rental housing ordinance (65850.01).
- ADUs/JADUs (65852.2, 65852.22).
- Requirement to allow rebuilding of multifamily dwelling destroyed by fire (65852.25).
- Requirement to zone sufficient land for housing (65913.1); prohibition on subdivision standards that preclude housing for all economic segments of the community (65913.2).
- SB 35 ministerial approval of housing on certain infill sites (65913.4).
- Density bonus (65915).

Another area of law impacted by ACA 7 is the California Environmental Quality Act (CEQA). While CEQA is not in the code sections listed above, compliance with CEQA is an integral part of "regulating the zoning or use of land."

It is important to note that under ACA 7, a city could not simply ignore these state laws. Rather, ACA 7 would allow a city to adopt ordinances that "conflict" with these laws, thus allowing the ordinances to prevail over state law.

Finally, given the broad scope of ACA 7, it is possible that the measure might be a "revision" rather than an "amendment" to the Constitution. Although the voters can amend the Constitution by an initiative, a "revision" of the Constitution may be accomplished only by convening a constitutional convention and then obtaining voter approval of what the convention proposes. The idea is that "comprehensive changes" to the Constitution require more formality, discussion and deliberation than is available in the initiative process [Raven v. Deukmejian (1990) 52 Cal.3d 335].

Assembly Constitutional Amendment No. 7

Introduced by Assembly Member Muratsuchi
(Principal coauthor: Senator Glazer)

March 16, 2021

Assembly Constitutional Amendment No. 7—A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by amending Section 7 of, and adding Section 5.5 to, Article XI thereof, relating to local government.

LEGISLATIVE COUNSEL'S DIGEST

ACA 7, as introduced, Muratsuchi. Local government: police power: municipal affairs: land use and zoning.

The California Constitution authorizes a city or county to make and enforce within its limits all local, police, sanitary, and other ordinances and regulations not in conflict with general laws, which is also known as the police power. Existing law also authorizes a county or city to adopt a charter, as provided. The California Constitution authorizes a city governed under a charter make and enforce all ordinances and regulations in respect to municipal affairs and provides that, with respect to municipal affairs, a city charter supersedes all inconsistent laws. Under the California Constitution, the power to regulate land use is within the scope of the police power, and is also generally considered to be a municipal affair, for purposes of these provisions.

This measure would provide that a county or city ordinance or regulation enacted under the police power that regulates the zoning or use of land within the boundaries of the county or city would prevail over conflicting general laws, with specified exceptions. The measure, in the event of the conflict with a state statute, would also specify that

a city charter provision, or an ordinance or regulation adopted pursuant to a city charter, that regulates the zoning or use of land within the boundaries of the city is deemed to address a municipal affair and prevails over a conflicting state statute, except that the measure would provide that a court may determine that a city charter provision, ordinance, or regulation addresses either a matter of statewide concern or a municipal affair if it conflicts with specified state statutes. The measure would make findings in this regard and provide that its provisions are severable.

Vote: ⅔. Appropriation: no. Fiscal committee: no. State-mandated local program: no.

Resolved by the Assembly, the Senate concurring, That the Legislature of the State of California at its 2021–22 Regular Session commencing on the seventh day of December 2020, two-thirds of the membership of each house concurring, hereby proposes to the people of the State of California, that the Constitution of the State be amended as follows:

First—That the people of the State of California find and declare all of the following:

(a) The circumstances and impacts of local land use decisions vary greatly across the state from locality to locality.

(b) The infrastructure required to maintain appropriate levels of public services, including police and fire services, parklands and public open spaces, transportation, schools, and sewers, also varies greatly across the state from locality to locality.

(c) Land use decisions made by local officials seek to balance development with the economic, environmental, and social needs of the particular communities served by those local officials.

(d) Thus, it is in the best interests of the state for these complex decisions to be made at the local level to ensure that the specific, unique characteristics, constraints, and needs of those communities are properly analyzed and addressed.

(e) Gentrification of housing adjacent to public transportation will reduce or eliminate the availability of very low income housing near public transit.

(f) The Legislature cannot properly assess the impacts upon each community of sweeping land use rules and zoning regulations that apply across the state and, as a result, do great harm to many local communities with differing circumstances and concerns.

(g) Development within a community should not be controlled by state laws that may or may not address the needs of, and the impacts upon, that local community.

(h) Numerous state laws have been enacted, and continue to be proposed, that eliminate or erode local control over the type and character of local development.

(i) The purpose of this measure is to ensure that all decisions regarding local land use controls and zoning regulations are made within the affected communities in accordance with local law, while still allowing either local or state law to control, as it otherwise would, in those instances where state and local law conflict regarding the coastal zone, the siting of a power plant that can generate more than 50 megawatts of electricity, or the development or construction of a water or transportation infrastructure project for which the Legislature declares why the project addresses a matter of statewide concern and is in the best interests of the state. For purposes of this measure, it is the intent that a transportation infrastructure project not include a transit-oriented development project that is residential, commercial, or mixed used.

Second—That Section 5.5 is added to Article XI thereof, to read:

SEC. 5.5. (a) Except as provided in subdivision (b), in the event of a conflict with a state statute, a city charter provision, or an ordinance or a regulation adopted pursuant to a city charter, that regulates the zoning or use of land within the boundaries of the city shall be deemed to address a municipal affair within the meaning of Section 5 and shall prevail over a conflicting state statute.

(b) A city charter provision, or an ordinance or a regulation adopted pursuant to a city charter, may be determined by a court of competent jurisdiction, in accordance with Section 5, to address either a matter of statewide concern or a municipal affair if that provision, ordinance, or regulation conflicts with a state statute with regard to any of the following:

(1) The California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code), or a successor statute.

(2) The siting of a power generating facility capable of generating more than 50 megawatts of electricity.

(3) The development or construction of a water or transportation infrastructure project for which the Legislature has declared in statute the reasons why the project addresses a matter of statewide concern and is in the best interests of the state. For purposes of this paragraph, a transportation infrastructure project does not include a transit-oriented development project, whether residential, commercial, or mixed use.

(c) The provisions of this section are severable. If any provision of this section or its application is held invalid, that invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.

Third—That Section 7 of Article XI thereof is amended to read:

SEC. 7. *(a)* A county or city may make and enforce within its limits all local, police, sanitary, and other ordinances and regulations ~~not~~ *that are not, except as provided in subdivision (b),* in conflict with general laws.

(b) (1) A county or city ordinance or regulation that regulates the zoning or use of land within the boundaries of the county or city shall prevail over conflicting general laws, except for the following:

(A) An ordinance or regulation that conflicts with the California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code), or a successor statute.

(B) An ordinance or regulation that addresses the siting of a power generating facility capable of generating more than 50 megawatts of electricity.

(C) An ordinance or regulation that addresses the development or construction of a water or transportation infrastructure project for which the Legislature has declared in statute the reasons why the project addresses a matter of statewide concern and is in the best interests of the state. For purposes of this subparagraph, a transportation infrastructure project does not include a transit-oriented development project, whether residential, commercial, or mixed use.

(2) The provisions of this subdivision are severable. If any provision of this subdivision or its application is held invalid, that invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.

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ATTACHMENET B

ACA 7 WORKING GROUP
October 27, 2022

Staff: Jason Rhine, Assistant Director, Legislative Affairs
Derek Dolfie, Lobbyist, Legislative Affairs

Initiative 21-0016 – Local Land Use (FULL TEXT)

This measure is nearly identical to ACA 7 (Muratsuchi). Please see Attachment A for a detailed analysis.

However, it is important to note three key differences between Initiative 21-0016 and ACA 7. Initiative 21-0016 was recently amended to add the following:

- Declares the purpose of the measure is to ensure that all decisions regarding local land use controls, including zoning law and regulations, are made by the affected communities in accordance with applicable law, including but not limited to California Environmental Quality Act (CEQA), California Fair Employment and Housing Act, the prohibitions against discrimination, and affirmatively furthering fair housing.

- Prohibits modification to appropriations for state-funded programs, and no state grant applications or funding shall be denied as a result of the application of this constitutional amendment. No benefit or preference in state appropriations or grants shall be given to an entity that opts not to utilize these provisions.

- Prohibits a city or county from superseding or otherwise interfering with any voter-approved local initiative pertaining to land use or zoning restrictions.

21-0016

Amdt. # 1

To: The Office of the Attorney General
ATTN: Initiative Coordinator
1300 I Street, 17th Floor
Sacramento, CA 95814
(916) 445-4752 I www.oag.ca.gov

RECEIVED

OCT 1 2021

INITIATIVE COORDINATOR
ATTORNEY GENERAL'S OFFICE

Re: Initiative 21-0016 (Local Land Use) - Amendment

Dear Initiative Coordinator:

Pursuant to subdivision (b) of Section 9002 of the Elections Code, enclosed please find amendments to Initiative No. 21-0016. The amendments are reasonably germane to the theme, purpose or subject of the initiative measure as originally proposed. I am a proponent of the measure and request that the Attorney General prepare a circulating title and summary of the measure as provided by law, using the amended language. Thank you for your time and attention processing my request.

Please direct all inquiries and correspondence regarding this proposed initiative to:

John Heath
(323) 248-1699
Jheath@uhawhvp.org

W. C. Brand

Bill Brand

Date: 9-28-21

60031596.v1

To: The Office of the Attorney General
ATTN: Initiative Coordinator
1300 I Street, 17th Floor
Sacramento, CA 95814
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John Heath
(323) 248-1699
Jheath@uhawhvp.org

John W. Heath

John Heath

Date: Sept. 28, 2021

To: The Office of the Attorney General
ATTN: Initiative Coordinator
1300 I Street, 17th Floor
Sacramento, CA 95814
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JHeath@uhaowhvp.org

Jovita Mendoza

Date: 9/29/21

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John Heath
(323) 248-1699
Jheath@uhawhvp.org

Dennis Richards

Date: SEPTEMBER 29, 2021

60031631.v1

21-0016 Amdt. # 1

SECTION 1. The people of the State of California find and declare all of the following:

(a) The circumstances and environmental impacts of local land use decisions vary greatly across the state from locality to locality.

(b) The infrastructure required to maintain appropriate levels of public services, including police and fire services, parklands and public open spaces, transportation, water supply, schools, and sewers varies greatly across the state from locality to locality.

(c) Land use decisions made by local officials must balance development with public facilities and services while addressing the economic, environmental, and social needs of the particular communities served by those local officials.

(d) Thus, it is in the best interests of the state and local communities for these complex decisions to be made at the local level to ensure that the specific, unique characteristics, constraints, and needs of those communities are properly analyzed and addressed.

(e) Gentrification of housing adjacent to public transportation will reduce or eliminate the availability of low or very low income housing near public transit, resulting in the loss of access by low or very low income persons to public transit, declines in public transit ridership, and increases in vehicle miles travelled.

(f) The State Legislature cannot properly assess the impacts upon each community of sweeping centralized and rigid state land use rules and zoning regulations that apply across the state without regard to community impacts and, as a result, statewide land use and zoning will do great harm to local communities with differing circumstances and concerns.

(g) Community development should not be controlled by state planners, but by local governments that know and can address the needs of, and the impacts upon, local communities. Local initiatives approved by voters pertaining to land use and zoning restrictions should not be nullified or superseded by the actions of any local or state legislative body.

(h) Numerous state laws that target communities for elimination of zoning standards have been enacted, and continue to be proposed, that eliminate or erode local control over local development and circumvent the California Environmental Quality Act ("CEQA"), creating the potential for harmful environmental impacts to occur.

(i) The purpose of this measure is to ensure that all decisions regarding local land use controls, including zoning law and regulations, are made by the affected communities in accordance with applicable law, including but not limited to CEQA (Public Resources Code § 21000 et seq.), the California Fair Employment and Housing Act (Government Code §§ 12900 – 12996), prohibitions against discrimination (Government Code § 65008), and affirmatively furthering fair housing (Government Code § 8899.50). This constitutional amendment would continue to provide for state control in the coastal zone, the siting of a power plant that can generate more than 50 megawatts of electricity, or the development or construction of water, communication or transportation infrastructure projects which the Legislature declares are matters of statewide concern and are in the best interests of the state. For purposes of this measure, it is the intent that a transportation infrastructure project shall not include a transit-oriented development project that is residential, commercial, or mixed-use.

SECTION 2. Section 4.5 is added to Article XI of the California Constitution, to read:

SEC. 4.5. (a) Except as provided in subdivision (b), in the event of a conflict with a state statute, a county charter provision, general plan, specific plan, ordinance or a regulation adopted pursuant to a county charter, that regulates the zoning, development or use of land within the boundaries of an unincorporated area of the county shall be deemed a county affair within the meaning of Section 4 and shall prevail over a conflicting state statute. No voter approved local initiative that regulates the zoning, development or use of land within the boundaries of any county shall be overturned or otherwise nullified by any legislative body.

(b) A county charter provision, general plan, specific plan, ordinance or a regulation adopted and applicable to an unincorporated area within a county, may be determined only by a court of competent jurisdiction, in accordance with Section 4, to address either a matter of statewide concern or a county affair if that provision, ordinance, or regulation conflicts with a state statute with regard to only the following:

(1) The California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code), or a successor statute.

(2) The siting of a power generating facility capable of generating more than 50 megawatts of electricity and the California Public Utilities Commission has determined that a need exists at that location that is a matter of statewide concern.

(3) The development or construction of a water, communication or transportation infrastructure project for which the Legislature has declared in statute the reasons why the project addresses a matter of statewide concern and is in the best interests of the state. For purposes of this paragraph, a transportation infrastructure project does not include a transit-oriented development project, whether residential, commercial, or mixed-use.

(c) No modification to appropriations for state funded programs shall occur, and no state grant applications or funding shall be denied as a result of the application of this section. No benefit or preference in state appropriations or grants shall be given to an entity that opts not to utilize the provisions of this section.

(d) The provisions of this section are severable. If any provision of this section or its application is held invalid, that invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.

SECTION 3. Section 5.5 is added to Article XI of the California Constitution, to read:

SEC. 5.5. (a) Except as provided in subdivision (b), in the event of a conflict with a state statute, a city charter provision, general plan, specific plan, ordinance or a regulation adopted pursuant to a city charter, that establishes land use policies or regulates zoning or development standards within the boundaries of the city shall be deemed a municipal affair within the meaning of Section 5 and shall prevail over a conflicting state statute. No voter approved local initiative that regulates the zoning, development or use of land within the boundaries of any city shall be overturned or otherwise nullified by any legislative body.

(b) A city charter provision, general plan, specific plan, ordinance or a regulation adopted pursuant to a city charter, may be determined only by a court of competent jurisdiction, in accordance with Section 5, to address either a matter of statewide concern or a municipal affair

if that provision, ordinance, or regulation conflicts with a state statute with regard to only the following:

(1) The California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code), or a successor statute.

(2) The siting of a power generating facility capable of generating more than 50 megawatts of electricity and the California Public Utilities Commission has determined that a need exists at that location that is a matter of statewide concern.

(3) The development or construction of a water, communication or transportation infrastructure project for which the Legislature has declared in statute the reasons why the project addresses a matter of statewide concern and is in the best interests of the state. For purposes of this paragraph, a transportation infrastructure project does not include a transit-oriented development project, whether residential, commercial, or mixed-use.

(c) No modification to appropriations for state funded programs shall occur, and no state grant applications or funding shall be denied as a result of the application of this section. No benefit or preference in state appropriations or grants shall be given to an entity that opts not to utilize the provisions of this section.

(d) The provisions of this section are severable. If any provision of this section or its application is held invalid, that invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.

SECTION 4. Section 7 of Article XI of the California Constitution is amended to read:

SEC. 7. (a) A county or city may make and enforce within its limits all local, police, sanitary, and other ordinances and regulations ~~not~~ that are not, except as provided in subdivision (b), in conflict with general laws. A county or city may not supersede or otherwise interfere with any voter approved local initiative pertaining to land use or zoning restrictions.

(b) A county or city general plan, specific plan, ordinance or regulation that regulates the zoning, development or use of land within the boundaries of the county or city shall prevail over conflicting general laws, except for only the following:

(A) A coastal land use plan, ordinance or regulation that conflicts with the California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code), or a successor statute.

(B) An ordinance or regulation that addresses the siting of a power generating facility capable of generating more than 50 megawatts of electricity and the California Public Utilities Commission has determined that a need exists at that location that is a matter of statewide concern.

(C) An ordinance or regulation that addresses the development or construction of a water, communication or transportation infrastructure project for which the Legislature has declared in statute the reasons why the project addresses a matter of statewide concern and is in the best interests of the state. For purposes of this subparagraph, a transportation infrastructure project does not include a transit-oriented development project, whether residential, commercial, or mixed-use.

(c) No modification to appropriations for state funded programs shall occur, and no state grant applications or funding shall be denied as a result of the application of this section. No benefit or preference in state appropriations or grants shall be given to an entity that opts not to utilize the provisions of this section.

(d) The provisions of this subdivision are severable. If any provision of this subdivision or its application is held invalid, that invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.

21-0016

Amdt. # 1

To: The Office of the Attorney General
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Sacramento, CA 95814
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OCT 1 2021

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John W. Heath

John Heath

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Dennis Richards

Date: SEPTEMBER 29, 2021

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21-0016 Amdt. # 1

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(b) A county charter provision, general plan, specific plan, ordinance or a regulation adopted and applicable to an unincorporated area within a county, may be determined only by a court of competent jurisdiction, in accordance with Section 4, to address either a matter of statewide concern or a county affair if that provision, ordinance, or regulation conflicts with a state statute with regard to only the following:

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(3) The development or construction of a water, communication or transportation infrastructure project for which the Legislature has declared in statute the reasons why the project addresses a matter of statewide concern and is in the best interests of the state. For purposes of this paragraph, a transportation infrastructure project does not include a transit-oriented development project, whether residential, commercial, or mixed-use.

(c) No modification to appropriations for state funded programs shall occur, and no state grant applications or funding shall be denied as a result of the application of this section. No benefit or preference in state appropriations or grants shall be given to an entity that opts not to utilize the provisions of this section.

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(d) The provisions of this section are severable. If any provision of this section or its application is held invalid, that invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.

SECTION 4. Section 7 of Article XI of the California Constitution is amended to read:

SEC. 7. (a) A county or city may make and enforce within its limits all local, police, sanitary, and other ordinances and regulations ~~not~~ that are not, except as provided in subdivision (b), in conflict with general laws. A county or city may not supersede or otherwise interfere with any voter approved local initiative pertaining to land use or zoning restrictions.

(b) A county or city general plan, specific plan, ordinance or regulation that regulates the zoning, development or use of land within the boundaries of the county or city shall prevail over conflicting general laws, except for only the following:

(A) A coastal land use plan, ordinance or regulation that conflicts with the California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code), or a successor statute.

(B) An ordinance or regulation that addresses the siting of a power generating facility capable of generating more than 50 megawatts of electricity and the California Public Utilities Commission has determined that a need exists at that location that is a matter of statewide concern.

(C) An ordinance or regulation that addresses the development or construction of a water, communication or transportation infrastructure project for which the Legislature has declared in statute the reasons why the project addresses a matter of statewide concern and is in the best interests of the state. For purposes of this subparagraph, a transportation infrastructure project does not include a transit-oriented development project, whether residential, commercial, or mixed-use.

(c) No modification to appropriations for state funded programs shall occur, and no state grant applications or funding shall be denied as a result of the application of this section. No benefit or preference in state appropriations or grants shall be given to an entity that opts not to utilize the provisions of this section.

(d) The provisions of this subdivision are severable. If any provision of this subdivision or its application is held invalid, that invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.

Staff Report

TO: City Council

FROM: Todd Parton, City Manager

DATE November 2, 2021

SUBJECT: **Consider Establishing a Formal Position of the City Council Regarding the Riverside County Supervisory Redistricting Plan and Authorize Mayor Lara to Submit a Position Letter to the Riverside County Board of Supervisors**

Background and Analysis:

The Riverside County Board of Supervisors (Board) is in the process of redrawing supervisory district boundaries. This effort must occur every 10 years after publication of the County population data published by the US Census Bureau. The 2020 US Census data has now been released and the Board must adopt a new supervisory district map by December 15, 2021.

There are six draft redistricting maps under consideration by the Board. Three of the options have been prepared by Riverside County and the final three were submitted through the public participation process. The draft maps included in Attachment A through F of this memorandum.

Two more public hearings before the Board have been scheduled to take public comment and deliberate the six options. They are scheduled for 9:30 a.m. on Tuesday, November 9 and 9:30 a.m. on Tuesday, November 16.

Three of the draft maps propose to split up the Pass Area's IH-10 corridor by splitting portions of either Banning or Beaumont into multiple supervisory districts. These strategies are reflected in Riverside County Map E (Attachment A), Riverside County Map F (Attachment B), and Community Map 1 (Attachment D).

There is a concern that apportioning the Pass Area's IH-10 corridor communities into multiple supervisory districts could prove harmful. The communities of Banning, Beaumont, and Calimesa share common concerns and face similar challenges that are unique to the geographic area. It will be important that the area may speak with a common, consistent voice to address the impacts of expansive growth that each

community is now facing. Much of the development of these communities is occurring along common boundary lines and are blurring the jurisdictional boundaries from a community identify perspective.

The draft letter included in Attachment G states the City's opposition to redistricting efforts that divvy up Banning, Beaumont, and Calimesa communities. It has been drafted for Mayor Lara's signature.

Fiscal Impact:

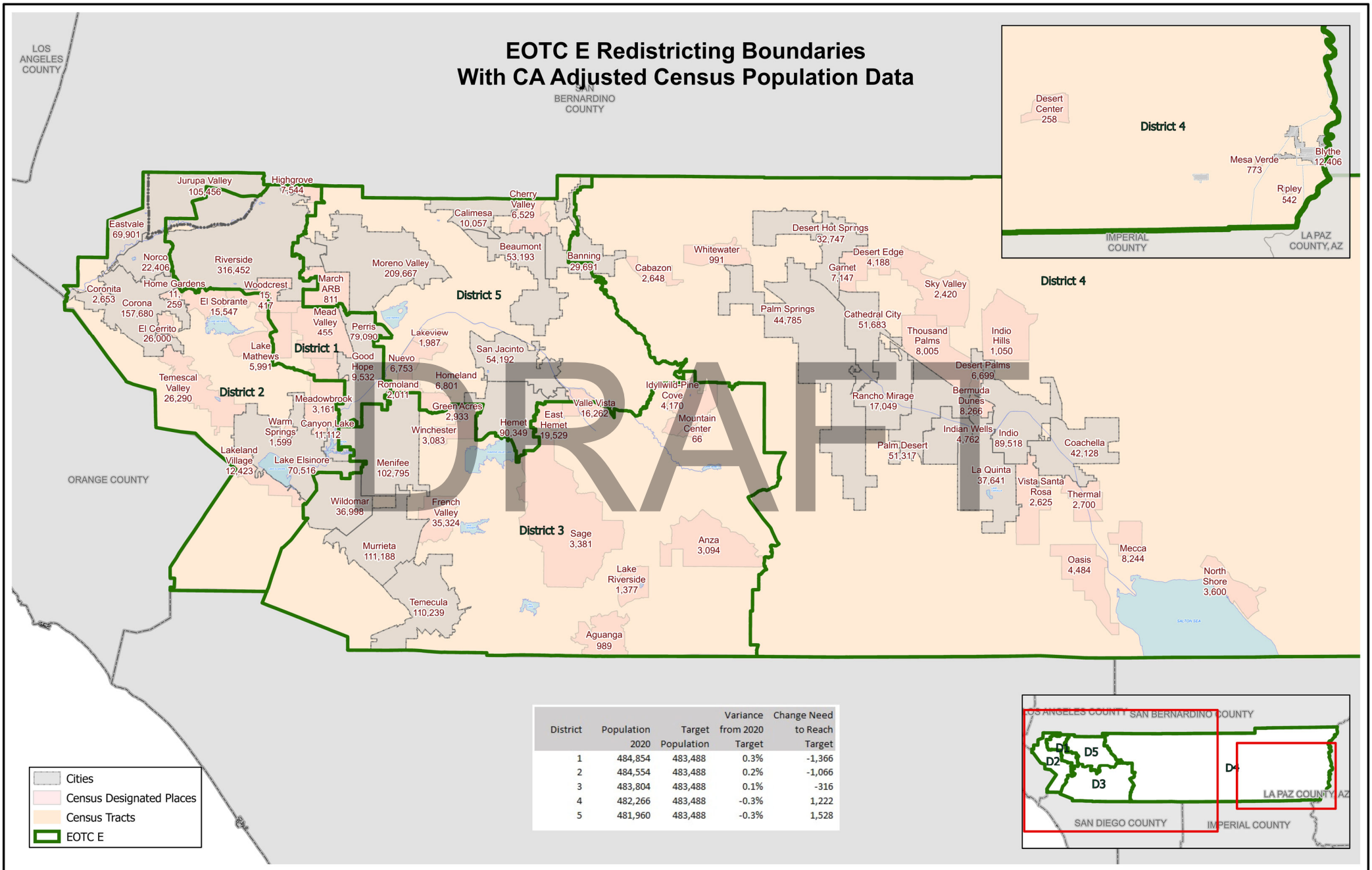
City staff estimates that it cost approximately $1,170 to prepare this report.

Recommended Action:

City staff recommends that the City Council take a position to oppose redistricting scenarios that would split the Cities of Banning, Beaumont, and Calimesa into multiple supervisory districts and authorize Mayor Lara to execute and submit the draft letter included in Attachment G of this memorandum.

Attachments:

A. Riverside County Map E
B. Riverside County Map F
C. Riverside County Map G
D. Community Map 1
E. Community Map 3 (Walsh v. 2 Map)
F. Community Map 4
G. City of Beaumont – Draft Letter



District	Population 2020	Target Population	Variance from 2020 Target	Change Need to Reach Target
1	484,854	483,488	0.3%	-1,366
2	484,554	483,488	0.2%	-1,066
3	483,804	483,488	0.1%	-316
4	482,266	483,488	-0.3%	1,222
5	481,960	483,488	-0.3%	1,528

California Adjusted 2020 US Census Public Law File 94-171

Table 1. California Adjusted 2020 Census Total Population by Race/Ethnicity

District	Total Population	Hispanic	White	Black	American Indian/ Alaskan Native	Asian	Hawaiian or Other Pacific Islander	Other Race	Two or more minority race
1	484,854	295,478	112,199	30,154	1,650	27,775	1,328	2,613	13,657
	100%	**60.9%**	**23.1%**	**6.2%**	**0.3%**	**5.7%**	**0.3%**	**0.5%**	**2.8%**
2	484,554	230,017	149,309	26,086	1,406	56,750	1,314	2,592	17,080
	100%	**47.5%**	**30.8%**	**5.4%**	**0.3%**	**11.7%**	**0.3%**	**0.5%**	**3.5%**
3	483,804	158,599	224,742	24,942	3,223	41,466	1,870	2,621	26,341
	100%	**32.8%**	**46.5%**	**5.2%**	**0.7%**	**8.6%**	**0.4%**	**0.5%**	**5.4%**
4	482,266	260,721	176,549	13,206	2,934	14,779	449	2,203	11,425
	100%	**54.1%**	**36.6%**	**2.7%**	**0.6%**	**3.1%**	**0.1%**	**0.5%**	**2.4%**
5	481,960	256,514	125,930	52,140	2,746	24,048	1,813	2,545	16,224
	100%	**53.2%**	**26.1%**	**10.8%**	**0.6%**	**5.0%**	**0.4%**	**0.5%**	**3.4%**
COUNTY TOTAL	2,417,438	1,201,329	788,729	146,528	11,959	164,818	6,774	12,574	84,727
	100%	**49.7%**	**32.6%**	**6.1%**	**0.5%**	**6.8%**	**0.3%**	**0.5%**	**3.5%**

Table 2. California Adjusted 2020 Census Total Population by Race/Ethnicity Over the Age of 18

District	Total Population (Over 18)	Hispanic (Over 18)	White (Over 18)	Black (Over 18)	American Indian/ Alaskan Native (Over 18)	Asian (Over 18)	Hawaiian or Other Pacific Islander (Over 18)	Other Race (Over 18)	Two or more minority race (Over 18)
1	363,078	206,527	95,491	23,811	1,347	23,654	1,001	1,784	9,463
	100%	56.9%	26.3%	6.6%	0.4%	6.5%	0.3%	0.5%	2.6%
2	361,106	159,577	121,520	20,466	1,121	44,676	1,030	1,831	10,885
	100%	44.2%	33.7%	5.7%	0.3%	12.4%	0.3%	0.5%	3.0%
3	361,536	107,153	180,218	19,394	2,419	33,024	1,471	1,797	16,060
	100%	29.6%	49.8%	5.4%	0.7%	9.1%	0.4%	0.5%	4.4%
4	379,290	181,133	162,773	10,499	2,229	12,542	328	1,553	8,233
	100%	47.8%	42.9%	2.8%	0.6%	3.3%	0.1%	0.4%	2.2%
5	357,751	175,315	107,278	38,997	2,002	20,179	1,343	1,797	10,840
	100%	49.0%	30.0%	10.9%	0.6%	5.6%	0.4%	0.5%	3.0%
COUNTY TOTAL	1,822,761	829,705	667,280	113,167	9,118	134,075	5,173	8,762	55,481
	100%	45.5%	36.6%	6.2%	0.5%	7.4%	0.3%	0.5%	3.0%

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Table 3. CA Adjusted 2020 Census Difference from 2021 Target Supervisorial District Population of 483,488

District	Number	Percent
1	-1,366	-0.28%
2	-1,066	-0.22%
3	-316	-0.07%
4	1,222	0.25%
5	1,528	0.32%

Percent Spread (Largent - Smallest)
0.60%

Source: California Statewide Database Public Law (P.L.) 94-171 and US Census Bureau Website, enacted by Congress in December 1975, requires the Census Bureau to provide states the opportunity to identify the small area geography for which they need datain order to conduct legislative redistricting.
For more information about Public Law (P.L.) 94-171: https://www.census.gov/programs-surveys/decennial-census/about/rdo/summary-files.html

California Adjusted Citizen Voting Age Population 2020 US Special Tabulation From the 2015-2019 5-Year American Community Survey (ACS)

Table 3. Citizen Population - (CVAP) 2015-2019 5-year American Community Survey (ACS)

District	Total	Not Hispanic or Latino	Not Hispanic or Latino: American Indian or Alaska Native Alone	Not Hispanic or Latino: Asian Alone	Not Hispanic or Latino: Black or African American Alone	Not Hispanic or Latino: Native Hawaiian or Other Pacific Islander Alone	Not Hispanic or Latino: White Alone	Not Hispanic or Latino: American Indian or Alaska Native and White	Not Hispanic or Latino: Asian and White	Not Hispanic or Latino: Black or African American and White	Not Hispanic or Latino: American Indian or Alaska Native and Black or African American	Not Hispanic or Latino: Remainder of Two or More Race Responses	Hispanic or Latino
1	435,570	188,808	1,162	23,822	30,861	860	122,888	1,126	3,407	2,418	129	1,807	246,760
	100%	43.3%	0.3%	5.5%	7.1%	0.2%	28.2%	0.3%	0.8%	0.6%	0.0%	0.4%	56.7%
2	434,377	240,875	1,014	39,954	24,361	827	162,724	1,974	4,440	2,340	174	2,591	193,704
	100%	55.5%	0.2%	9.2%	5.6%	0.2%	37.5%	0.5%	1.0%	0.5%	0.0%	0.6%	44.6%
3	451,368	308,961	2,454	29,923	23,639	2,771	231,237	2,639	7,291	3,666	704	4,279	142,462
	100%	68.4%	0.5%	6.6%	5.2%	0.6%	51.2%	0.6%	1.6%	0.8%	0.2%	0.9%	31.6%
4	416,854	222,740	3,070	11,401	15,130	303	186,309	1,452	1,820	1,547	87	1,060	193,957
	100%	53.4%	0.7%	2.7%	3.6%	0.1%	44.7%	0.3%	0.4%	0.4%	0.0%	0.3%	46.5%
5	418,131	214,403	2,479	17,806	51,968	1,000	132,467	1,462	2,201	2,918	174	1,606	203,673
	100%	51.3%	0.6%	4.3%	12.4%	0.2%	31.7%	0.3%	0.5%	0.7%	0.0%	0.4%	48.7%
COUNTY TOTAL	2,156,300	1,175,787	10,179	122,906	145,959	5,761	835,625	8,653	19,159	12,889	1,268	11,343	980,556
	100%	54.5%	0.5%	5.7%	6.8%	0.3%	38.8%	0.4%	0.9%	0.6%	0.1%	0.5%	45.5%

Table 4. Citizen Voting Age Population - (CVAP) 2015-2019 5-year American Community Survey (ACS)

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District	CVAP Total	CVAP Not Hispanic or Latino	CVAP Not Hispanic or Latino: American Indian or Alaska Native Alone	CVAP Not Hispanic or Latino: Asian Alone	CVAP Not Hispanic or Latino: Black or African American Alone	CVAP Not Hispanic or Latino: Native Hawaiian or Other Pacific Islander Alone	CVAP Not Hispanic or Latino: White Alone	CVAP Not Hispanic or Latino: American Indian or Alaska Native and White	CVAP Not Hispanic or Latino: Asian and White	CVAP Not Hispanic or Latino: Black or African American and White	CVAP Not Hispanic or Latino: American Indian or Alaska Native and Black or African American	CVAP Not Hispanic or Latino: Remainder of Two or More Race Responses	CVAP Hispanic or Latino
1	310,335	154,923	971	19,572	24,374	805	103,728	879	1,879	1,098	99	1,180	155,391
	100%	49.9%	0.3%	6.3%	7.9%	0.3%	33.4%	0.3%	0.6%	0.4%	0.0%	0.4%	50.1%
2	306,977	187,549	811	30,401	19,147	736	129,716	1,633	2,053	992	171	1,484	119,612
	100%	61.1%	0.3%	9.9%	6.2%	0.2%	42.3%	0.5%	0.7%	0.3%	0.1%	0.5%	39.0%
3	320,581	234,672	1,951	22,958	18,403	2,037	179,831	1,642	3,063	1,704	453	2,213	85,862
	100%	73.2%	0.6%	7.2%	5.7%	0.6%	56.1%	0.5%	1.0%	0.5%	0.1%	0.7%	26.8%
4	322,606	196,812	2,278	9,045	11,822	208	169,220	1,250	730	728	72	820	125,767
	100%	61.0%	0.7%	2.8%	3.7%	0.1%	52.5%	0.4%	0.2%	0.2%	0.0%	0.3%	39.0%
5	296,199	170,526	1,739	14,426	38,013	615	110,242	1,202	1,334	1,645	169	750	125,611
	100%	57.6%	0.6%	4.9%	12.8%	0.2%	37.2%	0.4%	0.5%	0.6%	0.1%	0.3%	42.4%
COUNTY TOTAL	1,556,698	944,482	7,750	96,402	111,759	4,401	692,737	6,606	9,059	6,167	964	6,447	612,243
	100%	60.7%	0.5%	6.2%	7.2%	0.3%	44.5%	0.4%	0.6%	0.4%	0.1%	0.4%	39.3%

Table 5. DOJ Tabulation: Citizen Population (CVAP) 2015-2019 5-year American Community Survey (ACS)

District	Total	Not Hispanic or Latino: American Indian or Alaska Native	Not Hispanic or Latino: Black or African American	Not Hispanic or Latino: Asian
1	62,796	2,288	33,279	27,229
	100%	3.6%	53.0%	43.4%
2	74,083	2,988	26,701	44,394
	100%	4.0%	36.0%	59.9%
3	69,612	5,093	27,305	37,214
	100%	7.3%	39.2%	53.5%
4	34,420	4,522	16,677	13,221
	100%	13.1%	48.5%	38.4%
5	78,834	3,941	54,886	20,007
	100%	5.0%	69.6%	25.4%
COUNTY TOTAL	319,745	18,832	158,848	142,065
	100%	5.9%	49.7%	44.4%

Table 6. DOJ Tabulation: Citizen Voting Age Population (CVAP) 2015-2019 5-year American Community Survey (ACS)

District	DOJ CVAP Total	DOJ CVAP Not Hispanic or Latino: American Indian or Alaska Native	DOJ CVAP Not Hispanic or Latino: Black or African American	DOJ CVAP Not Hispanic or Latino: Asian
1	48,773	1,850	25,472	21,451
	100%	2.9%	40.6%	34.2%
2	55,037	2,444	20,139	32,454
	100%	3.3%	27.2%	43.8%
3	49,721	3,593	20,107	26,021
	100%	5.2%	28.9%	37.4%
4	25,853	3,528	12,550	9,775
	100%	10.2%	36.5%	28.4%
5	58,359	2,941	39,658	15,760
	100%	3.7%	50.3%	20.0%
COUNTY TOTAL	237,743	14,356	117,926	105,461
	100%	4.5%	36.9%	33.0%

Source: Statewide Database 2015-2019 Citizen Voting Age Population, adjusted to reflect reallocated incarcerated persons, on 2020 Census Blocks. The original data source for the Citizen Voting Age Population (CVAP) is the American Community Survey (ACS). The ACS is an ongoing survey by the U.S. Census Bureau sent to approximately 250,000 households each month. The ACS estimates used to develop these data were collected from January 1, 2015 to December 31, 2019 utilizing the 2010 Census block groups, which were disaggregated to the 2020 Census blocks by the Statewide Database.

Because this is a special tabulation of data and not part of the standard data products shown on the Census Bureau's data.census.gov website, these estimates are rounded. Therefore, individual categories may not exactly add to the total.

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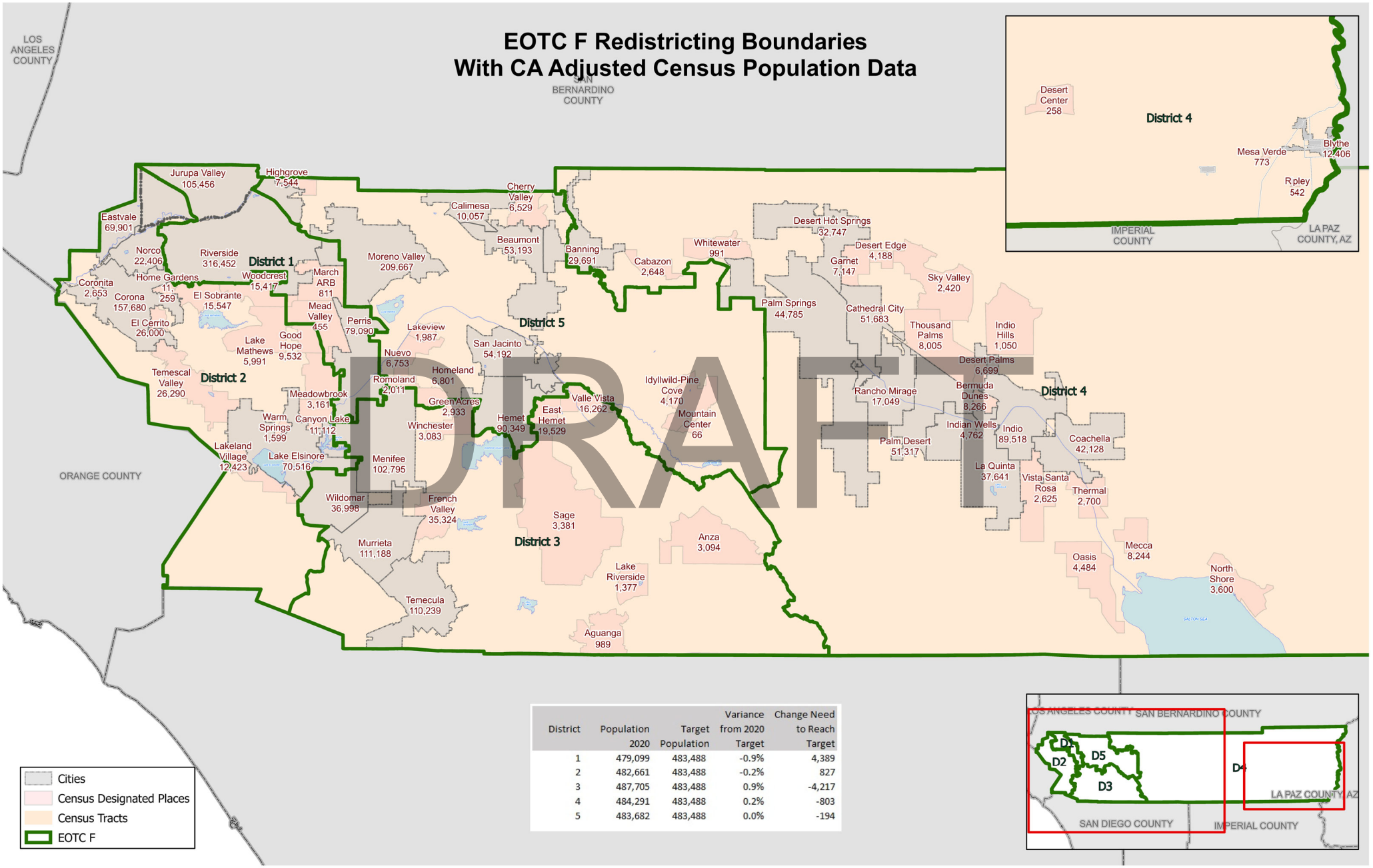
For more information about CVAP products, visit https://www.census.gov/programs-surveys/decennial-census/about/voting-rights/cvap.html
https://www2.census.gov/programs-surveys/decennial/rdo/technical-documentation/special-tabulation/CVAP_2015-2019_ACS_documentation.pdf

EOTC F Redistricting Boundaries
With CA Adjusted Census Population Data



District	Population 2020	Target Population	Variance from 2020 Target	Change Need to Reach Target
1	479,099	483,488	-0.9%	4,389
2	482,661	483,488	-0.2%	827
3	487,705	483,488	0.9%	-4,217
4	484,291	483,488	0.2%	-803
5	483,682	483,488	0.0%	-194

California Adjusted 2020 US Census Public Law File 94-171

Table 1. California Adjusted 2020 Census Total Population by Race/Ethnicity

District	Total Population	Hispanic	White	Black	American Indian/ Alaskan Native	Asian	Hawaiian or Other Pacific Islander	Other Race	Two or more minority race
1	479,099	299,163	104,349	31,631	1,458	25,419	1,418	2,589	13,072
	100%	**62.4%**	**21.8%**	**6.6%**	**0.3%**	**5.3%**	**0.3%**	**0.5%**	**2.7%**
2	482,661	224,017	153,474	25,805	1,444	56,732	1,285	2,556	17,348
	100%	**46.4%**	**31.8%**	**5.3%**	**0.3%**	**11.8%**	**0.3%**	**0.5%**	**3.6%**
3	487,705	162,326	224,138	25,454	3,284	41,480	1,877	2,614	26,532
	100%	**33.3%**	**46.0%**	**5.2%**	**0.7%**	**8.5%**	**0.4%**	**0.5%**	**5.4%**
4	484,291	261,937	176,768	13,516	2,939	14,981	450	2,209	11,491
	100%	**54.1%**	**36.5%**	**2.8%**	**0.6%**	**3.1%**	**0.1%**	**0.5%**	**2.4%**
5	483,682	253,886	130,000	50,122	2,834	26,206	1,744	2,606	16,284
	100%	**52.5%**	**26.9%**	**10.4%**	**0.6%**	**5.4%**	**0.4%**	**0.5%**	**3.4%**
COUNTY TOTAL	2,417,438	1,201,329	788,729	146,528	11,959	164,818	6,774	12,574	84,727
	100%	**49.7%**	**32.6%**	**6.1%**	**0.5%**	**6.8%**	**0.3%**	**0.5%**	**3.5%**

Table 2. California Adjusted 2020 Census Total Population by Race/Ethnicity Over the Age of 18

District	Total Population (Over 18)	Hispanic (Over 18)	White (Over 18)	Black (Over 18)	American Indian/ Alaskan Native (Over 18)	Asian (Over 18)	Hawaiian or Other Pacific Islander (Over 18)	Other Race (Over 18)	Two or more minority race (Over 18)
1	356,348	208,551	88,613	24,755	1,188	21,419	1,053	1,780	8,989
	100%	58.5%	24.9%	6.9%	0.3%	6.0%	0.3%	0.5%	2.5%
2	359,815	155,065	124,881	20,198	1,133	44,651	1,014	1,795	11,078
	100%	43.1%	34.7%	5.6%	0.3%	12.4%	0.3%	0.5%	3.1%
3	363,691	109,580	179,452	19,751	2,448	33,049	1,472	1,798	16,141
	100%	30.1%	49.3%	5.4%	0.7%	9.1%	0.4%	0.5%	4.4%
4	380,793	181,994	162,963	10,726	2,237	12,705	329	1,557	8,282
	100%	47.8%	42.8%	2.8%	0.6%	3.3%	0.1%	0.4%	2.2%
5	362,114	174,515	111,371	37,737	2,112	22,251	1,305	1,832	10,991
	100%	48.2%	30.8%	10.4%	0.6%	6.1%	0.4%	0.5%	3.0%
COUNTY TOTAL	1,822,761	829,705	667,280	113,167	9,118	134,075	5,173	8,762	55,481
	100%	45.5%	36.6%	6.2%	0.5%	7.4%	0.3%	0.5%	3.0%

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Table 3. CA Adjusted 2020 Census Difference from 2021 Target Supervisorial District Population of 483,488

District	Number	Percent
1	4,389	0.91%
2	827	0.17%
3	-4,217	-0.87%
4	-803	-0.17%
5	-194	-0.04%

Percent Spread (Largent - Smallest)
1.78%

Source: California Statewide Database Public Law (P.L.) 94-171 and US Census Bureau Website, enacted by Congress in December 1975, requires the Census Bureau to provide states the opportunity to identify the small area geography for which they need datain order to conduct legislative redistricting.
For more information about Public Law (P.L.) 94-171: https://www.census.gov/programs-surveys/decennial-census/about/rdo/summary-files.html

California Adjusted Citizen Voting Age Population 2020 US Special Tabulation From the 2015-2019 5-Year American Community Survey (ACS)

Table 3. Citizen Population - (CVAP) 2015-2019 5-year American Community Survey (ACS)

District	Total	Not Hispanic or Latino	Not Hispanic or Latino: American Indian or Alaska Native Alone	Not Hispanic or Latino: Asian Alone	Not Hispanic or Latino: Black or African American Alone	Not Hispanic or Latino: Native Hawaiian or Other Pacific Islander Alone	Not Hispanic or Latino: White Alone	Not Hispanic or Latino: American Indian or Alaska Native and White	Not Hispanic or Latino: Asian and White	Not Hispanic or Latino: Black or African American and White	Not Hispanic or Latino: American Indian or Alaska Native and Black or African American	Not Hispanic or Latino: Remainder of Two or More Race Responses	Hispanic or Latino
1	428,245	180,615	996	20,672	33,058	754	116,734	1,111	3,214	2,312	210	1,590	247,596
	100%	42.2%	0.2%	4.8%	7.7%	0.2%	27.3%	0.3%	0.8%	0.5%	0.0%	0.4%	57.8%
2	433,775	244,618	1,059	40,465	23,956	851	166,301	1,928	4,486	2,461	167	2,610	189,389
	100%	56.4%	0.2%	9.3%	5.5%	0.2%	38.3%	0.4%	1.0%	0.6%	0.0%	0.6%	43.7%
3	457,302	311,024	2,489	29,910	24,198	2,771	232,557	2,684	7,314	3,716	706	4,375	146,380
	100%	68.0%	0.5%	6.5%	5.3%	0.6%	50.9%	0.6%	1.6%	0.8%	0.2%	1.0%	32.0%
4	419,016	223,429	3,055	11,533	15,520	303	186,416	1,472	1,822	1,547	87	1,052	195,411
	100%	53.3%	0.7%	2.8%	3.7%	0.1%	44.5%	0.4%	0.4%	0.4%	0.0%	0.3%	46.6%
5	417,962	216,101	2,580	20,326	49,227	1,082	133,617	1,458	2,323	2,853	98	1,716	201,780
	100%	51.7%	0.6%	4.9%	11.8%	0.3%	32.0%	0.3%	0.6%	0.7%	0.0%	0.4%	48.3%
COUNTY TOTAL	2,156,300	1,175,787	10,179	122,906	145,959	5,761	835,625	8,653	19,159	12,889	1,268	11,343	980,556
	100%	54.5%	0.5%	5.7%	6.8%	0.3%	38.8%	0.4%	0.9%	0.6%	0.1%	0.5%	45.5%

Table 4. Citizen Voting Age Population - (CVAP) 2015-2019 5-year American Community Survey (ACS)

DRAFT

District	CVAP Total	CVAP Not Hispanic or Latino	CVAP Not Hispanic or Latino: American Indian or Alaska Native Alone	CVAP Not Hispanic or Latino: Asian Alone	CVAP Not Hispanic or Latino: Black or African American Alone	CVAP Not Hispanic or Latino: Native Hawaiian or Other Pacific Islander Alone	CVAP Not Hispanic or Latino: White Alone	CVAP Not Hispanic or Latino: American Indian or Alaska Native and White	CVAP Not Hispanic or Latino: Asian and White	CVAP Not Hispanic or Latino: Black or African American and White	CVAP Not Hispanic or Latino: American Indian or Alaska Native and Black or African American	CVAP Not Hispanic or Latino: Remainder of Two or More Race Responses	CVAP Hispanic or Latino
1	302,110	147,720	863	17,024	25,791	697	98,301	930	1,809	1,029	177	1,050	154,354
	100%	48.9%	0.3%	5.6%	8.5%	0.2%	32.5%	0.3%	0.6%	0.3%	0.1%	0.3%	51.1%
2	307,592	190,510	842	30,656	18,756	758	132,894	1,586	2,048	1,066	167	1,467	117,281
	100%	61.9%	0.3%	10.0%	6.1%	0.2%	43.2%	0.5%	0.7%	0.3%	0.1%	0.5%	38.1%
3	324,429	236,086	1,984	22,952	18,888	2,037	180,589	1,648	3,072	1,730	453	2,278	88,310
	100%	72.8%	0.6%	7.1%	5.8%	0.6%	55.7%	0.5%	0.9%	0.5%	0.1%	0.7%	27.2%
4	324,042	197,371	2,262	9,162	12,094	208	169,329	1,283	733	728	72	821	126,620
	100%	60.9%	0.7%	2.8%	3.7%	0.1%	52.3%	0.4%	0.2%	0.2%	0.0%	0.3%	39.1%
5	298,525	172,795	1,799	16,608	36,230	701	111,624	1,159	1,397	1,614	95	831	125,678
	100%	57.9%	0.6%	5.6%	12.1%	0.2%	37.4%	0.4%	0.5%	0.5%	0.0%	0.3%	42.1%
COUNTY TOTAL	1,556,698	944,482	7,750	96,402	111,759	4,401	692,737	6,606	9,059	6,167	964	6,447	612,243
	100%	60.7%	0.5%	6.2%	7.2%	0.3%	44.5%	0.4%	0.6%	0.4%	0.1%	0.4%	39.3%

Table 5. DOJ Tabulation: Citizen Population (CVAP) 2015-2019 5-year American Community Survey (ACS)

District	Total	Not Hispanic or Latino: American Indian or Alaska Native	Not Hispanic or Latino: Black or African American	Not Hispanic or Latino: Asian
1	61,363	2,107	35,370	23,886
	100%	3.4%	57.6%	38.9%
2	74,355	2,987	26,417	44,951
	100%	4.0%	35.5%	60.5%
3	70,311	5,173	27,914	37,224
	100%	7.4%	39.7%	52.9%
4	34,949	4,527	17,067	13,355
	100%	13.0%	48.8%	38.2%
5	78,767	4,038	52,080	22,649
	100%	5.1%	66.1%	28.8%
COUNTY TOTAL	319,745	18,832	158,848	142,065
	100%	5.9%	49.7%	44.4%

Table 6. DOJ Tabulation: Citizen Voting Age Population (CVAP) 2015-2019 5-year American Community Survey (ACS)

District	DOJ CVAP Total	DOJ CVAP Not Hispanic or Latino: American Indian or Alaska Native	DOJ CVAP Not Hispanic or Latino: Black or African American	DOJ CVAP Not Hispanic or Latino: Asian
1	47,446	1,793	26,820	18,833
	100%	2.9%	43.7%	30.7%
2	54,954	2,428	19,822	32,704
	100%	3.3%	26.7%	44.0%
3	50,274	3,632	20,618	26,024
	100%	5.2%	29.3%	37.0%
4	26,262	3,545	12,822	9,895
	100%	10.1%	36.7%	28.3%
5	58,807	2,958	37,844	18,005
	100%	3.8%	48.0%	22.9%
COUNTY TOTAL	237,743	14,356	117,926	105,461
	100%	4.5%	36.9%	33.0%

Source: Statewide Database 2015-2019 Citizen Voting Age Population, adjusted to reflect reallocated incarcerated persons, on 2020 Census Blocks. The original data source for the Citizen Voting Age Population (CVAP) is the American Community Survey (ACS). The ACS is an ongoing survey by the U.S. Census Bureau sent to approximately 250,000 households each month. The ACS estimates used to develop these data were collected from January 1, 2015 to December 31, 2019 utilizing the 2010 Census block groups, which were disaggregated to the 2020 Census blocks by the Statewide Database.

Because this is a special tabulation of data and not part of the standard data products shown on the Census Bureau's data.census.gov website, these estimates are rounded. Therefore, individual categories may not exactly add to the total.

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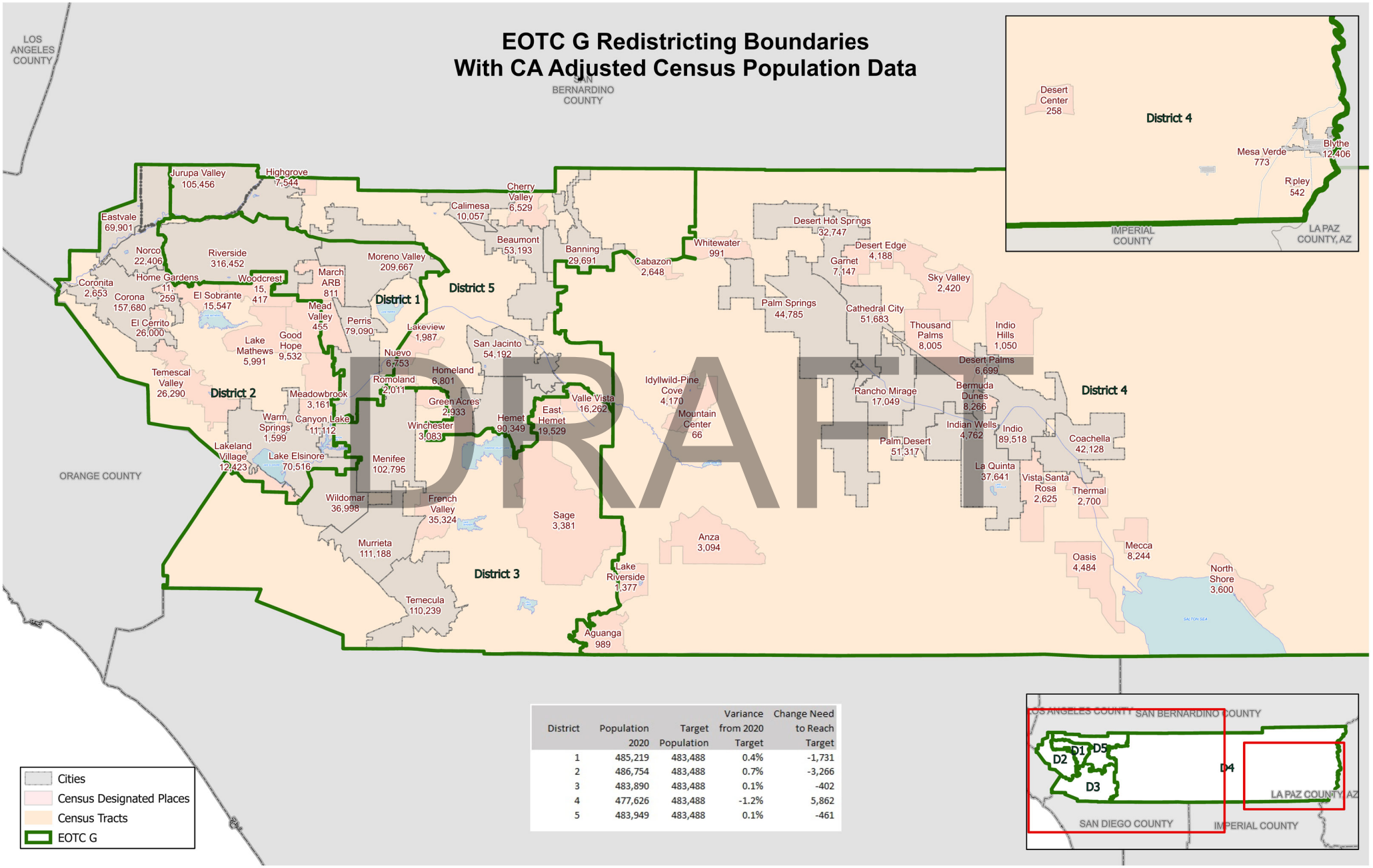
For more information about CVAP products, visit https://www.census.gov/programs-surveys/decennial-census/about/voting-rights/cvap.html
https://www2.census.gov/programs-surveys/decennial/rdo/technical-documentation/special-tabulation/CVAP_2015-2019_ACS_documentation.pdf

EOTC G Redistricting Boundaries
With CA Adjusted Census Population Data



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District	Population 2020	Target Population	Variance from 2020 Target	Change Need to Reach Target
1	485,219	483,488	0.4%	-1,731
2	486,754	483,488	0.7%	-3,266
3	483,890	483,488	0.1%	-402
4	477,626	483,488	-1.2%	5,862
5	483,949	483,488	0.1%	-461

California Adjusted 2020 US Census Public Law File 94-171

Table 1. California Adjusted 2020 Census Total Population by Race/Ethnicity

District	Total Population	Hispanic	White	Black	American Indian/ Alaskan Native	Asian	Hawaiian or Other Pacific Islander	Other Race	Two or more minority race
1	485,219	296,328	94,989	45,539	1,379	28,596	1,788	2,725	13,875
	100%	**61.1%**	**19.6%**	**9.4%**	**0.3%**	**5.9%**	**0.4%**	**0.6%**	**2.9%**
2	486,754	228,426	152,011	26,703	1,459	56,833	1,287	2,563	17,472
	100%	**46.9%**	**31.2%**	**5.5%**	**0.3%**	**11.7%**	**0.3%**	**0.5%**	**3.6%**
3	483,890	162,043	221,837	25,341	2,956	40,979	1,874	2,595	26,265
	100%	**33.5%**	**45.8%**	**5.2%**	**0.6%**	**8.5%**	**0.4%**	**0.5%**	**5.4%**
4	477,626	253,777	180,794	12,023	2,447	14,526	441	2,204	11,414
	100%	**53.1%**	**37.9%**	**2.5%**	**0.5%**	**3.0%**	**0.1%**	**0.5%**	**2.4%**
5	483,949	260,755	139,098	36,922	3,718	23,884	1,384	2,487	15,701
	100%	**53.9%**	**28.7%**	**7.6%**	**0.8%**	**4.9%**	**0.3%**	**0.5%**	**3.2%**
COUNTY TOTAL	2,417,438	1,201,329	788,729	146,528	11,959	164,818	6,774	12,574	84,727
	100%	**49.7%**	**32.6%**	**6.1%**	**0.5%**	**6.8%**	**0.3%**	**0.5%**	**3.5%**

Table 2. California Adjusted 2020 Census Total Population by Race/Ethnicity Over the Age of 18

District	Total Population (Over 18)	Hispanic (Over 18)	White (Over 18)	Black (Over 18)	American Indian/ Alaskan Native (Over 18)	Asian (Over 18)	Hawaiian or Other Pacific Islander (Over 18)	Other Race (Over 18)	Two or more minority race (Over 18)
1	357,128	205,092	80,035	34,718	1,092	23,792	1,303	1,821	9,275
	100%	57.4%	22.4%	9.7%	0.3%	6.7%	0.4%	0.5%	2.6%
2	362,723	158,164	123,643	21,018	1,151	44,755	1,015	1,810	11,167
	100%	43.6%	34.1%	5.8%	0.3%	12.3%	0.3%	0.5%	3.1%
3	360,404	109,286	177,447	19,647	2,191	32,631	1,473	1,784	15,945
	100%	30.3%	49.2%	5.5%	0.6%	9.1%	0.4%	0.5%	4.4%
4	377,418	176,590	166,760	9,603	1,925	12,380	324	1,558	8,278
	100%	46.8%	44.2%	2.5%	0.5%	3.3%	0.1%	0.4%	2.2%
5	365,088	180,573	119,395	28,181	2,759	20,517	1,058	1,789	10,816
	100%	49.5%	32.7%	7.7%	0.8%	5.6%	0.3%	0.5%	3.0%
COUNTY TOTAL	1,822,761	829,705	667,280	113,167	9,118	134,075	5,173	8,762	55,481
	100%	45.5%	36.6%	6.2%	0.5%	7.4%	0.3%	0.5%	3.0%

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Table 3. CA Adjusted 2020 Census Difference from 2021 Target Supervisorial District Population of 483,488

District	Number	Percent
1	-1,731	-0.36%
2	-3,266	-0.68%
3	-402	-0.08%
4	5,862	1.21%
5	-461	-0.10%

Percent Spread (Largent - Smallest)
1.89%

Source: California Statewide Database Public Law (P.L.) 94-171 and US Census Bureau Website, enacted by Congress in December 1975, requires the Census Bureau to provide states the opportunity to identify the small area geography for which they need datain order to conduct legislative redistricting.
For more information about Public Law (P.L.) 94-171: https://www.census.gov/programs-surveys/decennial-census/about/rdo/summary-files.html

California Adjusted Citizen Voting Age Population 2020 US Special Tabulation From the 2015-2019 5-Year American Community Survey (ACS)

Table 3. Citizen Population - (CVAP) 2015-2019 5-year American Community Survey (ACS)

District	Total	Not Hispanic or Latino	Not Hispanic or Latino: American Indian or Alaska Native Alone	Not Hispanic or Latino: Asian Alone	Not Hispanic or Latino: Black or African American Alone	Not Hispanic or Latino: Native Hawaiian or Other Pacific Islander Alone	Not Hispanic or Latino: White Alone	Not Hispanic or Latino: American Indian or Alaska Native and White	Not Hispanic or Latino: Asian and White	Not Hispanic or Latino: Black or African American and White	Not Hispanic or Latino: American Indian or Alaska Native and Black or African American	Not Hispanic or Latino: Remainder of Two or More Race Responses	Hispanic or Latino
1	435,558	191,196	941	22,908	49,727	978	107,306	976	3,432	2,540	136	1,761	244,493
	100%	43.9%	0.2%	5.3%	11.4%	0.2%	24.6%	0.2%	0.8%	0.6%	0.0%	0.4%	56.1%
2	437,590	244,657	1,046	40,800	25,571	851	164,342	1,939	4,471	2,551	182	2,675	192,920
	100%	55.9%	0.2%	9.3%	5.8%	0.2%	37.6%	0.4%	1.0%	0.6%	0.0%	0.6%	44.1%
3	455,071	308,819	2,378	29,849	24,054	2,750	230,773	2,562	7,321	3,720	706	4,383	146,282
	100%	67.9%	0.5%	6.6%	5.3%	0.6%	50.7%	0.6%	1.6%	0.8%	0.2%	1.0%	32.1%
4	410,020	222,507	1,911	10,938	13,984	339	188,940	1,449	1,775	1,469	87	1,046	187,335
	100%	54.3%	0.5%	2.7%	3.4%	0.1%	46.1%	0.4%	0.4%	0.4%	0.0%	0.3%	45.7%
5	418,061	208,608	3,903	18,411	32,623	843	144,264	1,727	2,160	2,609	157	1,478	209,526
	100%	49.9%	0.9%	4.4%	7.8%	0.2%	34.5%	0.4%	0.5%	0.6%	0.0%	0.4%	50.1%
COUNTY TOTAL	2,156,300	1,175,787	10,179	122,906	145,959	5,761	835,625	8,653	19,159	12,889	1,268	11,343	980,556
	100%	54.5%	0.5%	5.7%	6.8%	0.3%	38.8%	0.4%	0.9%	0.6%	0.1%	0.5%	45.5%

Table 4. Citizen Voting Age Population - (CVAP) 2015-2019 5-year American Community Survey (ACS)

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District	CVAP Total	CVAP Not Hispanic or Latino	CVAP Not Hispanic or Latino: American Indian or Alaska Native Alone	CVAP Not Hispanic or Latino: Asian Alone	CVAP Not Hispanic or Latino: Black or African American Alone	CVAP Not Hispanic or Latino: Native Hawaiian or Other Pacific Islander Alone	CVAP Not Hispanic or Latino: White Alone	CVAP Not Hispanic or Latino: American Indian or Alaska Native and White	CVAP Not Hispanic or Latino: Asian and White	CVAP Not Hispanic or Latino: Black or African American and White	CVAP Not Hispanic or Latino: American Indian or Alaska Native and Black or African American	CVAP Not Hispanic or Latino: Remainder of Two or More Race Responses	CVAP Hispanic or Latino
1	304,370	152,212	841	18,522	37,390	804	89,192	799	1,778	1,242	121	1,056	152,189
	100%	50.0%	0.3%	6.1%	12.3%	0.3%	29.3%	0.3%	0.6%	0.4%	0.0%	0.3%	50.0%
2	309,854	190,075	824	30,890	19,975	758	131,038	1,600	2,049	1,104	182	1,492	119,775
	100%	61.3%	0.3%	10.0%	6.4%	0.2%	42.3%	0.5%	0.7%	0.4%	0.1%	0.5%	38.7%
3	322,737	234,634	1,872	22,882	18,808	1,997	179,500	1,578	3,060	1,710	453	2,302	88,052
	100%	72.7%	0.6%	7.1%	5.8%	0.6%	55.6%	0.5%	0.9%	0.5%	0.1%	0.7%	27.3%
4	319,291	197,046	1,513	8,800	10,880	243	171,474	1,268	732	704	72	787	122,186
	100%	61.7%	0.5%	2.8%	3.4%	0.1%	53.7%	0.4%	0.2%	0.2%	0.0%	0.2%	38.3%
5	300,446	170,515	2,700	15,308	24,706	599	121,533	1,361	1,440	1,407	136	810	130,041
	100%	56.8%	0.9%	5.1%	8.2%	0.2%	40.5%	0.5%	0.5%	0.5%	0.0%	0.3%	43.3%
COUNTY TOTAL	1,556,698	944,482	7,750	96,402	111,759	4,401	692,737	6,606	9,059	6,167	964	6,447	612,243
	100%	60.7%	0.5%	6.2%	7.2%	0.3%	44.5%	0.4%	0.6%	0.4%	0.1%	0.4%	39.3%

Table 5. DOJ Tabulation: Citizen Population (CVAP) 2015-2019 5-year American Community Survey (ACS)

District	Total	Not Hispanic or Latino: American Indian or Alaska Native	Not Hispanic or Latino: Black or African American	Not Hispanic or Latino: Asian
1	80,524	1,917	52,267	26,340
	100%	2.4%	64.9%	32.7%
2	76,378	2,985	28,122	45,271
	100%	3.9%	36.8%	59.3%
3	69,884	4,940	27,774	37,170
	100%	7.1%	39.7%	53.2%
4	31,526	3,360	15,453	12,713
	100%	10.7%	49.0%	40.3%
5	61,433	5,630	35,232	20,571
	100%	9.2%	57.4%	33.5%
COUNTY TOTAL	319,745	18,832	158,848	142,065
	100%	5.9%	49.7%	44.4%

Table 6. DOJ Tabulation: Citizen Voting Age Population (CVAP) 2015-2019 5-year American Community Survey (ACS)

District	DOJ CVAP Total	DOJ CVAP Not Hispanic or Latino: American Indian or Alaska Native	DOJ CVAP Not Hispanic or Latino: Black or African American	DOJ CVAP Not Hispanic or Latino: Asian
1	60,572	1,640	38,632	20,300
	100%	2.0%	48.0%	25.2%
2	56,442	2,424	21,079	32,939
	100%	3.2%	27.6%	43.1%
3	49,910	3,450	20,518	25,942
	100%	4.9%	29.4%	37.1%
4	23,897	2,781	11,584	9,532
	100%	8.8%	36.7%	30.2%
5	46,922	4,061	26,113	16,748
	100%	6.6%	42.5%	27.3%
COUNTY TOTAL	237,743	14,356	117,926	105,461
	100%	4.5%	36.9%	33.0%

Source: Statewide Database 2015-2019 Citizen Voting Age Population, adjusted to reflect reallocated incarcerated persons, on 2020 Census Blocks. The original data source for the Citizen Voting Age Population (CVAP) is the American Community Survey (ACS). The ACS is an ongoing survey by the U.S. Census Bureau sent to approximately 250,000 households each month. The ACS estimates used to develop these data were collected from January 1, 2015 to December 31, 2019 utilizing the 2010 Census block groups, which were disaggregated to the 2020 Census blocks by the Statewide Database.

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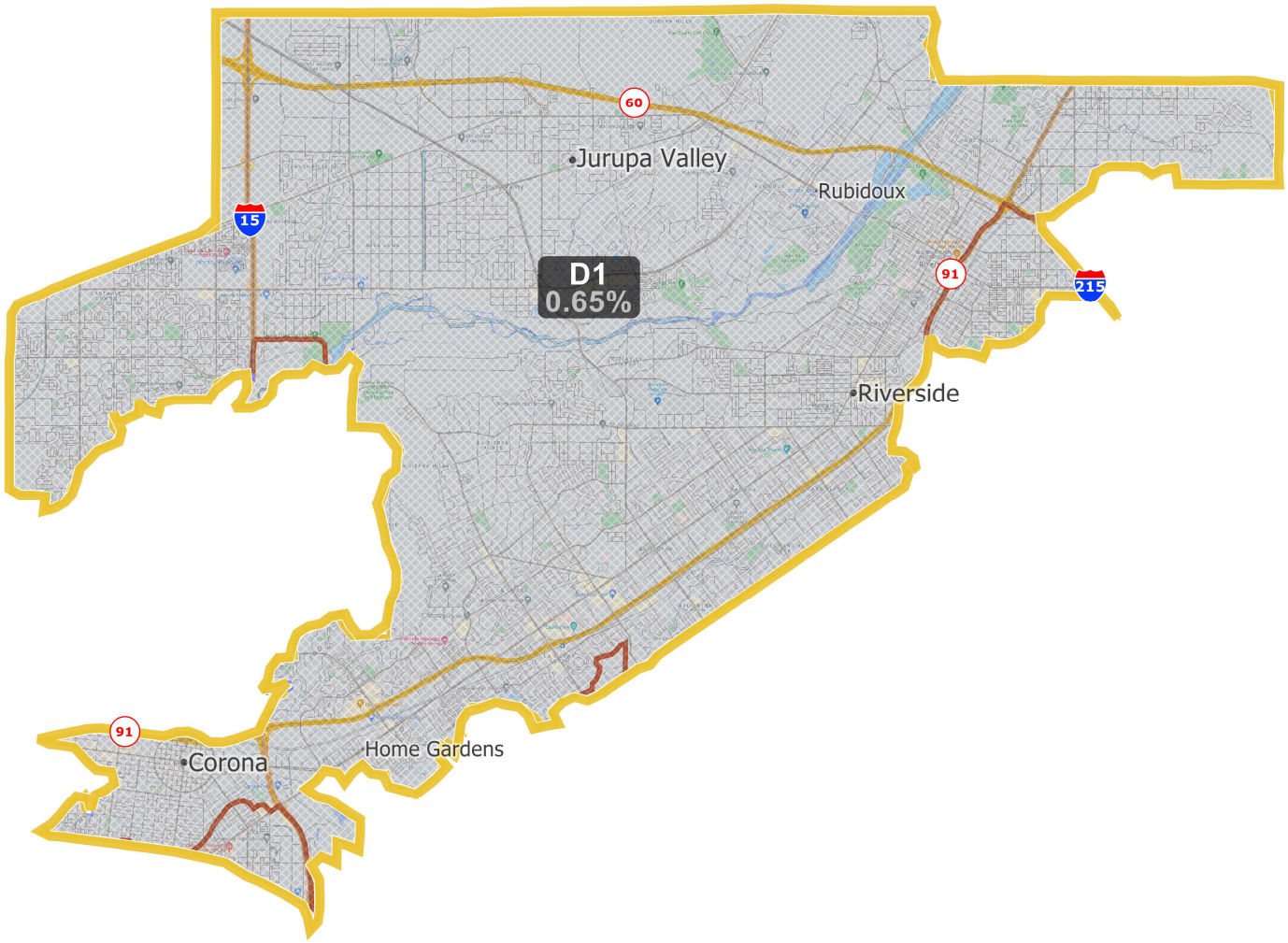
For more information about CVAP products, visit https://www.census.gov/programs-surveys/decennial-census/about/voting-rights/cvap.html
https://www2.census.gov/programs-surveys/decennial/rdo/technical-documentation/special-tabulation/CVAP_2015-2019_ACS_documentation.pdf

District: D1



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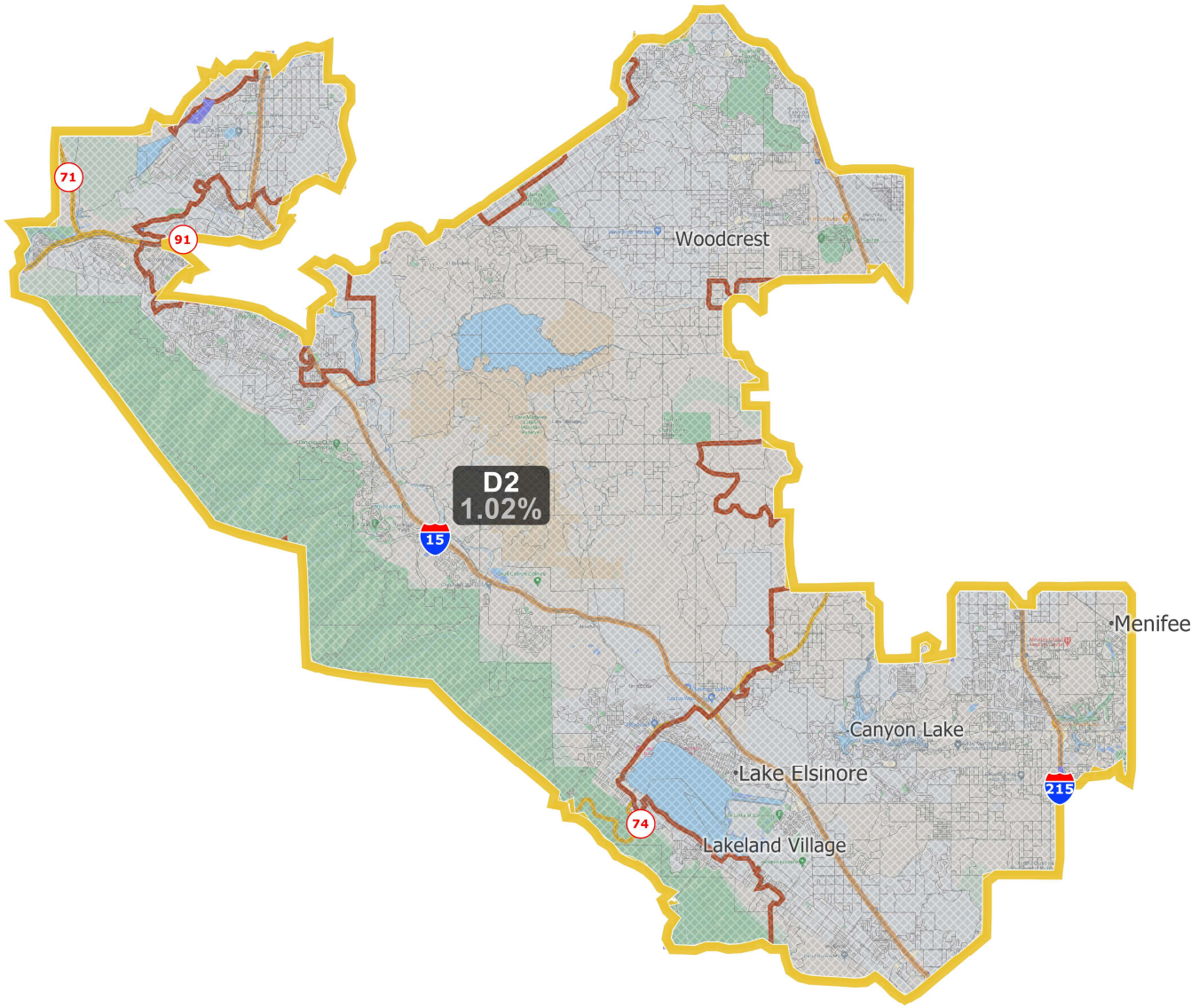
Field	Value
District	D1
Pop20	486653
Deviation	3,166
% Deviation	0.65%
PopCvap19	299346
HspCvap19	152780
% HspCvap19	51.04%
IndCvap19	923
% IndCvap19	0.31%
APICvap19	23930
% APICvap19	7.99%
BlkCvap19	20114
% BlkCvap19	6.72%
WhtCvap19	96193
% WhtCvap19	32.13%
OthCvap19	4953
% OthCvap19	1.65%
Hsp20	295910
% Hsp20	60.81%
Ind20	1503
% Ind20	0.31%
API20	45775
% API20	9.41%
Blk20	26377
% Blk20	5.42%
Wht20	101411
% Wht20	20.84%
Oth20	2591
% Oth20	0.53%

District: D2



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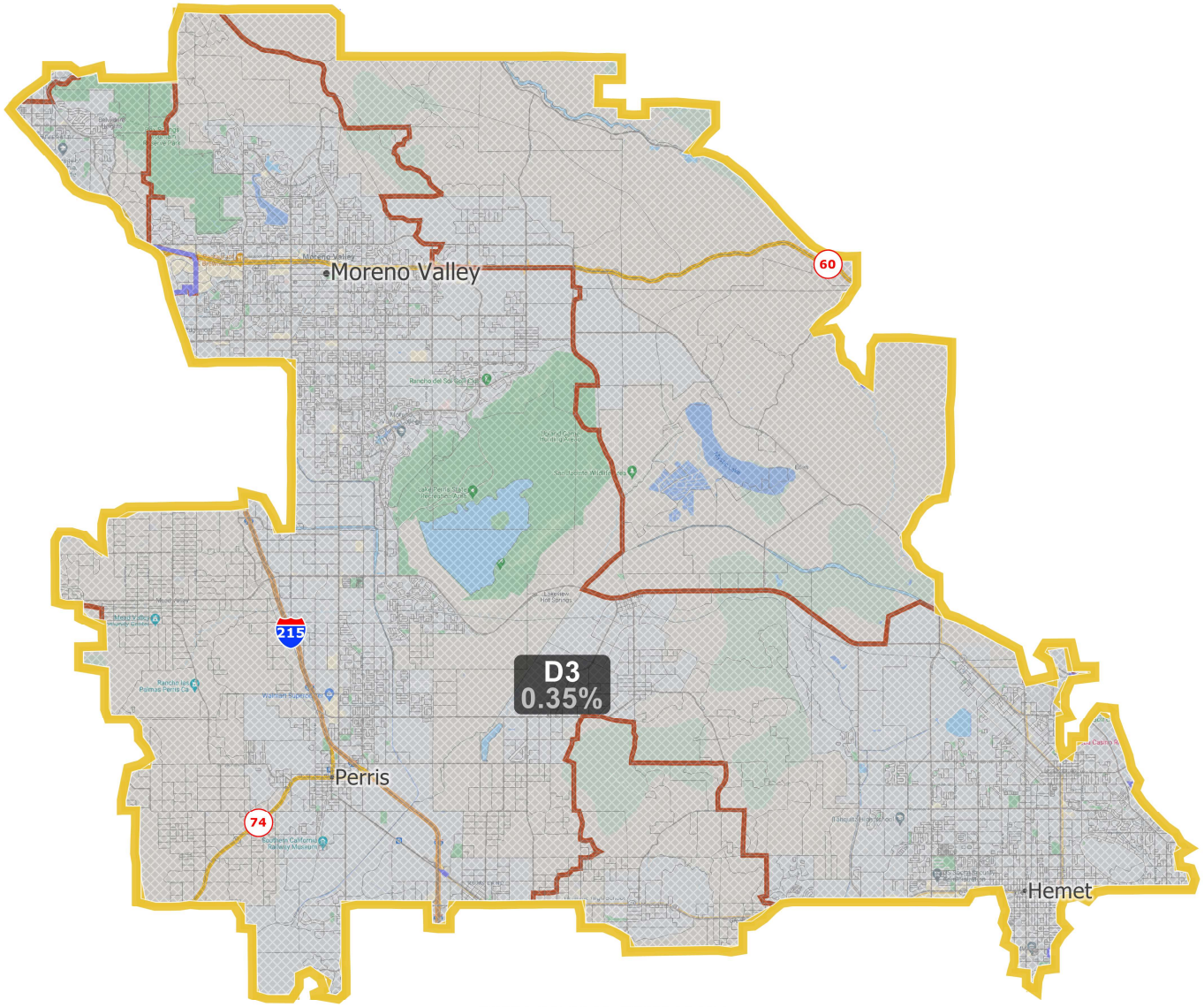
Field	Value
District	D2
Pop20	488418
Deviation	4,931
% Deviation	1.02%
PopCvap19	331166
HspCvap19	102861
% HspCvap19	31.06%
IndCvap19	1211
% IndCvap19	0.37%
APICvap19	27689
% APICvap19	8.36%
BlkCvap19	20984
% BlkCvap19	6.34%
WhtCvap19	171172
% WhtCvap19	51.69%
OthCvap19	7545
% OthCvap19	2.28%
Hsp20	188632
% Hsp20	38.62%
Ind20	1644
% Ind20	0.34%
API20	43935
% API20	9%
Blk20	26944
% Blk20	5.52%
Wht20	203311
% Wht20	41.63%
Oth20	2659
% Oth20	0.54%

District: D3



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Field	Value
District	D3
Pop20	485202
Deviation	1,715
% Deviation	0.35%
PopCvap19	285274
HspCvap19	146101
% HspCvap19	51.21%
IndCvap19	1025
% IndCvap19	0.36%
APICvap19	15163
% APICvap19	5.32%
BlkCvap19	39796
% BlkCvap19	13.95%
WhtCvap19	77204
% WhtCvap19	27.06%
OthCvap19	4533
% OthCvap19	1.59%
Hsp20	302466
% Hsp20	62.34%
Ind20	1894
% Ind20	0.39%
API20	24025
% API20	4.95%
Blk20	53985
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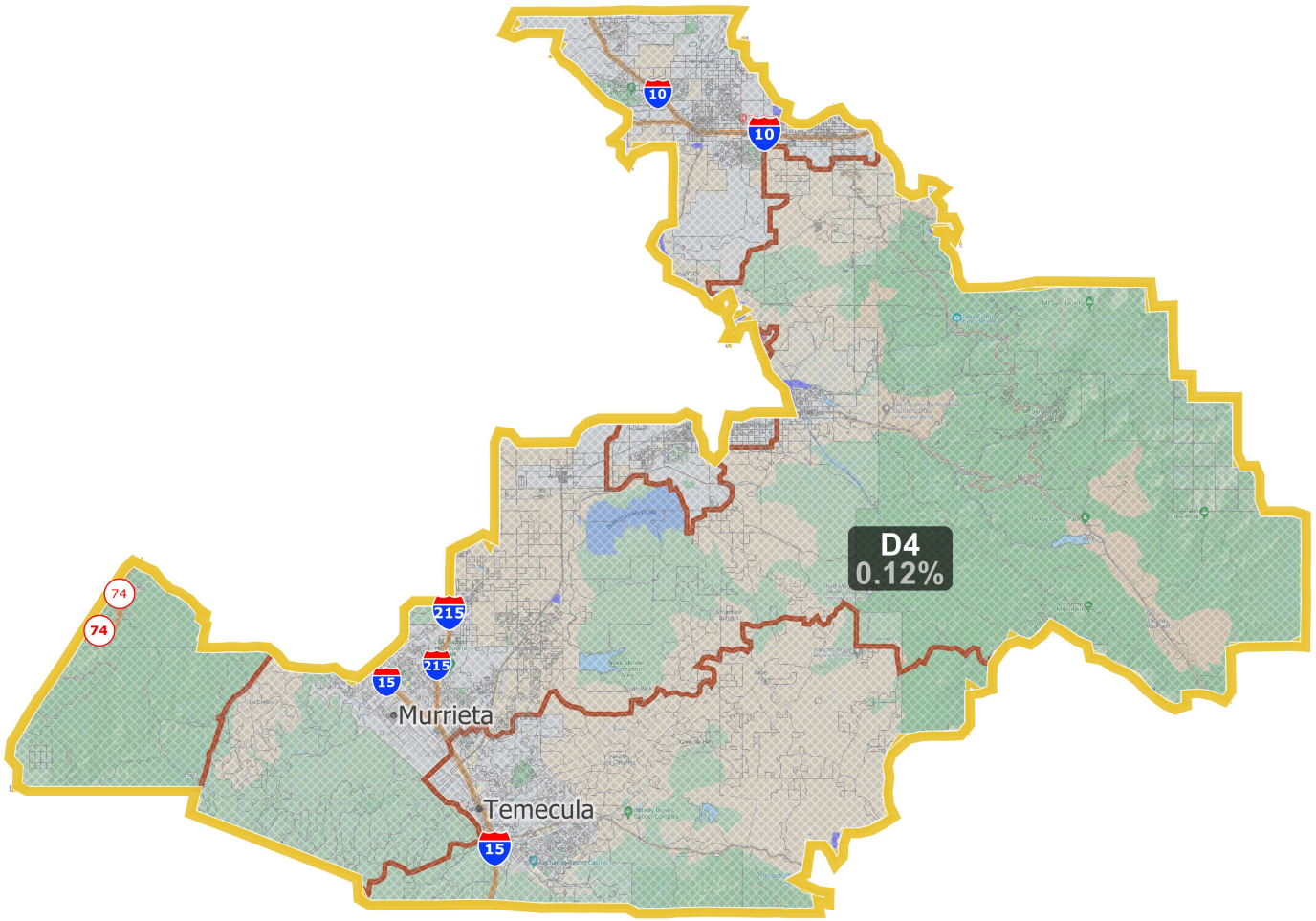
Wht20	86305
% Wht20	17.79%
Oth20	2616
% Oth20	0.54%

District: D4



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Pop20	484056
Deviation	569
% Deviation	0.12%
PopCvap19	323731
HspCvap19	88576
% HspCvap19	27.36%
IndCvap19	2770
% IndCvap19	0.86%
APICvap19	24970
% APICvap19	7.71%
BlkCvap19	20081
% BlkCvap19	6.2%
WhtCvap19	178820
% WhtCvap19	55.24%
OthCvap19	8602
% OthCvap19	2.66%
Hsp20	161359
% Hsp20	33.33%
Ind20	3829
% Ind20	0.79%
API20	42930
% API20	8.87%
Blk20	27364
% Blk20	5.65%
Wht20	220914
% Wht20	45.64%
Oth20	2530
% Oth20	0.52%

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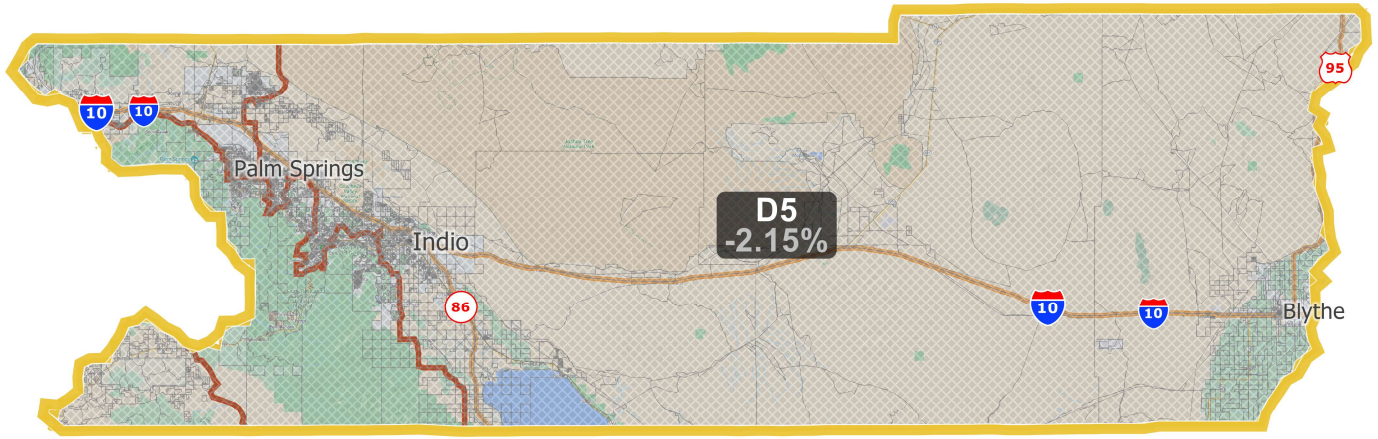
District: D5



Field	Value
District	D5
Pop20	473108
Deviation	-10,379
% Deviation	-2.15%
PopCvap19	317181
HspCvap19	121925
% HspCvap19	38.44%
IndCvap19	1821
% IndCvap19	0.57%
APICvap19	9051
% APICvap19	2.85%
BlkCvap19	10784
% BlkCvap19	3.4%
WhtCvap19	169348
% WhtCvap19	53.39%
OthCvap19	3610
% OthCvap19	1.14%
Hsp20	252968
% Hsp20	53.47%
Ind20	3090
% Ind20	0.65%
API20	14927
% API20	3.16%
Blk20	11854
% Blk20	2.51%
Wht20	176787
% Wht20	37.37%
Oth20	2177
% Oth20	0.46%

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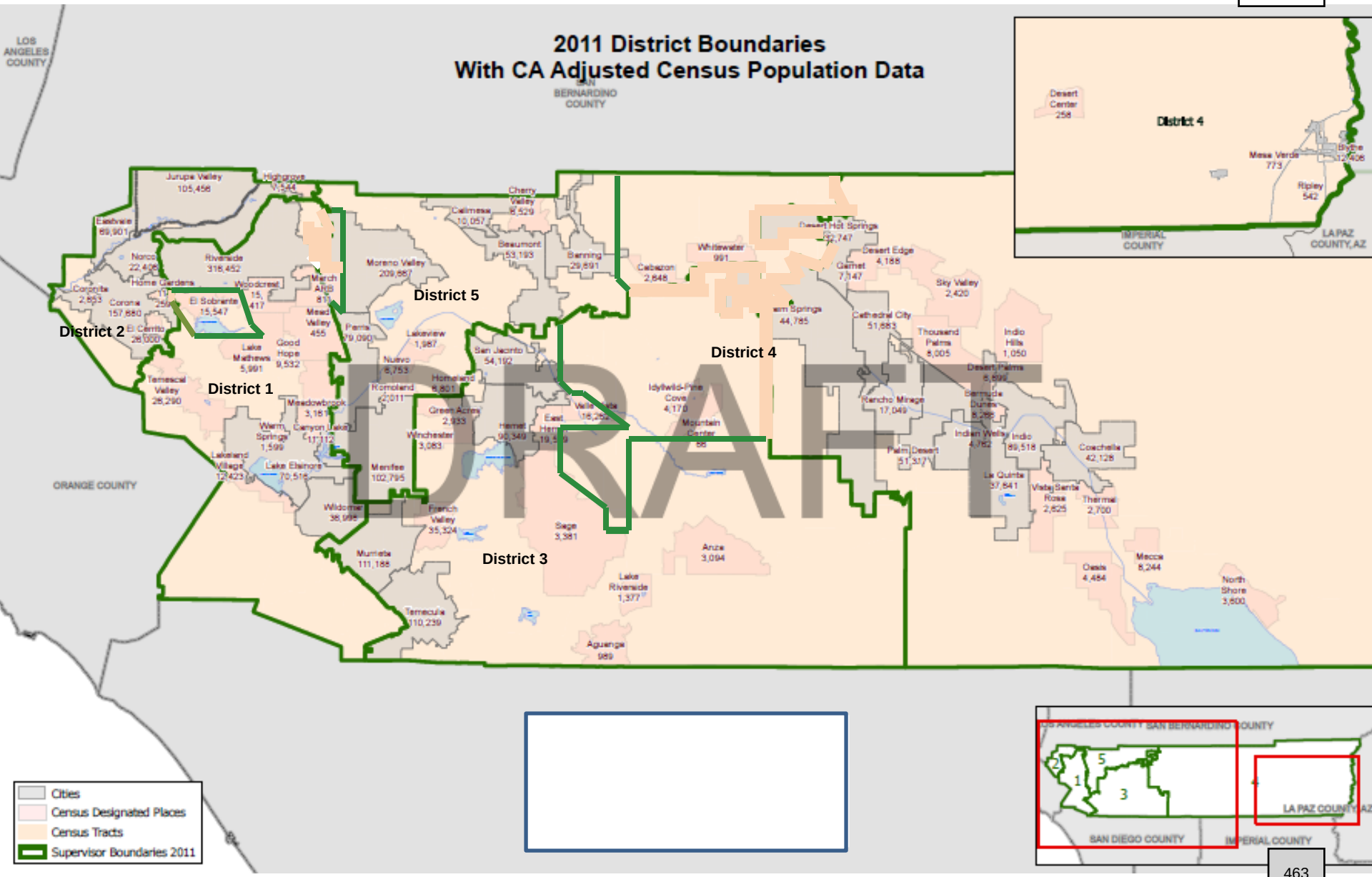
2011 District Boundaries
With CA Adjusted Census Population Data
DRAFT
District 1
District 2
District 3
District 4
District 5
LOS ANGELES COUNTY
SAN BERNARDINO COUNTY
ORANGE COUNTY
IMPERIAL COUNTY
LA PAZ COUNTY, AZ
SAN DIEGO COUNTY
Cities
Census Designated Places
Census Tracts
Supervisor Boundaries 2011

CITY OF BEAUMONT
550 E. 6th Street, Beaumont, CA 92223
Phone (951) 769-8520 Fax (951) 769-8526
BeaumontCa.gov

November __, 2021

Board of Supervisors
Riverside County
4080 Lemon Street
Riverside, Ca 92501

Re: Riverside County 2021 Redistricting Plan

Honorable Board of Supervisors,

The Beaumont City Council appreciates the Riverside County Board of Supervisors' (Board) efforts to keep the general public and each community updated on the 2021 redistricting plan. Beaumont Council members understand that this is an exceedingly complex issue that must strike an acceptable balance to ensure fair and equal representation for all citizens.

Several of the redistricting options published thus far divide the Pass Area amongst multiple supervisory districts. Pass Area communities face unique challenges and issues, based on our geographic location and the available transportation corridors currently serving our area. These challenges are much different from those faced by the other geographic areas. Furthermore, those who choose to call the Pass Area home share a common identity and expect their local elected leaders to implement cooperative measures to address shared problems and secure resources to address them.

Each of us along the IH-10 corridor are now experiencing an explosion of growth and economic development activity which is blurring our respective municipal boundaries. The need for coordination and unified leadership is at a premium during such a critical time for the Pass Area. Divvying up our communities amongst multiple supervisory districts will unnecessarily fragment our leadership and diminish our voice at a time when it is most needed. The Pass Area is one of Riverside County's most dynamic economic engines and it must remain unified to the benefit of all.

It is the position of the Beaumont City Council that the new redistricting plan must maintain the Cities of Calimesa, Beaumont, and Banning in the same supervisory district. Beaumont opposes the redistricting options presented thus far that provide for any such division.

Thank you in advance for considering Beaumont's thoughts on this matter. We look forward to new redistricting scenarios that respect the needs of the Pass Area and protect the well-being of all our citizens.

Sincerely,

Mike Lara
Mayor

SBEMP ATTORNEYS

To: City Council

From: John O. Pinkney, City Attorney

Date: October 20, 2021

Re: List of Pending Litigation Against City of Beaumont

Pending Litigation Against the City *(does not include litigation initiated by the City)*

1. ***Christian Lee v. City of Beaumont,*** Riv. Co. Sup. Case No. RIC 2003005 (Pre-Trial)

2. ***Charles Peters dba Pioneer Mobile Village v. City of Beaumont et. al.,*** Riv. Co. Sup. Case No. RIC 1707116 (Appeal)

3. ***Southwest Regional Council of Carpenters v.* City *of Beaumont,*** Riv. Co. Sup. Case no. CVRI2000635 (Pleading)

4. ***Ezekwesili Iloputaife, et. al. v. City of Beaumont et. al.,*** EDCV 21-1452-JWH(AGR) (Pleading)