



## MEETING PARTICIPATION NOTICE

This meeting will be conducted utilizing teleconference communications and will be recorded for live streaming. In accordance with the State of California Executive Order N-29-20 dated March 17, 2020, all City of Beaumont public meetings will be solely available via live streaming and made available on the City's official YouTube webpage. Please use the following link during the meeting for live stream access:

**[BeaumontCa.gov/Livestream](https://www.beaumontca.gov/Livestream)**

Public comments will be accepted via email and will be read aloud during the corresponding item of the meeting. Public comments shall not exceed (3) minutes unless otherwise authorized by City Council. Comments can be submitted anytime prior to the meeting as well as during the meeting up until the end of the corresponding item. Please submit your comments to:

**[NicoleW@BeaumontCa.gov](mailto:NicoleW@BeaumontCa.gov)**

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.

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## **CITY COUNCIL CLOSED & REGULAR SESSION**

550 E. 6th Street, Beaumont, CA

**Tuesday, April 21, 2020**

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

### **AGENDA**

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

Any person with a disability who requires accommodations in order to participate in this meeting should telephone the City Clerk's office at (951)769-8520, at least 48 hours prior to the meeting in order to make a request for a disability related modification or accommodation

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 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.

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

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

#### **CALL TO ORDER**

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

Public Comments Regarding Closed Session

- 1. Conference with Legal Counsel Existing Litigation-Pursuant to Government Code Section 54956.9(d)(1):**  
**Serrato v. City of Beaumont, Case No. RIC 1820593**  
**Pucio et. al v. State of California - Department of Transportation et. al., Case No. RIC 1905672**  
**Loandepot.com, LLC dba Imortgage v. Nancy Penman et. Case No. RIC 1722842**

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

Adjourn to Regular Session

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

### **CALL TO ORDER**

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

Report out from Closed Session:

Action on any Closed Session items:

Action of any requests for Excused Absence:

Pledge of Allegiance:

Approval / Adjustments to the Agenda:

Conflict of Interest Disclosure:

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

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

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

#### **CONSENT CALENDAR**

*Items on the consent calendar are taken as one action item unless an item is pulled for further discussion here or at the end of action items.*

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

##### **1. Approval of Minutes**

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

Approve minutes dated April 7, 2020.

##### **2. Request for Authorization to Submit an Application for Local Early Action Planning (LEAP) Grant Funding**

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

Waive the full reading and adopt by title only, "A Resolution of the City Council of the City of Beaumont, Authorizing Application for and Receipt of Local Government Planning Support Grant Program Funds."

##### **3. Performance Bond Acceptance and Security Agreement for McDonald Property Group, Tract 36426 Fourth Street Storm Drain and Street Improvements**

**Recommended Action:**

Accept the following bond and security agreement:  
Performance Bond No. 107174930 for storm drain and street improvements.

**4. Quarterly Status of City Council Travel and Training Reimbursements**

**Recommended Action:**

Receive and file.

**5. Request for Destruction of Retention Met Records**

**Recommended Action:**

Waive the full reading and adopt by title only, "A Resolution of the City of Beaumont Authorizing Destruction of Certain Records in Accordance with the Records Retention Schedule Adopted by City Council."

**6. FY 2019-20 Review of Budget to Actual for General Fund and Wastewater Fund**

**Recommended Action:**

Receive and file the FY 2020 update to the General Fund and Wastewater Fund budget to actual reports.

**PUBLIC HEARINGS**

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

**7. Public Hearing: Fiscal Year 2020/21-2022/23 Short Range Transit Plan – Final Draft**

**Recommended Action:**

Hold a Public Hearing, and  
Adopt the plan with any recommended changes.

**ACTION ITEMS**

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

**8. A Resolution of the City Council of the City of Beaumont for Authorization of the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for the Following Project: Free Fare Promotion, \$93,346**

**Recommended Action:**

Waive the full reading and adopt by title only "A Resolution of the City Council of the City of Beaumont for Authorization of the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for the Following Project: Free Fare Promotion, \$93,346;"  
Authorize the Execution of the Certifications and Assurances; and  
Authorize the Execution of the Authorized Agent Forms for LCTOP for Free Fare Promotion, in the amount of \$93,346.

**9. Award a Professional Services Agreement to SKM Engineering, LLC, for Engineering Design Services of the Programmable Logic Controller (PLC) Upgrade Design for the**

**Various Lift Stations in the Wastewater System (CIP2019-018) in an Amount Not to Exceed \$49,910**

**Recommended Action:**

Award a Professional Services Agreement to SKM Engineering, LLC, for Engineering Design Services of the PLC Upgrade Design for the various Lift Stations in the Wastewater System (CIP2019-018) in an Amount Not to Exceed \$49,910.

**10. Approval of the First Amendment to the Professional Services Agreement with Claremont Environmental Design Group for Architectural and Engineering Services of the West Side Fire Station in the Amount of \$66,101 with a Total Not to Exceed Contract Amount of \$265,301**

**Recommended Action:**

Approve the First Amendment to the Professional Services Agreement with Claremont Environmental Design Group for architectural and engineering services of the West Side Fire Station in the amount of \$66,101 with a total not to exceed contract amount of \$265,301.

**11. Consider Adopting a List of Projects Funded by SB 1 - The Road Repair and Accountability Act**

**Recommended Action:**

Waive the full reading and approve by title only, "A Resolution of the City Council of the City of Beaumont to Adopt a List of Projects for Fiscal year 2020-21 Funded by SB-1: The Road Repair and Accountability Act of 2017."

**12. Approval of the Third Amendment to the Professional Services Agreement with Falcon Engineering Services, Inc., for Construction Management Services of the State Route 60 (SR-60) and Potrero Boulevard Interchange Project Phase 1/1A in the Amount of \$83,331.76 with the Total Not to Exceed Contract Amount of \$2,360,831.16**

**Recommended Action:**

Approve the Third Amendment to the Professional Services Agreement with Falcon Engineering Services, Inc., for Construction Management Services of the State Route 60 (SR-60) and Potrero Boulevard Interchange Project Phase 1/1A in the amount of \$83,331.76 with the total not to exceed contract amount of \$2,360,831.16.

**13. FY 2021 Budget Discussion**

**Recommended Action:**

Review the initial FY 2021 budget for the General Fund and Wastewater Fund, Review the revised General Fund Long Term Financial Forecast, and Provide guidance to staff regarding budget assumptions.

**14. Four Seasons Lift Station Pumps – Emergency Repairs**

**Recommended Action:**

Ratify costs associated with the emergency repairs to the Four Seasons lift station pump in the amount of \$27,633.

**15. Noble Creek Lift Station Pumps – Emergency Repairs**

**Recommended Action:**

Ratify costs associated with the emergency purchase of two pumps to support the Noble Creek lift station in the amount of \$59,249.30.

**16. City Council Approval of Change Order No. 15 for the Wastewater Treatment Plant Upgrade/Expansion in the Amount Not to Exceed \$79,713.39**

**Recommended Action:**

Approval of Change Order No. 15 for the Wastewater Treatment Plant Upgrade/Expansion in the amount not to exceed \$79,713.39.

**17. Wastewater Treatment Plant Expansion/Renovation and Brine Pipeline Installation Project Status Update**

**Recommended Action:**

Receive and file the project updates.

**18. City Attorney Invoices for the Month of March**

**Recommended Action:**

Approve invoices in the amount of \$98,170.98.

**LEGISLATIVE UPDATES AND DISCUSSION**

**19. Townsend Legislative Update**

**COUNCIL REPORTS**

- Carroll
- Lara
- Martinez
- Santos
- White

**CITY TREASURER REPORT**

Finance and Audit Committee Report Out and City Council Direction

**CITY CLERK REPORT**

**CITY ATTORNEY REPORT**

**20. Status of Pending Litigation Report**

## **CITY MANAGER REPORT**

- **COVID-19 Update**
- **General City Matters**

## **FUTURE AGENDA ITEMS**

## **ADJOURNMENT**

The next regular meeting of the Beaumont City Council, Beaumont Financing Authority, the Beaumont Successor Agency (formerly RDA), the Beaumont Utility Authority, the Beaumont Parking Authority and the Beaumont Public Improvement Agency is scheduled for Tuesday, May 5 2020, at 5:00 p.m. or thereafter as noted on the posted Agenda for Closed Session items in the City Council Board Room No. 5, followed by the regular meeting at 6:00 p.m. or thereafter as noted on the posted Agenda at City Hall.

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

# CITY COUNCIL CLOSED & REGULAR SESSION

550 E. 6th Street, Beaumont, CA  
Tuesday, April 07, 2020 - 6:00 PM

## MINUTES

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### REGULAR SESSION

6:00 PM

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

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

### **CALL TO ORDER at 5:01 p.m.**

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

### Public Comments Regarding Closed Session

*Any one person may address the City Council on any matter to be discussed during closed session. If you wish to submit a comment, please send via email to [NicoleW@BeaumontCa.gov](mailto:NicoleW@BeaumontCa.gov). Your comments will be read aloud during the public comment portion of the meeting.*

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

**No reportable action.**

Adjourn to Regular Session



**REGULAR SESSION - 6:00 PM**

**CALL TO ORDER at 6:14 p.m.**

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

Report out from Closed Session: *see above.*

Action of any requests for Excused Absence: **None.**

Pledge of Allegiance

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

Conflict of Interest Disclosure: **None.**

**ANNOUNCEMENTS/ RECOGNITION / PROCLAMATIONS / CORRESPONDENCE**

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

*Any one person may address the City Council on any matter not on this agenda. If you wish to submit a comment, please send via email to NicoleW@BeaumontCa.gov. Your comments will be read aloud during the public comment portion of the meeting.*

**No speakers.**

**CONSENT CALENDAR**

*Items on the consent calendar are taken as one action item unless an item is pulled for further discussion here or at the end of action items.*

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

- 1. Ratification of Warrants

**Recommended Action:**

Ratification of Warrants dated:

January 30, 2020

February 6, 2020

February 13, 2020

February 20, 2020

- 2. Approve Minutes

**Recommended Action:**

Approval of Minutes dated March 17, 2020.

**Motion by Council Member Nancy Carroll  
Second by Mayor Pro Tem Lara**

To approve the Consent Calendar.

**Ayes: Council Member White, Council Member Martinez, Council Member Carroll,  
Mayor Pro Tem Lara, Mayor Santos**

**Approved by a unanimous vote.**

**PUBLIC HEARINGS**

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

3. Extension of Ordinance No. 1121 of an Interim Urgency Ordinance for a Temporary Moratorium Prohibiting Tire Sales and Tire Repair Establishments.

**Public Hearing opened at 6:22 p.m.**

**No public comments.**

**Public Hearing closed at 6:23 p.m.**

To waive the full reading and approve by title only, "Ten Month and Fifteen Day Extension of Ordinance No. 1121 Being an Interim Urgency Ordinance of the City of Beaumont, Enacting A Temporary Moratorium Prohibiting Tire Sales and Tire Repair Establishments, Pursuant to Government Code Section 65858."

**Ayes: Council Member White, Council Member Martinez, Council Member Carroll, Mayor Pro Tem Lara, Mayor Santos**

**Approved by a unanimous vote.**

**ACTION ITEMS**

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

**COUNCIL REPORTS**

- **Carroll** - Participated in an RTA board meeting.
- **Lara** - Reported out from the Pass Zone Meeting.
- **Martinez** - Gave a report out from the RCA meeting.
- **Santos** - Thanked all of the first responders.
- **White** - Thanked the City Public Information Officers for their work on updating the community.

**ECONOMIC DEVELOPMENT UPDATE**

Economic Development Committee Report Out and City Council Direction

**No update.**

**CITY TREASURER REPORT**

*No report.*

**CITY CLERK REPORT**

*Gave a status of the public records requests for the months of February and March.*

**CITY ATTORNEY REPORT**

*No report.*

**CITY MANAGER REPORT**

*Gave an update as to City functions and how they are continuing to function during this time.*

**FUTURE AGENDA ITEMS**

*COVID-19 Briefing*

**ADJOURNMENT at 7:03 p.m**



## Staff Report

**TO:** Mayor, and City Council Members  
**FROM:** Christina Taylor, Community Development Director  
**DATE:** April 21, 2020  
**SUBJECT:** Request for Authorization to Submit an Application for Local Early Action Planning (LEAP) Grant Funding

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### Background and Analysis:

In 2017, Governor Brown signed a 15-bill housing package to address the state's housing shortage and high housing costs. The approval included the Building Homes and Jobs Act (SB 2), which established a \$75 recording fee on real estate documents to increase the supply of affordable homes in California. These fees are collected and used to fund a variety of housing related grant programs for which agencies can apply.

The City of Beaumont was awarded \$160,000 during the first round of grant funding. Those funds will be used to update the City's municipal code and housing related policies. This includes developing an accessory dwelling unit ordinance, changes to the municipal code regarding processing procedures for residential developments. Each of these need to be addressed so the City can be compliant with State requirements. This also provides the opportunity for the City to focus on specific geographic areas for project level design and standards as cost permits.

The State is currently in the second round of funding, accepting applications for the Local Early Action Planning (LEAP) Grant funding. The awards are based on population and the City of Beaumont is eligible for up to \$150,000. These funds can be used to either accelerate housing production or to facilitate compliance to implement the sixth cycle Regional Housing Needs Assessment (RHNA). The State of California requires each city to have a compliant housing element. The State is finalizing guidelines for the sixth cycle RHNA which will need to be implemented in the form of a housing element. Funding received from this application is intended for the City's sixth cycle housing element. The process will begin mid-summer 2020 and be completed by October 2021 in order to be compliant with State requirements.

**Fiscal Impact:**

The cost to prepare the SB 2 grant application and this staff report is approximately \$750. If awarded, the City will receive \$150,000 in non-competitive grant funds.

**Recommended Action:**

Waive the full reading and adopt by title only, "A Resolution of the City Council of the City of Beaumont, Authorizing Application for and Receipt of Local Government Planning Support Grant Program Funds."

**Attachments:**

- A. LEAP Grant Application with Resolution

# Local Early Action Planning Grant Application



**State of California  
Governor Gavin Newsom**

**Alexis Podesta, Secretary  
Business, Consumer Services and Housing Agency**

**Doug McCauley, Acting Director  
Department of Housing and Community Development**

**Zachary Olmsted, Deputy Director  
Department of Housing and Community Development  
Housing Policy Development**

2020 West El Camino, Suite 500  
Sacramento, CA 95833

Website: <https://www.hcd.ca.gov/grants-funding/active-funding/leap.shtml>

Email: [EarlyActionPlanning@hcd.ca.gov](mailto:EarlyActionPlanning@hcd.ca.gov)

January 27, 2020

## LEAP Application Packaging Instructions

Item No.2.

The applicant is applying to the Department of Housing and Community Development (Department) for a grant authorized underneath the Local Early Action Planning Grants (LEAP) provisions pursuant to Health and Safety Code Sections 50515 through 50515.05. LEAP provides funding to jurisdictions for the preparation and adoption of planning documents, process improvements that accelerate housing production and facilitate compliance in implementing the sixth cycle of the regional housing need assessment. If you have questions regarding this application or LEAP, email [earlyactionplanning@hcd.ca.gov](mailto:earlyactionplanning@hcd.ca.gov).

If approved for funding, the LEAP application is incorporated as part of your Standard Agreement with the Department. In order to be considered for funding, all sections of this application, including attachments and exhibits if required, must be complete and accurate.

All applicants must submit a complete, signed, original application package and digital copy on CD or USB flash drive to the Department and postmarked by the specified due date in the NOFA. Applicants will demonstrate consistency with LEAP requirements by utilizing the following forms and manner prescribed in this application.

- Pages 3 through 14 constitute the full application (save paper, print only what is needed)
- Attachment 1: Project Timeline and Budget: Including high-level tasks, sub-tasks, begin and end dates, budgeted amounts, deliverables, and adoption and implementation dates.
- Attachment 2: Nexus to Accelerating Housing Production
- Attachment 3: State and Other Planning Priorities
- Attachment 4: Required Resolution Template
- Government Agency Taxpayer ID Form (available as a download from the LEAP webpage located at <https://www.hcd.ca.gov/grants-funding/active-funding/leap.shtml>)
- If the applicant is partnering with another local government or other entity, include a copy of the legally binding agreement; and
- Supporting documentation (e.g., letters of support, scope of work, project timelines, etc.)

**Pursuant to Section XII of the LEAP 2020 Notice of Funding Availability (NOFA), the application package must be postmarked on or before July 1, 2020, and received by the Department at the following address:**

**Department of Housing and Community Development  
Division of Housing Policy Development  
2020 West El Camino Ave, Suite 500  
Sacramento, CA 95833**

**A. Applicant Information and Certification**

|            |
|------------|
| Item No.2. |
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|   |            |          |                          |    |                          |
|---|------------|----------|--------------------------|----|--------------------------|
| Applicant (Jurisdiction)  |            |          |                          |    |                          |
| Applicant's Agency Type   |            |          |                          |    |                          |
| Applicant's Mailing Address   |            |          |                          |    |                          |
| City  |            |          |                          |    |                          |
| State   | California | Zip Code |                          |    |                          |
| County  |            |          |                          |    |                          |
| Website   |            |          |                          |    |                          |
| Authorized Representative Name  |            |          |                          |    |                          |
| Authorized Representative Title   |            |          |                          |    |                          |
| Phone   |            | Fax      |                          |    |                          |
| Email   |            |          |                          |    |                          |
| Contact Person Name   |            |          |                          |    |                          |
| Contact Person Title  |            |          |                          |    |                          |
| Phone   |            | Fax      |                          |    |                          |
| Email   |            |          |                          |    |                          |
| Proposed Grant Amount   | \$         |          |                          |    |                          |
| <p><i>Pursuant to Health and Safety Code Section 50515.03 through (d) of the Guidelines, all applicants must meet the following two requirements to be eligible for an award:</i></p> |            |          |                          |    |                          |
| <p><b>1. Does the application demonstrate a nexus to accelerating housing production as shown in Attachment 1?</b></p>  |            | Yes      | <input type="checkbox"/> | No | <input type="checkbox"/> |
| <p><b>2. Does the application demonstrate that the applicant is consistent with State Planning or Other Priorities; Attachment 2?</b></p>   |            | Yes      | <input type="checkbox"/> | No | <input type="checkbox"/> |
| <p><b>Is a fully executed resolution included with the application package?</b></p>   |            | Yes      | <input type="checkbox"/> | No | <input type="checkbox"/> |
| <p><b>Does the address on the Government Agency Taxpayer ID Form exactly match the address listed above?</b></p>  |            | Yes      | <input type="checkbox"/> | No | <input type="checkbox"/> |
| <p><b>Is the applicant partnering with another eligible local government entity? If Yes, provide a fully executed copy of the legally binding agreement.</b></p>                      |            | Yes      | <input type="checkbox"/> | No | <input type="checkbox"/> |

As the official designated by the governing body, I hereby certify that if approved by HCD for funding through the Local Early Action Planning Program (LEAP), the \_\_\_\_\_ assumes the responsibilities specified in the Notice of Funding Availability and certifies that the information, statements and other contents contained in this application are true and correct.

Signature: \_\_\_\_\_ Name: \_\_\_\_\_

Date: \_\_\_\_\_ Title: \_\_\_\_\_



## B. Proposed Activities Checklist

Item No.2.

**Check all activities the locality is undertaking. Activities must match the project description.**

|    |                          |  |
|----|--------------------------|--|
| 1  | <input type="checkbox"/> | Rezoning and encouraging development by updating planning documents and zoning ordinances, such as general plans, community plans, specific plans, implementation of sustainable communities' strategies, and local coastal programs   |
| 2  | <input type="checkbox"/> | Completing environmental clearance to eliminate the need for project-specific review   |
| 3  | <input type="checkbox"/> | Establishing housing incentive zones or other area based housing incentives beyond State Density Bonus Law such as a workforce housing opportunity zone pursuant to Article 10.10 (commencing with Section 65620) of Chapter 3 of Division 1 of Title 7 of the Government Code or a housing sustainability district pursuant to Chapter 11 (commencing with Section 66200) of Division 1 of Title 7 of the Government Code |
| 4  | <input type="checkbox"/> | Performing infrastructure planning, including for sewers, water systems, transit, roads, or other public facilities necessary to support new housing and new residents   |
| 5  | <input type="checkbox"/> | Planning documents to promote development of publicly owned land such as partnering with other local entities to identify and prepare excess or surplus property for residential development   |
| 6  | <input type="checkbox"/> | Revamping local planning processes to speed up housing production  |
| 7  | <input type="checkbox"/> | Developing or improving an accessory dwelling unit ordinance in compliance with Section 65852.2 of the Government Code   |
| 8  | <input type="checkbox"/> | Planning documents for a smaller geography (less than jurisdiction-wide) with a significant impact on housing production including an overlay district, project level specific plan, or development standards modifications proposed for significant areas of a locality, such as corridors, downtown or priority growth areas   |
| 9  | <input type="checkbox"/> | Rezoning to meet requirements pursuant to Government Code Section 65583(c)(1) and other rezoning efforts to comply with housing element requirements, including Government Code Section 65583.2(c) (AB 1397, Statutes of 2018)   |
| 10 | <input type="checkbox"/> | Upzoning or other implementation measures to intensify land use patterns in strategic locations such as close proximity to transit, jobs or other amenities  |
| 11 | <input type="checkbox"/> | Rezoning for multifamily housing in high resource areas (according to Tax Credit Allocation Committee/Housing Community Development Opportunity Area Maps);<br>Establishing Pre-approved architectural and site plans  |
| 12 | <input type="checkbox"/> | Preparing and adopting housing elements of the general plan that include an implementation component to facilitate compliance with the sixth cycle RHNA  |
| 13 | <input type="checkbox"/> | Adopting planning documents to coordinate with suballocations under Regional Early Action Planning Grants (REAP) that accommodate the development of housing and infrastructure and accelerate housing production in a way that aligns with state planning priorities, housing, transportation equity and climate goals, including hazard mitigation or climate adaptation   |
| 14 | <input type="checkbox"/> | Zoning for by-right supportive housing, pursuant to Government Code section 65651 (Chapter 753, Statutes of 2018)  |
| 15 | <input type="checkbox"/> | Zoning incentives for housing for persons with special needs, including persons with developmental disabilities  |
| 16 | <input type="checkbox"/> | Planning documents related to carrying out a local or regional housing trust fund  |
| 17 | <input type="checkbox"/> | Environmental hazard assessments; data collection on permit tracking; feasibility studies, site analysis, or other background studies that are ancillary (e.g., less than 15% of the total grant amount) and part of a proposed activity with a nexus to accelerating housing production   |
| 18 | <input type="checkbox"/> | Other planning documents or process improvements that demonstrate an increase in housing related planning activities and facilitate accelerating housing production  |
| 19 | <input type="checkbox"/> | Establishing Prohousing Policies   |



**D. Legislative Information**

Item No.2.

| District                                      | # | Legislator Name |
|---|---|-----------------|
| <b>Federal<br/>Congressional<br/>District</b> |   |                 |
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| <b>State Assembly<br/>District</b>            |   |                 |
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| <b>State Senate<br/>District</b>              |   |                 |
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Applicants can find their respective State Senate representatives at <https://www.senate.ca.gov/>, and their respective State Assembly representatives at <https://www.assembly.ca.gov/>.

**Attachment 1: Project Timeline and Budget**

Item No.2.

| Task                           | Est. Cost | Begin | End | Deliverable | Notes |
|--------------------------------|-----------|-------|-----|-------------|-------|
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| <b>Total Projected Cost \$</b> |           |       |     |             |       |

Include high-level tasks, major sub-tasks (Drafting, Outreach, Public Hearings and Adoption), budget amounts, begin and end dates and deliverables. If other funding is used, please note the source and amount in the Notes section.

## Attachment 2: Application Nexus to Accelerating Housing Production

Item No.2.

*Applicants shall demonstrate how the application includes a nexus to accelerating housing production by providing data regarding current baseline conditions and projected outcomes such as a reduction in timing, lower development costs, increased approval certainty, increases in number of entitlements, more feasibility, or increases in capacity. An expected outcome should be provided for each proposed deliverable. If necessary, use Appendix B to explain the activity and its nexus to accelerating housing production.*

| Select at least one   | *Baseline | **Projected | ***Difference | Notes |
|---|-----------|-------------|---------------|-------|
| Timing (e.g., reduced number of processing days)  |           |             |               |       |
| Development cost (e.g., land, fees, financing, construction costs per unit)   |           |             |               |       |
| Approval certainty and reduction in discretionary review (e.g., prior versus proposed standard and level of discretion) |           |             |               |       |
| Entitlement streamlining (e.g., number of approvals)  |           |             |               |       |
| Feasibility of development  |           |             |               |       |
| Infrastructure capacity (e.g., number of units)   |           |             |               |       |
| Impact on housing supply and affordability (e.g., number of units)  |           |             |               |       |
|   |           |             |               |       |
|   |           |             |               |       |

**\* Baseline – Current conditions in the jurisdiction (e.g. 6-month development application review, or existing number of units in a planning area)**

**\*\*Projected – Expected conditions in the jurisdiction because of the planning grant actions (e.g. 2-month development application review)**

**\*\*\*Difference – Potential change resulting from the planning grant actions (e.g., 4-month acceleration in permitting, creating a more expedient development process)**

*Applicants must demonstrate that the locality is consistent with State Planning or Other Planning Priorities by selecting from the list below activities that are proposed as part of this application or were completed within the last five years. Briefly summarize the activity and insert a date of completion.*

**State Planning Priorities**

| <b>Date of Completion</b>                       | <b>Brief Description of the Action Taken</b>   |
|---|--|
| <b>Promote Infill and Equity</b>                |  |
|   | <i>Rehabilitating, maintaining, and improving existing infrastructure that supports infill development and appropriate reuse and redevelopment of previously developed, underutilized land that is presently served by transit, streets, water, sewer, and other essential services, particularly in underserved areas.</i>  |
|   |  |
|   | <i>Seek or utilize funding or support strategies to facilitate opportunities for infill development.</i>   |
|   |  |
|   | <i>Other (describe how this meets subarea objective)</i>   |
|   |  |
| <b>Promote Resource Protection</b>              |  |
|   | <i>Protecting, preserving, and enhancing the state’s most valuable natural resources, including working landscapes such as farm, range, and forest lands; natural lands such as wetlands, watersheds, wildlife habitats, and other wildlands; recreation lands such as parks, trails, greenbelts, and other open space; and landscapes with locally unique features and areas identified by the state as deserving special protection.</i> |
|   |  |
|   | <i>Actively seek a variety of funding opportunities to promote resource protection in underserved communities.</i>   |
|   |  |
|   | <i>Other (describe how this meets subarea objective)</i>   |
|   |  |
| <b>Encourage Efficient Development Patterns</b> |  |
|   | <i>Ensuring that any infrastructure associated with development, other than infill development, supports new development that does the following:</i>  |
|   | <i>(1) Uses land efficiently.</i>  |
|   |  |

**Attachment 3: State and Other Planning Priorities Certification (Page 2 of 3)**

Item No.2.

*(2) Is built adjacent to existing developed areas to the extent consistent with environmental protection.*

*(3) Is located in an area appropriately planned for growth.*

*(4) Is served by adequate transportation and other essential utilities and services.*

*(5) Minimizes ongoing costs to taxpayers.*

*Other (describe how this meets subarea objective)*

**Other Planning Priorities**

**Affordability and Housing Choices**

*Incentives and other mechanisms beyond State Density Bonus Law to encourage housing with affordability terms.*

*Efforts beyond state law to promote accessory dwelling units or other strategies to intensify single-family neighborhoods with more housing choices and affordability.*

*Upzoning or other zoning modifications to promote a variety of housing choices and densities.*

*Utilizing surplus lands to promote affordable housing choices.*

*Efforts to address infrastructure deficiencies in disadvantaged communities pursuant to Government Code Section 65302.10.*

*Other (describe how this meets subarea objective)*

|  |  |
|--|--|
| <b>Conservation of Existing Affordable Housing Stock</b>   |  |
| <i>Policies, programs or ordinances to conserve stock such as an at-risk preservation ordinance, mobilehome park overlay zone, condominium conversion ordinance and acquisition and rehabilitation of market rate housing programs.</i>                      |  |
|  |  |
| <i>Policies, programs and ordinances to protect and support tenants such as rent stabilization, anti-displacement strategies, first right of refusal policies, resources to assist tenant organization and education and "just cause" eviction policies.</i> |  |
|  |  |
| <i>Other (describe how this meets subarea objective)</i>   |  |
|  |  |
| <b>Climate Adaptation</b>  |  |
| <i>Building standards, zoning and site planning requirements that address flood and fire safety, climate adaptation and hazard mitigation.</i>   |  |
|  |  |
| <i>Long-term planning that addresses wildfire, land use for disadvantaged communities, and flood and local hazard mitigation.</i>  |  |
|  |  |
| <i>Community engagement that provides information and consultation through a variety of methods such as meetings, workshops, and surveys and that focuses on vulnerable populations (e.g., seniors, people with disabilities, homeless, etc.).</i>           |  |
|  |  |
| <i>Other (describe how this meets subarea objective)</i>   |  |
|  |  |

**Certification:** I certify under penalty of perjury that all information contained in this LEAP State Planning and Other Planning Priorities certification form (Attachment 2) is true and correct.

Certifying Officials Name: \_\_\_\_\_

Certifying Official's Title: \_\_\_\_\_

Certifying Official's Signature: \_\_\_\_\_ Date: \_\_\_\_\_



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

**A RESOLUTION OF THE CITY OF BEAUMONT AUTHORIZING APPLICATION FOR, AND RECEIPT OF, LOCAL GOVERNMENT PLANNING SUPPORT GRANT PROGRAM FUNDS**

**WHEREAS**, pursuant to Health and Safety Code 50515 et. Seq, the Department of Housing and Community Development (Department) is authorized to issue a Notice of Funding Availability (NOFA) as part of the Local Government Planning Support Grants Program (hereinafter referred to by the Department as the Local Early Action Planning Grants program or LEAP); and

**WHEREAS**, the CITY OF BEAUMONT desires to submit a LEAP grant application package (“Application”), on the forms provided by the Department, for approval of grant funding for projects that assist in the preparation and adoption of planning documents and process improvements that accelerate housing production and facilitate compliance to implement the sixth cycle of the Regional Housing Need Assessment; and

**WHEREAS**, the Department has issued a NOFA and Application on January 27, 2020 in the amount of \$119,040,000 for assistance to all California Jurisdictions;

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

**SECTION 1.** The CITY MANAGER is hereby authorized and directed to apply for and submit to the Department the Application package;

**SECTION 2.** In connection with the LEAP grant, if the Application is approved by the Department, the CITY MANAGER of the CITY OF BEAUMONT is authorized to submit the Application, enter into, execute, and deliver on behalf of the Applicant, a State of California Agreement (Standard Agreement) for the amount of \$150,000.00, and any and all other documents required or deemed necessary or appropriate to evidence and secure the LEAP grant, the Applicant’s obligations related thereto, and all amendments thereto; and

**SECTION 3.** The Applicant shall be subject to the terms and conditions as specified in the NOFA, and the Standard Agreement provided by the Department after approval. The Application and any and all accompanying documents are incorporated in full as part of the Standard Agreement. Any and all activities funded, information provided, and timelines represented in the Application will be enforceable through the fully executed Standard Agreement. Pursuant to the NOFA and in conjunction with the terms of the Standard Agreement, the Applicant hereby agrees to use the funds for eligible uses and allowable expenditures in the manner presented and specifically identified in the approved Application.

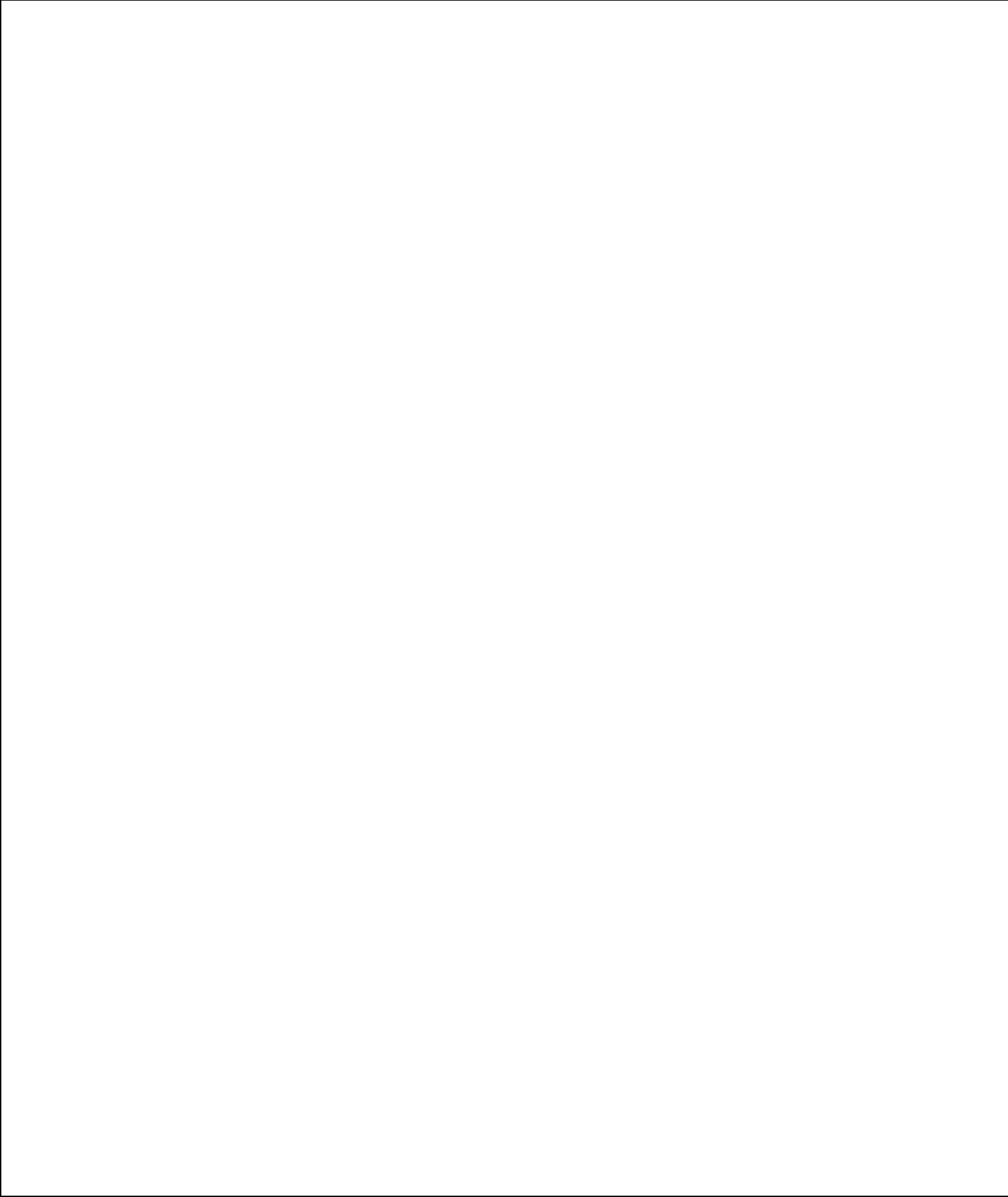
**MOVED, PASSED, and ADOPTED** this 21<sup>st</sup> day of April, 2020, by the following vote:

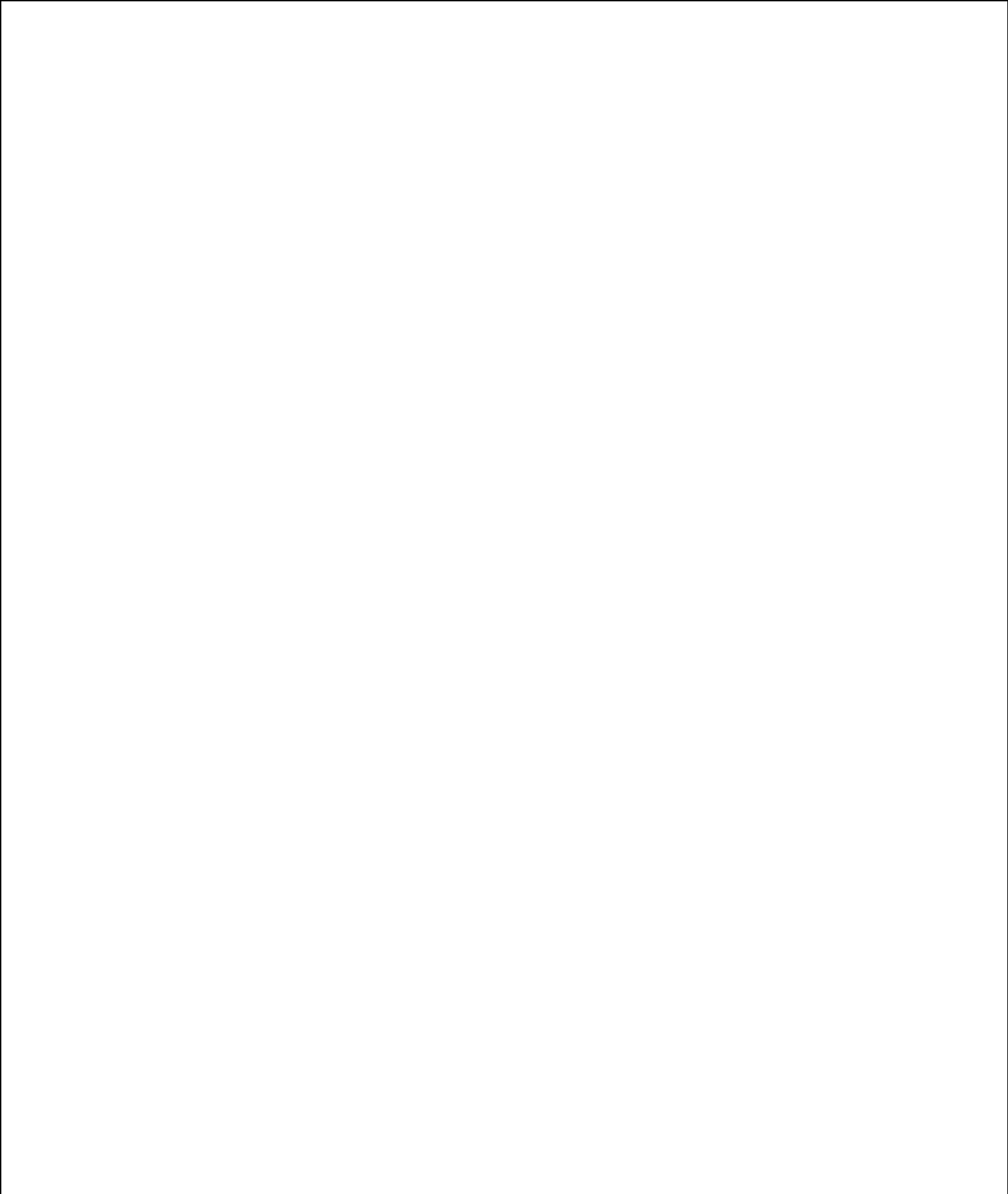
**AYES:**  
**NOES:**  
**ABSTAIN:**  
**ABSENT:**

By: \_\_\_\_\_  
Rey Santos, Mayor  
City of Beaumont

ATTEST:

By: \_\_\_\_\_  
Nicole Wheelwright, Deputy City Clerk  
City of Beaumont







### Staff Report

**TO:** Mayor, and City Council Members  
**FROM:** Jeff Hart, Public Works Director  
**DATE:** April 21, 2020  
**SUBJECT:** Performance Bond Acceptance and Security Agreement for McDonald Property Group, Tract 36426 Fourth Street Storm Drain and Street Improvements

**Background and Analysis:**

The City requires all developers to provide security for public improvements consisting of, but not limited to, sewer improvements, street improvements, storm drain improvements, utility improvements, and monument improvements. The bonded improvements listed in Table 1 will be constructed by McDonald Property Group.

**McDonald Property Group:**

The Developer, McDonald Property Group, is providing a bond for the Fourth Street storm drain and street improvements. The extension will provide a road connection to the Crossroads II Development, approximately two hundred acres located south of SR-60, east of Jack Rabbit Trail, and west of the Potrero interchange. The designed storm drain infrastructure will collect and discharge stormwater generated from the Fourth Street extension and the proposed development. The Fourth Street storm drain and street improvements are associated with Parcel Map 36426 which is part of the McDonald Property Group development. These public improvements will consist of asphalt pavement, curb, gutter, sidewalk, driveway approaches, and storm drain infrastructure.

The following table includes the development name, bond number, type of improvement, and the developer submitting the security agreement:

| Table 1. Developer, Bond Number, Bond Type, and Type of Improvement |             |                                 |                     |                         |
|---|-------------|---------------------------------|---------------------|-------------------------|
| Bond #  | Bond Type   | Type of Improvement             | Development/Tract # | Developer               |
| 107174930   | Performance | Storm Drain/Street Improvements | 36426               | McDonald Property Group |

**Fiscal Impact:**

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

**Recommended Action:**

Accept the following bond and security agreement:

Performance Bond No. 107174930 for storm drain and street improvements.

**Attachments:**

- A. Bond No. 107174930 and security agreement for storm drain and street improvements Tract 36426 and associated improvement plan

**AGREEMENT TO PROVIDE SECURITY FOR IMPROVEMENTS FOR TRACT MAP  
OR PARCEL MAP OR PLOT PLAN  
(4<sup>th</sup> Street and Storm Drains Improvements – Phase II)**

THIS SECURITY AGREEMENT TO PROVIDE SECURITY FOR IMPROVEMENTS FOR TRACT MAP OR PARCEL MAP OR PLOT PLAN (“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 that certain Tract Map/Parcel Map/Plot Plan entitled 36426/Plot Plan #PP2018-0134 “4th Street Improvements” (the “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 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, as shown on the Map and described in the conditions of approval of the Map, including any required 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 on or before the date which is one (1) year following the Effective Date, as defined below, subject to extension for any periods in which DEVELOPER is reasonably delayed by circumstances beyond the control of DEVELOPER by reason of (i) fire, earthquake, explosion, flood, hurricane, the elements, governmental regulation of the sale of materials or supplies or the transportation thereof, , war, invasion insurrection, rebellion, riots, strikes or lockouts, or inability

to obtain necessary materials, goods, equipment, services, utilities or labor; or (ii) for any delays in the issuance of any applicable permits, which delays are not caused in whole or in part by any act or omission by DEVELOPER or its agents or contractors. As a condition of any such extension, DEVELOPER will provide written notice to City within 30 days of the occurrence of the event along with the actual or estimated period of delay.

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 in accordance with paragraph 9.(b) below.

3. Compliance with Plans and Specifications. The Improvements shall be constructed and installed in strict accordance with plans and specification to be submitted to the CITY for review and approved by the CITY (the "Approved Plans") prior to DEVELOPER'S commencement of the construction of the Improvements, such approval not to be unreasonably withheld, conditioned or delayed, and such approval to be granted or denied (any such denial to be accompanied with a reasonably detailed description of the reason(s) therefore) within sixty (60) days following DEVELOPER'S submission of such plans and specifications to the CITY for review. Nothing in this Section 3 shall limit the legal authority and power of the City to grant or deny approval of the plans and specifications. If City denies any plans or specifications DEVELOPER shall resubmit the same within sixty (60) days and the time periods above shall recommence.

4. Security for Performance. Prior to commencing construction of the Improvements, 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 \$1,000,000.00 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, cause its general contractor to obtain Worker's Compensation Insurance in an amount required by law.

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 \$1,000,000 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 except as provided below, arising out of or in any way attributable to DEVELOPER'S construction or maintenance of the Improvements and/or this Agreement; provided, however, that the indemnification to be provided by DEVELOPER to the CITY pursuant to the terms of this paragraph shall not be applicable to the extent 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 (defined below) 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 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 (the "Security Notice") sent by certified mail to the DEVELOPER and to the Surety within 30 days following Final Completion of the Improvements. The Security 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 construction of the Improvements has been completed in accordance with the Approved Plans, the DEVELOPER shall notify the CITY in writing (the "Completion Notice") of the completed work, including a description of the work completed. Upon receipt of the Completion Notice, the CITY shall have 30 days to review and provide DEVELOPER with written notice either (i) accepting the Improvements and enclosing a release of any remaining payment and/or performance security (the "Approval Notice") or (ii) providing a list of all remaining work to be completed in order for the Improvements to comply with the Approved Plans (a "Disapproval Notice"). Within 45 days of receipt of a Disapproval Notice, the DEVELOPER shall cause the remaining work listed in the Disapproval Notice (to the extent such work is included in the Approved Plans) to be performed and shall submit to the CITY a new Completion Notice. The above-described process shall be repeated until the DEVELOPER has completed the Improvements in accordance with the plans and specifications and the CITY has provided DEVELOPER with the Approval Notice, following which DEVELOPER shall be deemed to have achieved "Final Completion" of the Improvements.

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 shall, 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 shall be promptly released in full.

11. Security for One-Year Warranty Period. The release procedures described in paragraphs 9 and 10 above shall not apply to the required guarantee and warranty period under Government Code Section 66499.9 nor to the amount of the performance bond security deemed necessary by the CITY in its reasonable discretion for the guarantee and warranty period nor to costs and reasonable expenses and fees, including reasonable attorney's fees. Following the expiration of the one (1)-year warranty period and if no claims have been recorded the warranty bond shall be released in full.

12. Waiver of Consequential Damages. Notwithstanding any term or condition in this Security Agreement, neither party shall be liable to the other for incidental, lost profits, consequential, reliance, special, punitive, exemplary, or indirect damages arising out of this Security Agreement, whether by reason of contract, indemnity, strict liability, negligence, breach of warranty or from breach of this Agreement, and regardless of whether the parties knew of the possibility that such damages could result. Each party hereby releases the other party from such

claims.

13. 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.

14. 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.

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

16. 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 out-of-pocket costs of suit.

17. 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.

*[signature pages follow]*

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed as of \_\_\_\_\_, 2020 (the "Effective Date").

CITY:

CITY OF BEAUMONT

By \_\_\_\_\_  
Mayor

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

<sup>DS</sup>  
MAS  
DocuSigned by:  
David Buck  
By: 182E97E1832E40A  
Name: David Buck  
Title: Executive Managing Director

<sup>DS</sup>  
JH  
Date: March 27, 2020

Address:  
9830 Colonnade Boulevard, Suite 600  
San Antonio, TX 78230-2239

**EXHIBIT "A"**

**Bond No. 107174930**

**PERFORMANCE BOND**

WHEREAS, the City Council of the City of Beaumont, State of California (the "City"), and MPLD II Inland Empire, LLC, a Delaware limited liability company ("Principal") have entered into that certain Agreement To Provide Security For Improvements for Tract Map or Parcel Map or Plot Plan, dated \_\_\_\_\_, 2020 (the "Agreement"), whereby Principal has agreed to install and complete certain designated public improvements itemized and described on Tract Map/Parcel Map/Plot Plan entitled 36426/Plot Plan #PP2018-0134 "4th Street Improvements," as further described in the Agreement (the "Improvements"), which Agreement 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 the Agreement and construction of the Improvements pursuant to said Agreement.

NOW, THEREFORE, Principal and Travelers Casualty and Surety Company of America ("Surety") hereby agree as follows:

Principal and Surety are held and firmly bound unto the City, in the penal sum of One Million Six Hundred Eighty-One Thousand One Hundred Ninety Five dollars (\$1,681,195.00) lawful money of the United States, for the payment of which sum well and truly to be made, and Principal and Surety hereby bind themselves, their heirs, successors, executors and administrators, jointly and severally, firmly by these presents, subject to the terms, provisions and conditions set forth in the Agreement including, without limitation, any notice and cure periods and extensions of time for construction of the Improvements set forth therein.

The condition of this obligation is such that if the Principal, 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 Agreement and any alteration thereof made as therein provided, on 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, 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 until released and/or terminated as provided in the Agreement.

As part of the obligation secured hereby and in addition to the face amount specified therefor, there shall be included out-of-pocket 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.

As per Government Code Section 66499.1, the Surety hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the agreement or 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.


*[signature pages follow]*

IN WITNESS WHEREOF, this instrument has been duly executed by the Principal and Surety above named, on March 17, 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 J. Buck  
Title: Executive Managing Director  
Date: 3-27-20

SURETY:

**Travelers Casualty and Surety Company of America,**  
a Connecticut corporation

By:   
Name: Jeremy Polk  
Title: Attorney-in-Fact





**Acknowledgement Form**

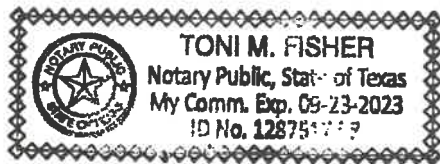
State of TEXAS )

)ss.:

County of BEXAR )

On the 27<sup>th</sup> day of March 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.

Toni M. Fisher Notary Public



**ACKNOWLEDGEMENT**

**State of Arizona**

**County of Maricopa**

On 3/17/2020 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 Signature*

**Matthew Stanton Erra**  
**Commission Expires March 9<sup>th</sup>, 2022**



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: [Signature]  
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



[Signature]  
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 17th day of March, 2020



[Signature]  
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.

**EXHIBIT "B"**

**Bond No. 107174930**

**PAYMENT BOND**

WHEREAS, the City Council of the City of Beaumont, State of California (the "City"), and MPLD II Inland Empire, LLC, a Delaware limited liability company (the "Principal") have entered into that certain Agreement To Provide Security For Improvements for Tract Map or Parcel Map or Plot Plan, dated \_\_\_\_\_, 2020 (the "Agreement"), whereby Principal has agreed to install and complete certain designated public improvements itemized and described on Tract Map/Parcel Map/Plot Plan entitled 36426/Plot Plan #PP2018-0134 "4th Street Improvements," (the "Improvements"), which Agreement 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 of the Improvements, 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) of Part 6 of Division 4 of the Civil Code of the State of California.

NOW, THEREFORE, the Principal and Travelers Casualty and Surety Company of America (the "Surety"), as corporate surety, are held and firmly bound unto the City and all contractors, subcontractors, laborers, material suppliers, and other persons employed in the performance of the Agreement and referred to Title 3 (commencing with Section 9000), et seq., of Part 6 of Division 4 of the Civil Code of the State of California in the sum of One Million Six Hundred Eighty One Thousand One Hundred Ninety Five and 00/100 dollars (\$1,681,195.00), for materials furnished or labor of any kind provided in connection with the construction of the Improvements, or for amounts due under the Unemployment Insurance Act with respect to the construction of the Improvements or labor provided in connection therewith, that the Surety will pay the same in an amount not exceeding the amount hereinabove set forth in accordance with all of the terms, provisions and conditions of the Agreement, and also in case suit is brought upon this Payment 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 any 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 of the State of California, 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.


*[signature pages follow]*

IN WITNESS WHEREOF, this instrument has been duly executed by the Principal and Surety above named, on March 17, 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 J. Beck  
Title: Executive Managing Director  
Date: 3-27-20

SURETY:

**Travelers Casualty and Surety Company of America,**  
a Connecticut corporation

By:   
Name: Jeremy Polk  
Title: Attorney-in-Fact



**Acknowledgement Form**

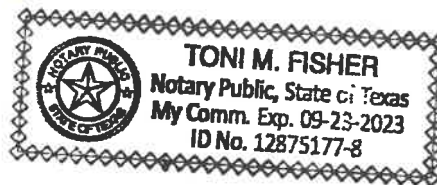
State of Texas )

)ss.:

County of Bexar )

On the 27<sup>th</sup> day of March 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.

Toni M. Fisher Notary Public



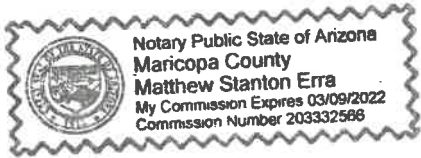
**ACKNOWLEDGEMENT**

**State of Arizona**

**County of Maricopa**

On 3/17/2020 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)



*[Handwritten Signature]*

*Notary Signature*

**Matthew Stanton Erra**  
**Commission Expires March 9<sup>th</sup>, 2022**



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

Item No.3.

**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 **17th** day of **March**, **2020**



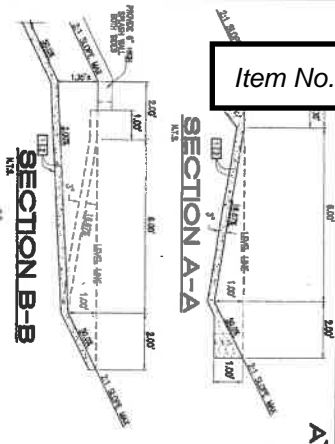
  
 Kevin E. Hughes, Assistant Secretary

**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.**

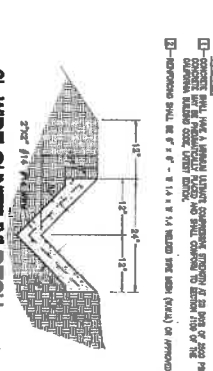




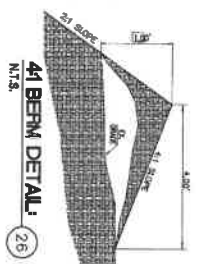
Item No.3.



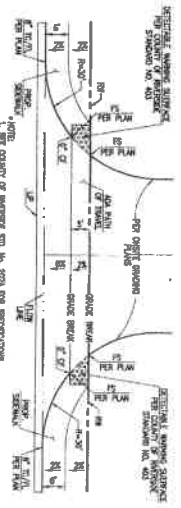
SECTION C-C



2' WIDE QUINTE 'V' DITCH



41 BERM DETAIL



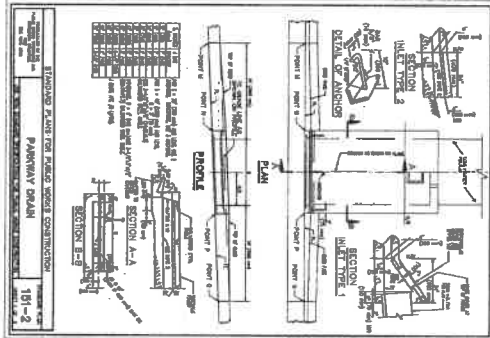
FOG CUT OFF WALL

TERRACE DRAIN AND DOWN DRAIN



FOG CUT OFF WALL

PARKWAY DRAIN (MODIFIED STD. 151-2)



1. 1/2" DIA. 10' LONG
2. 1/2" DIA. 10' LONG
3. 1/2" DIA. 10' LONG
4. 1/2" DIA. 10' LONG
5. 1/2" DIA. 10' LONG
6. 1/2" DIA. 10' LONG
7. 1/2" DIA. 10' LONG
8. 1/2" DIA. 10' LONG
9. 1/2" DIA. 10' LONG
10. 1/2" DIA. 10' LONG

**FAIRWEATHER CALCULATIONS**

DATE: 10/15/13  
 DRAWN: [Name]  
 CHECKED: [Name]  
 PROJECT: [Name]  
 PRODUCT: [Name]

COORDINATION WITH [Name] 10/15/13

1. 1/2" DIA. 10' LONG

2. 1/2" DIA. 10' LONG

3. 1/2" DIA. 10' LONG

4. 1/2" DIA. 10' LONG

5. 1/2" DIA. 10' LONG

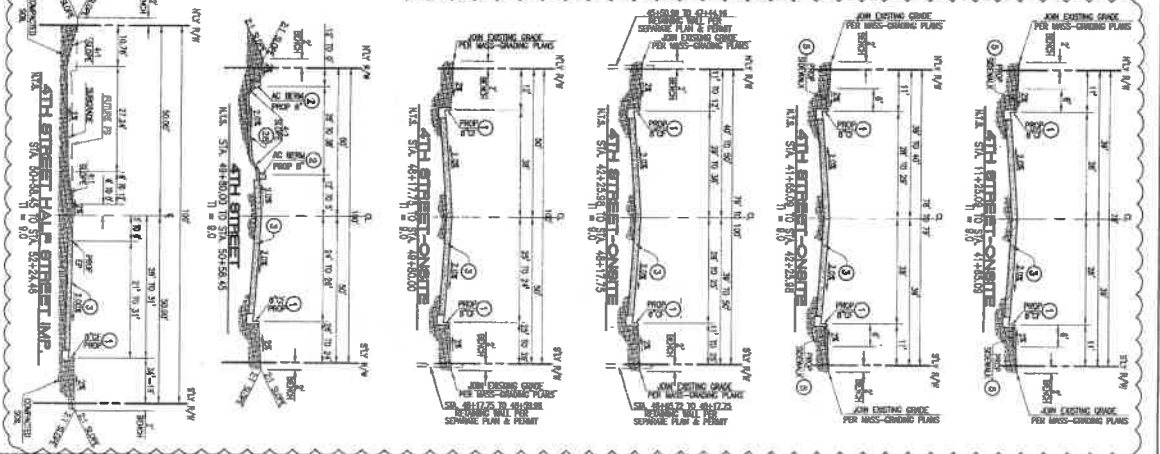
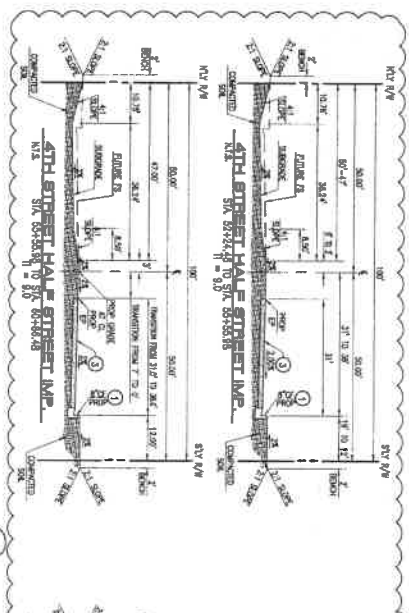
6. 1/2" DIA. 10' LONG

7. 1/2" DIA. 10' LONG

8. 1/2" DIA. 10' LONG

9. 1/2" DIA. 10' LONG

10. 1/2" DIA. 10' LONG



**DGA/BRT**

**CONTRACT NUMBER:** [Number]

**PROJECT NAME:** [Name]

**DATE:** [Date]

**SCALE:** [Scale]

**CITY OF BEAUMONT**

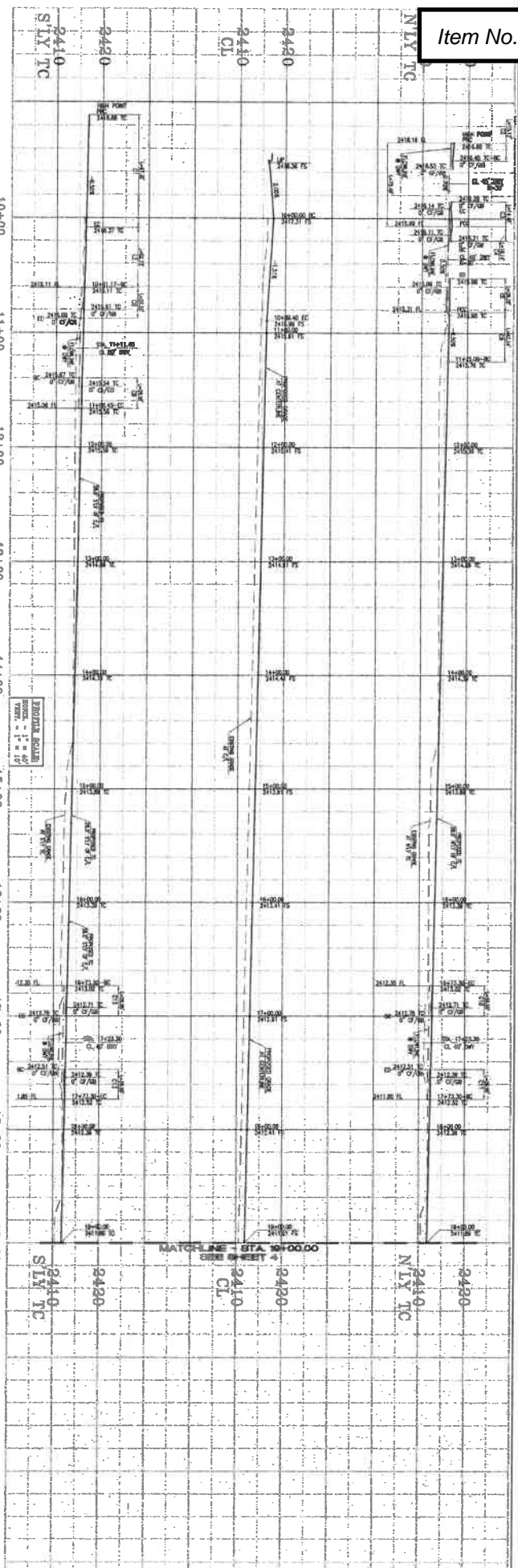
**APPROVED BY:** [Signature]

**DATE:** [Date]

**LEGEND: DETAILS AND TYPICAL SECTIONS FOR 4TH STREET (PHASE 2) PLAN & PROFILE**

**2 SHEET**

Item No.3.



| CHAIN # | CHAIN VALUE | CHAIN LENGTH | THICKNESS |
|---------|-------------|--------------|-----------|
| C1      | 11130.00    | 50.00        | 72.81     |
| C2      | 57930.00    | 50.00        | 18.12     |
| C3      | 27230.00    | 50.00        | 14.48     |
| C4      | 10830.00    | 50.00        | 18.12     |
| C5      | 28730.00    | 50.00        | 18.12     |
| C6      | 56730.00    | 50.00        | 18.12     |
| C7      | 84730.00    | 50.00        | 18.12     |
| C8      | 112730.00   | 50.00        | 18.12     |
| C9      | 140730.00   | 50.00        | 18.12     |
| C10     | 168730.00   | 50.00        | 18.12     |
| C11     | 196730.00   | 50.00        | 18.12     |
| C12     | 224730.00   | 50.00        | 18.12     |
| C13     | 252730.00   | 50.00        | 18.12     |
| C14     | 280730.00   | 50.00        | 18.12     |
| C15     | 308730.00   | 50.00        | 18.12     |

| CHAIN # | CHAIN VALUE | CHAIN LENGTH | THICKNESS |
|---------|-------------|--------------|-----------|
| L1      | 100.00      | 10.00        | 18.12     |
| L2      | 200.00      | 10.00        | 18.12     |
| L3      | 300.00      | 10.00        | 18.12     |
| L4      | 400.00      | 10.00        | 18.12     |
| L5      | 500.00      | 10.00        | 18.12     |
| L6      | 600.00      | 10.00        | 18.12     |
| L7      | 700.00      | 10.00        | 18.12     |
| L8      | 800.00      | 10.00        | 18.12     |
| L9      | 900.00      | 10.00        | 18.12     |
| L10     | 1000.00     | 10.00        | 18.12     |

DR. CARLOS A. IRIARTE, P.E.

CITY OF BEAUMONT

**REVISIONS**

| NO. | DATE | DESCRIPTION |
|-----|------|-------------|
| 1   |      |             |
| 2   |      |             |
| 3   |      |             |

**APPROVALS**

\_\_\_\_\_  
DATE

\_\_\_\_\_  
DATE

**COMPANY NAME**

**Thames Engineering, Inc.**

1000 S. GARDNER ST. SUITE 100  
BEAUMONT, CA 94705  
TEL: (925) 762-1111

**TITLE**

**STREET PLAN AND PROFILE**

**APPROVED BY**

\_\_\_\_\_  
DATE

**APPROVED BY**

\_\_\_\_\_  
DATE

**CITY OF BEAUMONT, CALIFORNIA**

STREET PLAN AND PROFILE

STA. 10+00.00 TO STA. 19+00.00

**SHEET**

**3**

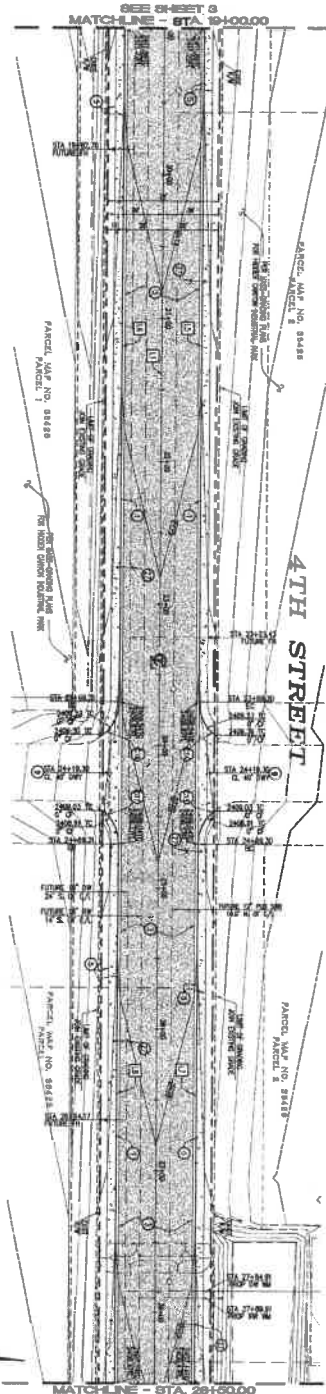
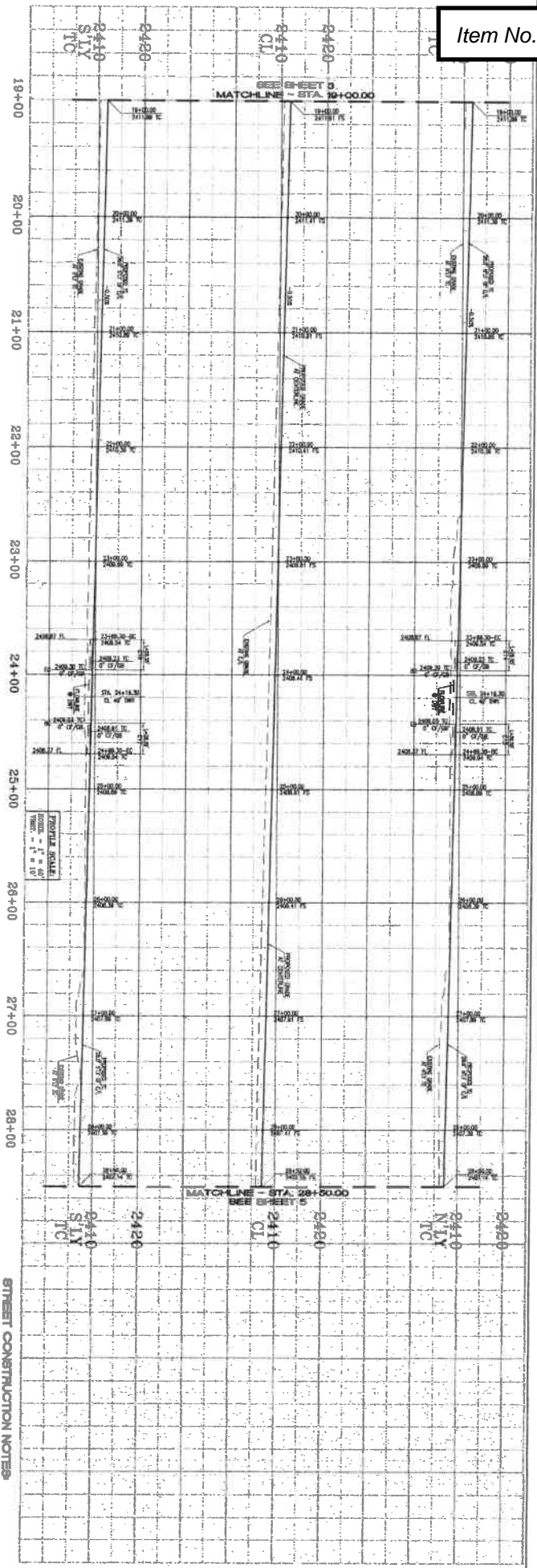
OF 7 SHEETS

DATE: 3/2/15

**STREET CONSTRUCTION NOTES:**

1. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, LATEST EDITION, AS APPLICABLE.
2. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, LATEST EDITION, AS APPLICABLE.
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30. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, LATEST EDITION, AS APPLICABLE.

Item No.3.



| CHAIN | DELTA     | RADIUS | LENGTH | TANGENT |
|-------|-----------|--------|--------|---------|
| C1A   | 50°42'13" | 20.00' | 30.83' | 16.81'  |
| C1B   | 50°42'13" | 20.00' | 30.83' | 16.81'  |
| C1C   | 50°42'13" | 20.00' | 30.83' | 16.81'  |
| C1D   | 50°42'13" | 20.00' | 30.83' | 16.81'  |

| LINE # | LENGTH  | BEARING       |
|--------|---------|---------------|
| LA     | 307.84' | S 89°44'32" W |
| LB     | 598.00' | S 89°44'32" W |
| LC     | 598.00' | S 89°44'32" W |
| LD     | 428.00' | S 89°44'32" W |



**STREET CONSTRUCTION NOTES**

1. CONTRACTOR SHALL MAINTAIN THE EXISTING SIDEWALKS AND CURBS.
2. CONTRACTOR SHALL MAINTAIN THE EXISTING UTILITY LINES AND STRUCTURES.
3. CONTRACTOR SHALL MAINTAIN THE EXISTING STREET GRADE AND SURFACE.
4. CONTRACTOR SHALL MAINTAIN THE EXISTING STREET LIGHTING AND SIGNALS.
5. CONTRACTOR SHALL MAINTAIN THE EXISTING STREET SIGNAGE.
6. CONTRACTOR SHALL MAINTAIN THE EXISTING STREET FURNISHINGS.
7. CONTRACTOR SHALL MAINTAIN THE EXISTING STREET TREES AND LANDSCAPING.
8. CONTRACTOR SHALL MAINTAIN THE EXISTING STREET PARKING AND TRAVEL LANE MARKINGS.
9. CONTRACTOR SHALL MAINTAIN THE EXISTING STREET CROSSINGS AND INTERSECTIONS.
10. CONTRACTOR SHALL MAINTAIN THE EXISTING STREET DRAINAGE AND FLOOD CONTROL SYSTEMS.
11. CONTRACTOR SHALL MAINTAIN THE EXISTING STREET SAFETY AND SECURITY FEATURES.
12. CONTRACTOR SHALL MAINTAIN THE EXISTING STREET ACCESSIBILITY AND ADA COMPLIANCE.
13. CONTRACTOR SHALL MAINTAIN THE EXISTING STREET ENVIRONMENTAL AND HISTORICAL FEATURES.
14. CONTRACTOR SHALL MAINTAIN THE EXISTING STREET COMMUNITY AND SOCIAL FEATURES.
15. CONTRACTOR SHALL MAINTAIN THE EXISTING STREET ECONOMIC AND DEVELOPMENT FEATURES.
16. CONTRACTOR SHALL MAINTAIN THE EXISTING STREET CULTURAL AND RECREATION FEATURES.
17. CONTRACTOR SHALL MAINTAIN THE EXISTING STREET HEALTH AND WELLNESS FEATURES.
18. CONTRACTOR SHALL MAINTAIN THE EXISTING STREET EDUCATION AND RESEARCH FEATURES.
19. CONTRACTOR SHALL MAINTAIN THE EXISTING STREET ARTS AND CULTURE FEATURES.
20. CONTRACTOR SHALL MAINTAIN THE EXISTING STREET INNOVATION AND TECHNOLOGY FEATURES.

**DGALERT**  
Digital Signage System

100% Satisfaction Guarantee

1 Year Warranty

24/7 Support

30 Day Trial

**DESIGNER:** Thomas Engineering, Inc.  
10000 Wilshire Blvd, Suite 1000, Los Angeles, CA 90024  
Tel: (310) 470-1234

**CITY OF BEAUMONT:** Planning & Development Department  
1000 Main Street, Beaumont, CA 94801  
Tel: (925) 762-1234

**APPROVED BY:** [Signature]

**DATE:** 1/15/2024

**PROJECT:** 47th Street Street Plan and Profile

**PHASE:** A/PHASE 2

**PLAN & PROFILE**

**PROJECT NO.:** 2024-001

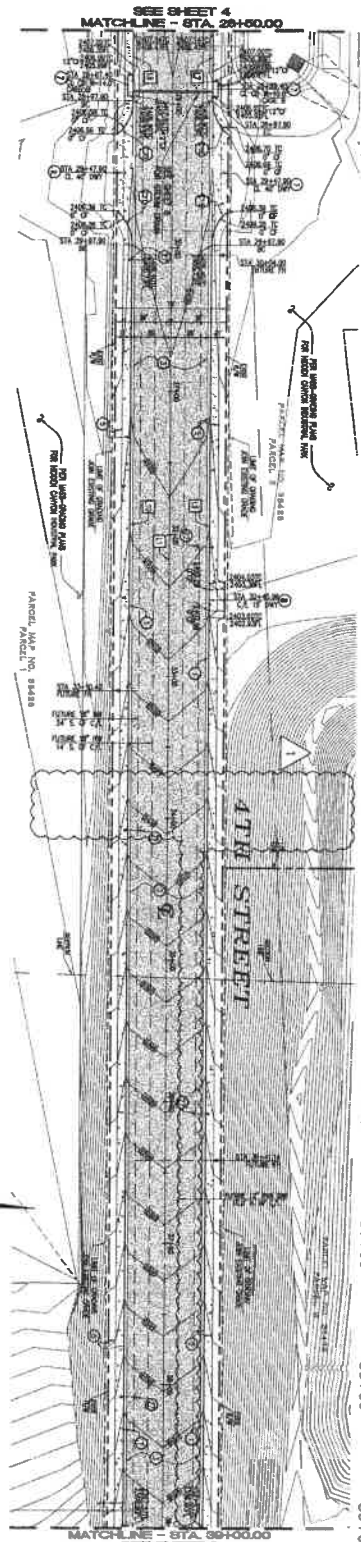
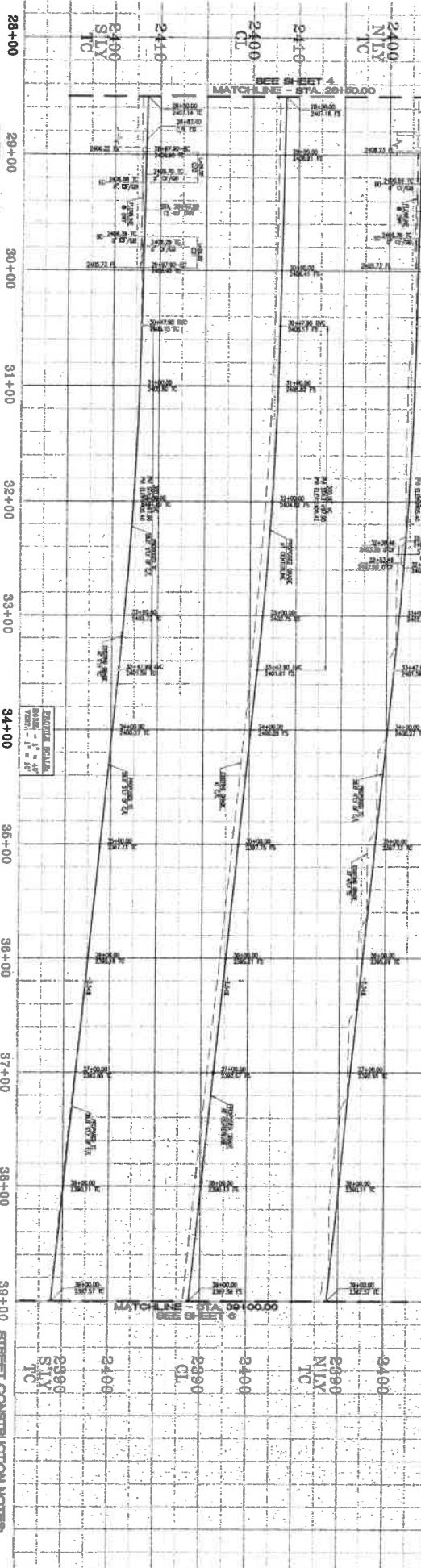
**DATE:** 1/15/2024

**SCALE:** 1" = 40'

**SHEET:** 4

**TOTAL SHEETS:** 4

Item No.3.



| LINE # | LINE TYPE | START STA. | END STA. | START ELEV. | END ELEV. |
|--------|-----------|------------|----------|-------------|-----------|
| 1      | CL        | 28+00.00   | 39+00.00 | 2400.00     | 2400.00   |
| 2      | 10' SLAB  | 28+00.00   | 39+00.00 | 2390.00     | 2390.00   |
| 3      | 20' SLAB  | 28+00.00   | 39+00.00 | 2380.00     | 2380.00   |

| LINE # | LINE TYPE | START STA. | END STA. | START ELEV. | END ELEV. |
|--------|-----------|------------|----------|-------------|-----------|
| 1      | CL        | 28+00.00   | 39+00.00 | 2400.00     | 2400.00   |
| 2      | 10' SLAB  | 28+00.00   | 39+00.00 | 2390.00     | 2390.00   |
| 3      | 20' SLAB  | 28+00.00   | 39+00.00 | 2380.00     | 2380.00   |



**STREET CONSTRUCTION NOTES**

1. CONSTRUCT 10' WIDE 10' DEEP CONC. CURB FOR 10' WIDE SLAB.
2. CONSTRUCT 10' WIDE 10' DEEP CONC. CURB FOR 20' WIDE SLAB.
3. CONSTRUCT 10' WIDE 10' DEEP CONC. CURB FOR 20' WIDE SLAB.
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18. CONSTRUCT 10' WIDE 10' DEEP CONC. CURB FOR 20' WIDE SLAB.
19. CONSTRUCT 10' WIDE 10' DEEP CONC. CURB FOR 20' WIDE SLAB.
20. CONSTRUCT 10' WIDE 10' DEEP CONC. CURB FOR 20' WIDE SLAB.

**DIGALERT**  
Call 811 before you dig  
811

**REVISIONS**

| NO. | DATE | DESCRIPTION |
|-----|------|-------------|
| 1   |      |             |

**COMPANY NAME**  
Thibodeau Engineering, Inc.  
10000 Wilshire Blvd., Suite 1000  
Beverly Hills, CA 90210  
Tel: 310-274-1111

**PROJECT**  
CITY OF BEAUMONT, CALIFORNIA  
4TH STREET  
PHASE 2

**DATE**  
11/19/2014

**SCALE**  
1" = 40'

**APPROVED BY**  
[Signature]

**DATE**  
11/19/2014

**CITY OF BEAUMONT, CALIFORNIA**

**STREET PLAN AND PROFILE**

FOR  
**4TH STREET**  
**PHASE 2**

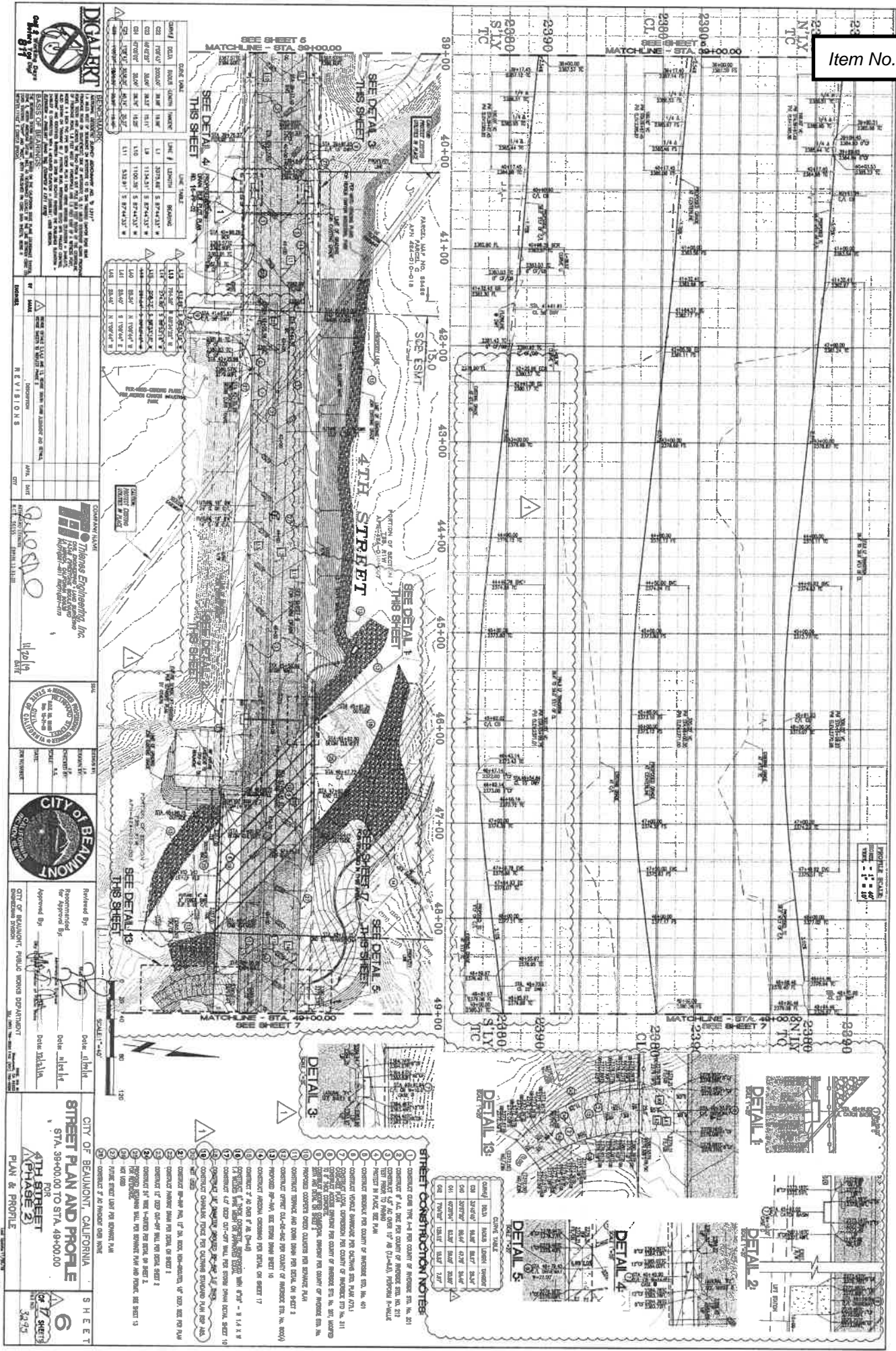
PLAN & PROFILE

**SHEET 5**

OF 5 SHEETS

DATE: 11/19/2014

Item No.3.



**DIGITAL BERT**

City of Bealmon  
11/29/19

**REVISIONS**

| NO. | DATE     | DESCRIPTION        |
|-----|----------|--------------------|
| 1   | 11/29/19 | ISSUED FOR PERMITS |

**DESIGNER:** [Signature]

**CHECKED BY:** [Signature]

**DATE:** 11/29/19

**APPROVED BY:** [Signature]

**DATE:** 11/29/19

**PROJECT:** CITY OF BEALMON, PUBLIC WORKS DEPARTMENT

**LOCATION:** 4TH STREET

**SCALE:** 1"=40'

**CITY OF BEALMON, CALIFORNIA**

**STREET PLAN AND PROFILE**

STA. 39+00.00 TO STA. 49+00.00

FOR 4TH STREET (PHASE 2)

PLAN & PROFILE

**SHEET**

**6**

34/95

**CONTRACT DATA**

| NO. | DATE     | DESCRIPTION        |
|-----|----------|--------------------|
| 1   | 11/29/19 | ISSUED FOR PERMITS |

**CONTRACT DATA**

| NO. | DATE     | DESCRIPTION        |
|-----|----------|--------------------|
| 1   | 11/29/19 | ISSUED FOR PERMITS |

**CONTRACT DATA**

| NO. | DATE     | DESCRIPTION        |
|-----|----------|--------------------|
| 1   | 11/29/19 | ISSUED FOR PERMITS |

**CONTRACT DATA**

| NO. | DATE     | DESCRIPTION        |
|-----|----------|--------------------|
| 1   | 11/29/19 | ISSUED FOR PERMITS |

**CONTRACT DATA**

| NO. | DATE     | DESCRIPTION        |
|-----|----------|--------------------|
| 1   | 11/29/19 | ISSUED FOR PERMITS |

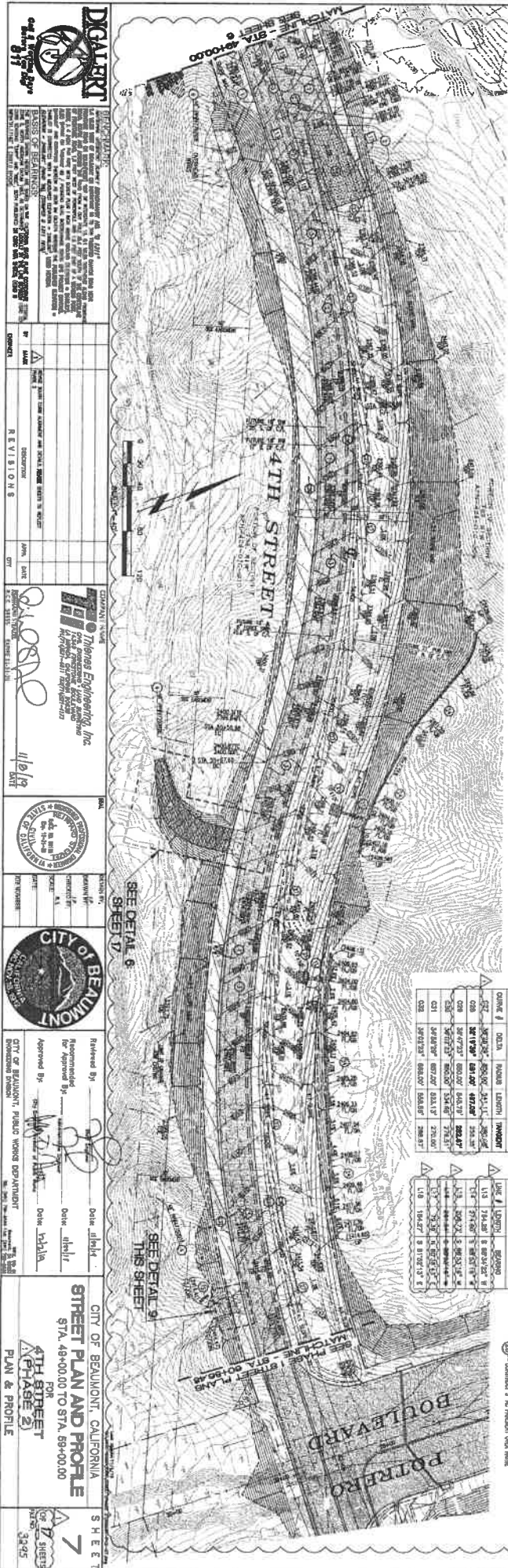
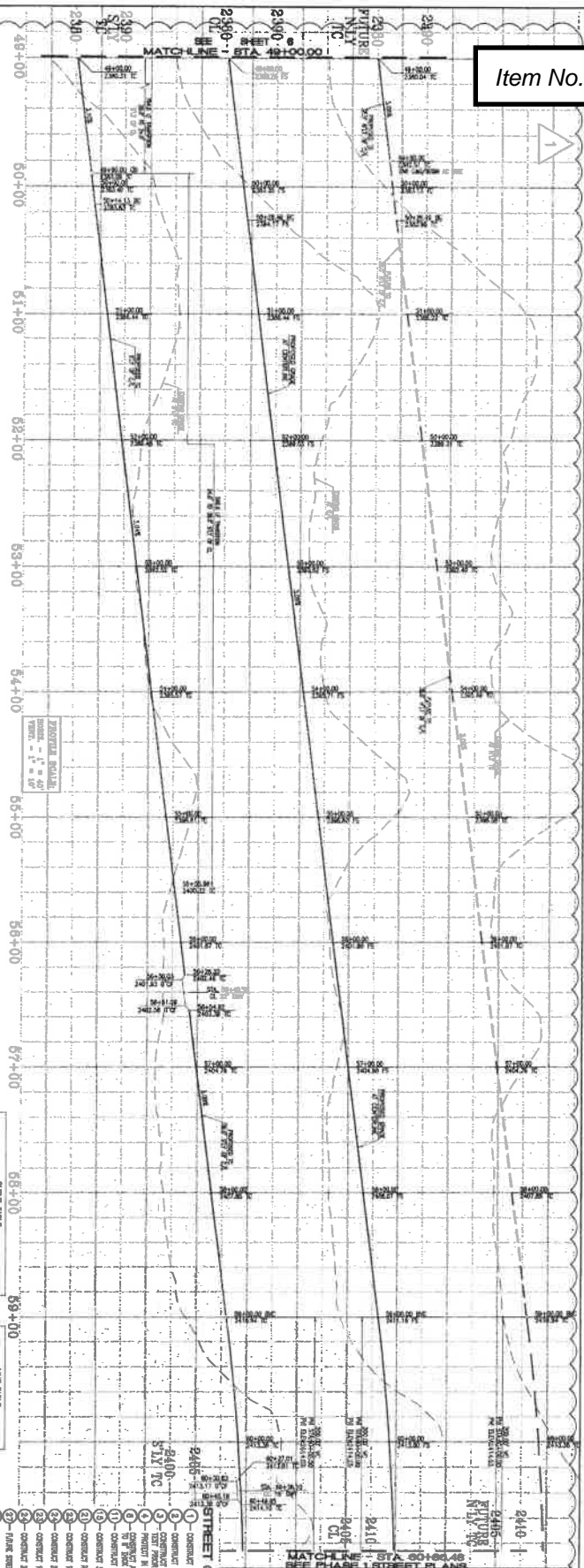
**CONTRACT DATA**

| NO. | DATE     | DESCRIPTION        |
|-----|----------|--------------------|
| 1   | 11/29/19 | ISSUED FOR PERMITS |

**STREET CONSTRUCTION NOTES**

- CONTRACTOR SHALL MAINTAIN THE 4'-0" CURB OF FINISH (E.T. NO. 201)
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Item No.3.



**DECAERT**  
 411 W. 11th Street  
 San Francisco, CA 94103  
 Tel: 415.774.8800  
 Fax: 415.774.8801  
 www.decaert.com

**Thames Engineering, Inc.**  
 1000 California Street, Suite 1000  
 San Francisco, CA 94109  
 Tel: 415.774.8800  
 Fax: 415.774.8801  
 www.thameseng.com

**City of Beavmont**  
 Planning Department  
 1000 California Street, Suite 1000  
 San Francisco, CA 94109  
 Tel: 415.774.8800  
 Fax: 415.774.8801  
 www.cityofbeavmont.com

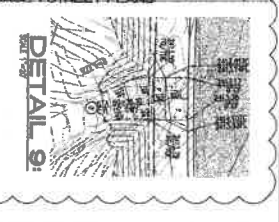
**City of Beavmont**  
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 1000 California Street, Suite 1000  
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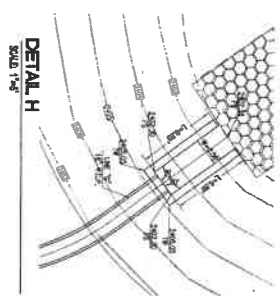
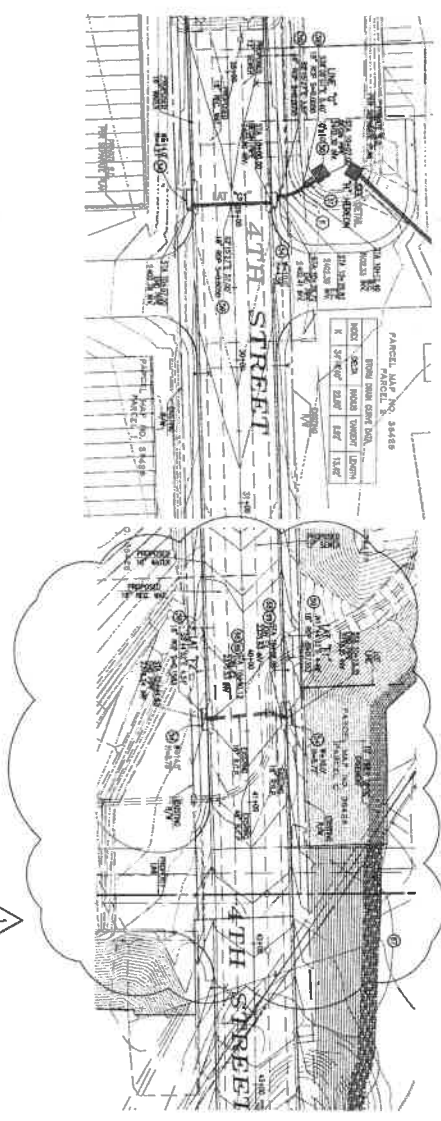
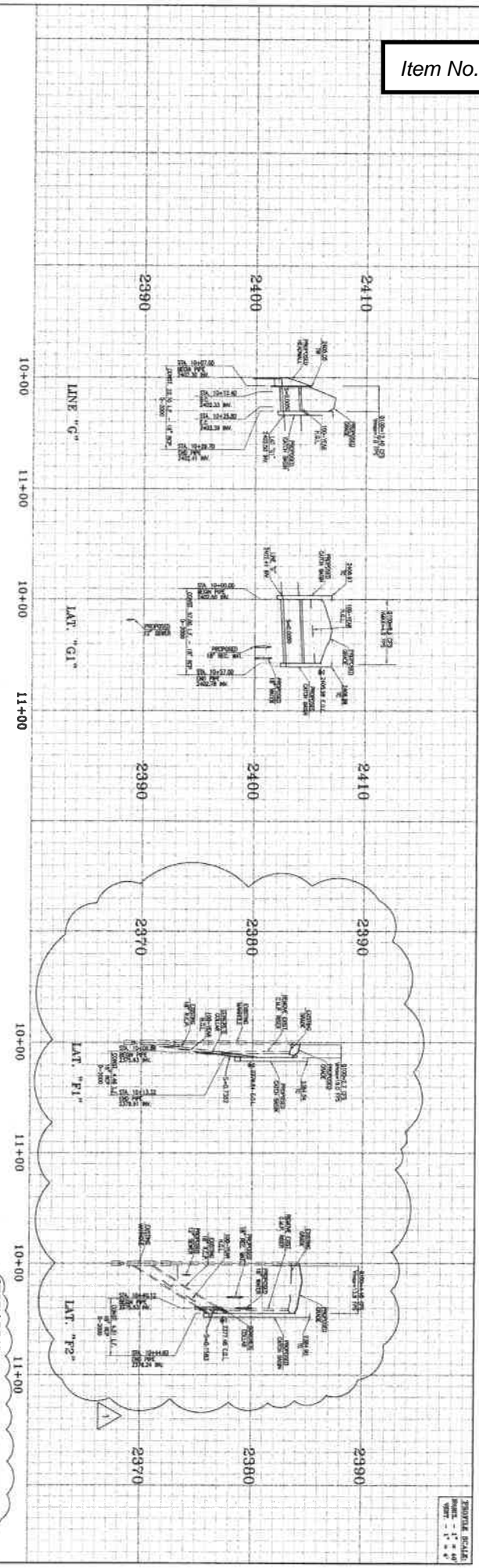
**City of Beavmont, California**  
 STREET PLAN AND PROFILE  
 STA. 48+00.00 TO STA. 69+00.00  
 4TH STREET  
 (PHASE 2)  
 PLAN & PROFILE

| CHAIN # | CHAIN   | CHAIN LENGTH | MARKING |
|---------|---------|--------------|---------|
| 1       | 100.00  | 100.00       | 100.00  |
| 2       | 200.00  | 200.00       | 200.00  |
| 3       | 300.00  | 300.00       | 300.00  |
| 4       | 400.00  | 400.00       | 400.00  |
| 5       | 500.00  | 500.00       | 500.00  |
| 6       | 600.00  | 600.00       | 600.00  |
| 7       | 700.00  | 700.00       | 700.00  |
| 8       | 800.00  | 800.00       | 800.00  |
| 9       | 900.00  | 900.00       | 900.00  |
| 10      | 1000.00 | 1000.00      | 1000.00 |

- STREET CONSTRUCTION NOTES**
- CONSTRUCT THIS THE 4-4 PER COUNTY OF SAN DIEGO, CALIF. STA. 48+00 TO STA. 69+00.
  - CONTRACTOR TO VERIFY ALL EXISTING UTILITIES AND RECORD THEM IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS, SECTION 101.05.
  - CONTRACTOR TO VERIFY ALL EXISTING EASEMENTS AND RECORD THEM IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS, SECTION 101.05.
  - CONTRACTOR TO VERIFY ALL EXISTING RIGHT-OF-WAY LINES AND RECORD THEM IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS, SECTION 101.05.
  - CONTRACTOR TO VERIFY ALL EXISTING ADJACENT PROPERTY LINES AND RECORD THEM IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS, SECTION 101.05.
  - CONTRACTOR TO VERIFY ALL EXISTING ADJACENT STREET LINES AND RECORD THEM IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS, SECTION 101.05.
  - CONTRACTOR TO VERIFY ALL EXISTING ADJACENT ALLEY LINES AND RECORD THEM IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS, SECTION 101.05.
  - CONTRACTOR TO VERIFY ALL EXISTING ADJACENT DRIVEWAY LINES AND RECORD THEM IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS, SECTION 101.05.
  - CONTRACTOR TO VERIFY ALL EXISTING ADJACENT SIDEWALK LINES AND RECORD THEM IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS, SECTION 101.05.
  - CONTRACTOR TO VERIFY ALL EXISTING ADJACENT BIKEWAY LINES AND RECORD THEM IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS, SECTION 101.05.
  - CONTRACTOR TO VERIFY ALL EXISTING ADJACENT TRAIL LINES AND RECORD THEM IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS, SECTION 101.05.
  - CONTRACTOR TO VERIFY ALL EXISTING ADJACENT FENCE LINES AND RECORD THEM IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS, SECTION 101.05.
  - CONTRACTOR TO VERIFY ALL EXISTING ADJACENT UTILITY EASEMENT LINES AND RECORD THEM IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS, SECTION 101.05.
  - CONTRACTOR TO VERIFY ALL EXISTING ADJACENT EASEMENT LINES AND RECORD THEM IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS, SECTION 101.05.
  - CONTRACTOR TO VERIFY ALL EXISTING ADJACENT RIGHT-OF-WAY LINES AND RECORD THEM IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS, SECTION 101.05.



**SHEET**  
 7  
 OF 7 SHEETS  
 DATE: 3/20/25



- STORM DRAIN CONSTRUCTION NOTES**
- 1) CONSTRUCTION OF STORM DRAIN SHALL BE IN ACCORDANCE WITH THE CITY OF BEAUMONT STANDARD SPECIFICATIONS FOR ROADWAY CONSTRUCTION, LATEST EDITION.
  - 2) ALL MATERIALS SHALL BE SUBMITTED TO THE CITY ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION.
  - 3) THE DRAIN SHALL BE CONSTRUCTED TO A MINIMUM DEPTH OF 4 FEET BELOW FINISHED GRADE.
  - 4) THE DRAIN SHALL BE CONSTRUCTED WITH A MINIMUM SLOPE OF 0.5%.
  - 5) THE DRAIN SHALL BE CONSTRUCTED WITH A MINIMUM COVER OF 18 INCHES.
  - 6) THE DRAIN SHALL BE CONSTRUCTED WITH A MINIMUM WALL THICKNESS OF 12 INCHES.
  - 7) THE DRAIN SHALL BE CONSTRUCTED WITH A MINIMUM JOINT SPACING OF 10 FEET.
  - 8) THE DRAIN SHALL BE CONSTRUCTED WITH A MINIMUM JOINT SEALING.
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  - 99) THE DRAIN SHALL BE CONSTRUCTED WITH A MINIMUM JOINT SEALING.
  - 100) THE DRAIN SHALL BE CONSTRUCTED WITH A MINIMUM JOINT SEALING.

**DCA/ART**  
CITY OF BEAUMONT, CALIFORNIA

**DESIGNER:** Thomas Engineering, Inc.  
11111 Highway 101, Suite 100  
Beaumont, CA 94705  
Tel: (925) 763-1111  
Fax: (925) 763-1112  
www.thomaseg.com

**DATE:** 11/19/19

**SCALE:** 1"=40'

**CITY OF BEAUMONT**  
CALIFORNIA

**APPROVED BY:** [Signature]  
DATE: 11/19/19

**PROJECT:** 4TH STREET AND PROFILE  
PHASE 2

**SHEET:** 8  
OF 17 SHEETS  
3.975

**REVISIONS:**

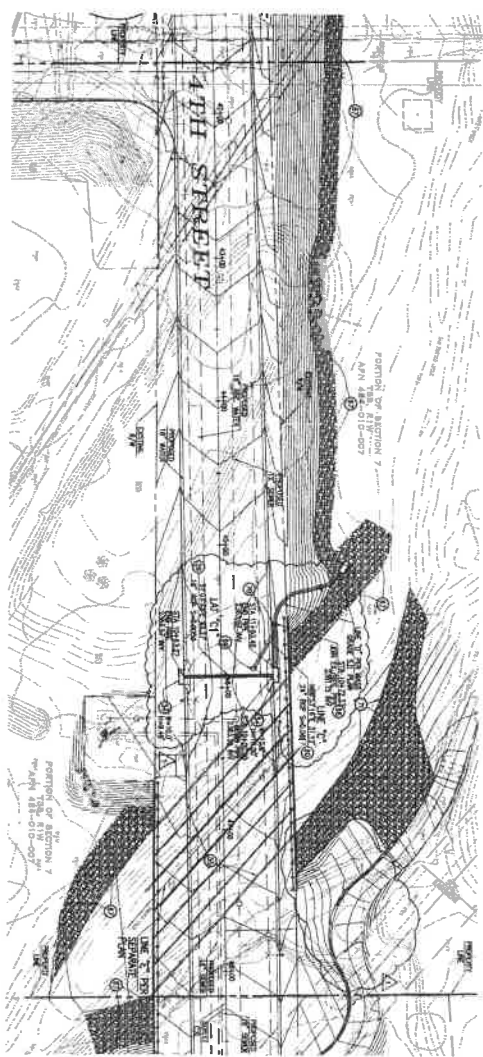
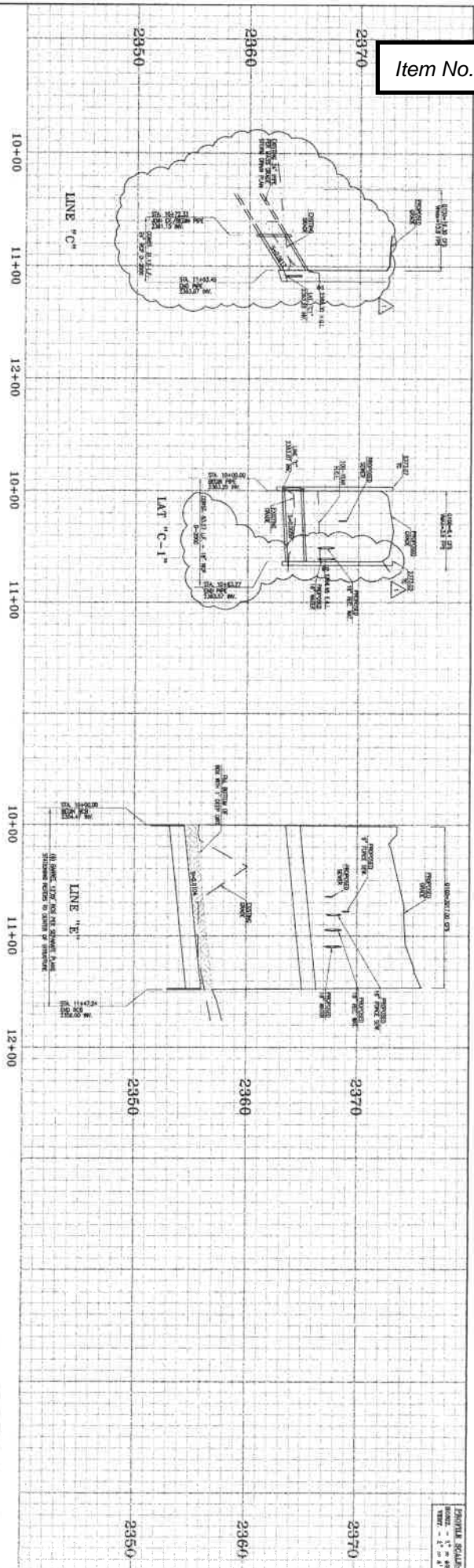
| NO. | DATE | DESCRIPTION |
|-----|------|-------------|
| 1   |      | REVISION    |

**APPROVED BY:** [Signature]  
DATE: 11/19/19

**PROJECT:** 4TH STREET AND PROFILE  
PHASE 2



Item No.3.



- STORM DRAIN CONSTRUCTION NOTES**
1. CONSTRUCT 12" DRAIN AT STATION 10+00.
  2. 12" DRAIN SHALL BE 12" DIA. 12" WALL.
  3. 12" DRAIN SHALL BE 12" DIA. 12" WALL.
  4. 12" DRAIN SHALL BE 12" DIA. 12" WALL.
  5. 12" DRAIN SHALL BE 12" DIA. 12" WALL.
  6. 12" DRAIN SHALL BE 12" DIA. 12" WALL.
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  16. 12" DRAIN SHALL BE 12" DIA. 12" WALL.
  17. 12" DRAIN SHALL BE 12" DIA. 12" WALL.

**DGA/ERT**  
Engineering & Construction Services  
11111 1st Street  
San Diego, CA 92121  
Tel: 619-594-1111

10/11/11

**BASED ON DRAWINGS:** 10/11/11  
**DATE OF REVISIONS:** 10/11/11

| NO. | DATE     | BY  | DESCRIPTION |
|-----|----------|-----|-------------|
| 1   | 10/11/11 | MAK | 10/11/11    |

**REVISIONS**

APPROVED BY: *[Signature]* DATE: 10/11/11

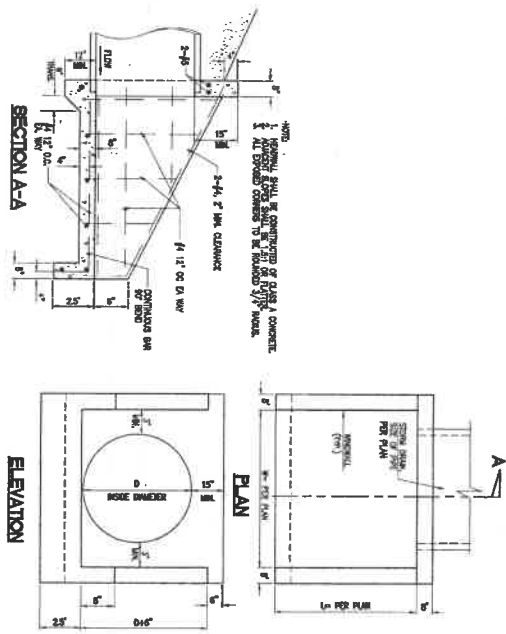
**THOMAS ENGINEERING, INC.**  
11111 1st Street  
San Diego, CA 92121  
Tel: 619-594-1111

**CITY OF BEAUMONT, CALIFORNIA**

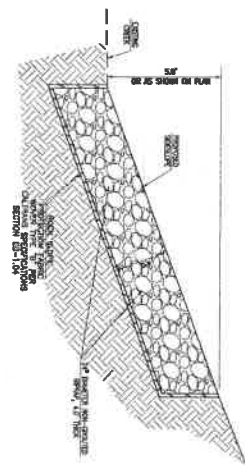
Reviewed By: *[Signature]* Date: 10/11/11  
 Approved By: *[Signature]* Date: 10/11/11

**CITY OF BEAUMONT, CALIFORNIA**  
STORM DRAIN PLAN AND PROFILE  
FOR  
4TH STREET  
PHASE 2

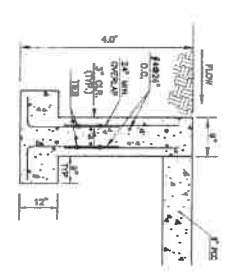
SHEET 9 OF 17 SHEETS  
REVISED 10/11/11




CONCRETE HEADWALL AND WINGWALL (51)



RIPRAP DETAIL (67)



CUTOFF WALL DETAIL (17)



**DGA BRT**  
City of Beaumont, California  
Storm Drainage Department

**REVISIONS**

| NO. | DATE     | DESCRIPTION        |
|-----|----------|--------------------|
| 1   | 11/11/19 | ISSUED FOR PERMITS |

**DESIGNER:** Thomas Engineering, Inc.  
1111 1st Street, Suite 100  
Beaumont, CA 94701  
Tel: (925) 762-1111

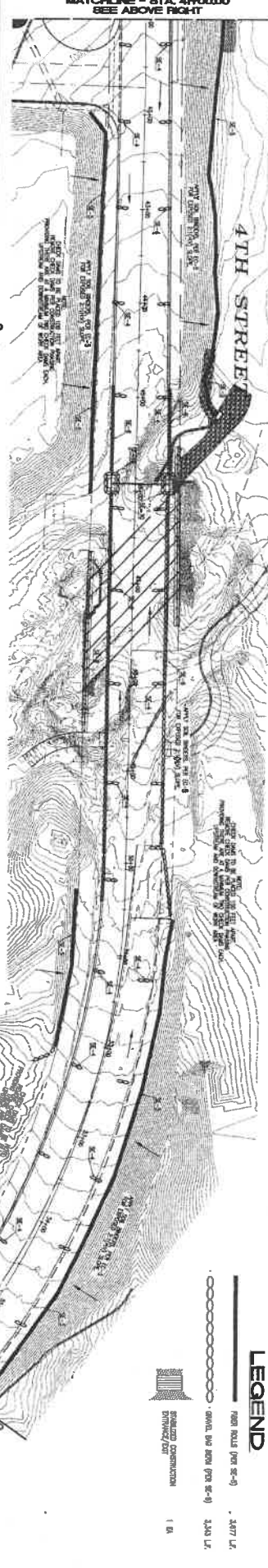
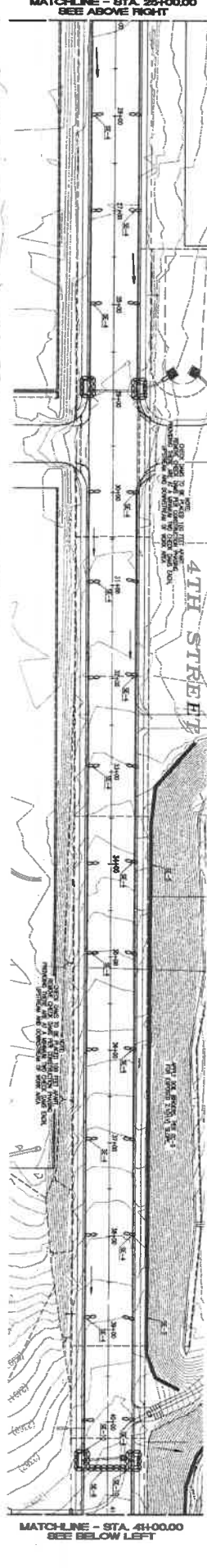
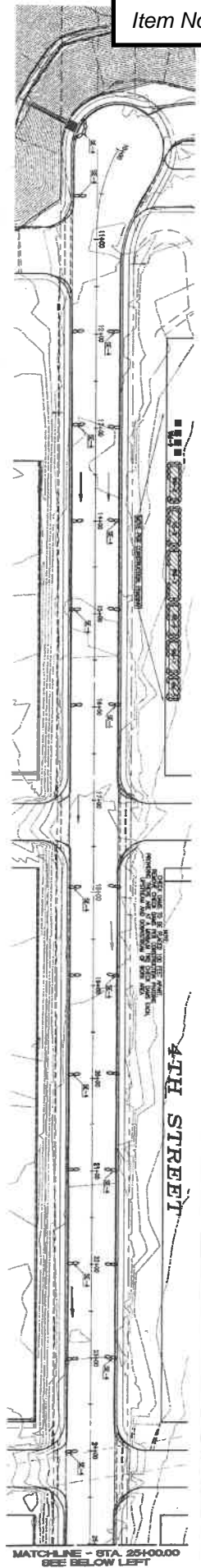
**CITY OF BEAUMONT**  
STORM DRAINAGE DEPARTMENT

**APPROVED BY:** [Signature]  
Date: 11/11/19

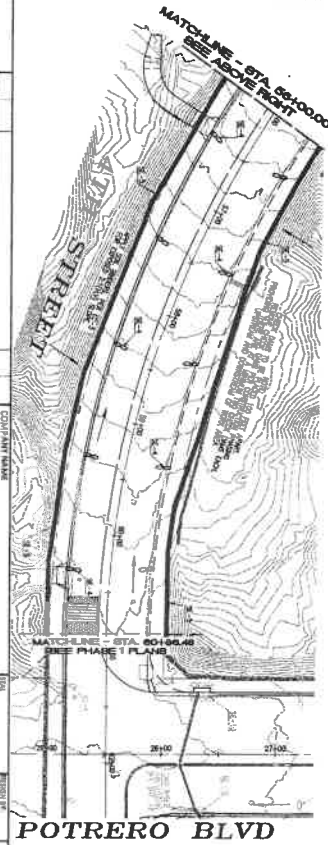
**PROJECT:** CITY OF BEAUMONT, CALIFORNIA  
**STORM DRAIN DETAILS**  
FOR  
4TH STREET  
PHASE 2  
PLAN & PROFILE

**SHEET**  
10  
OF 17 SHEETS  
DATE: 3/2/15

Item No.3.



NOTE:  
FOR ALL BMP'S SEE DETAILS ON SHEET 12.



1. THESE PLANS AND SPECIFICATIONS SHALL BE CONSIDERED TO BE THE ENTIRE CONTRACT DOCUMENTS FOR THE PROJECT. NO OTHER DOCUMENTS SHALL BE REFERRED TO UNLESS SPECIFICALLY NOTED THEREON.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF BEAUMONT AND THE CALIFORNIA STATE DEPARTMENT OF TRANSPORTATION AND HIGHWAYS (CALTRANS).

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CALIFORNIA STATE DEPARTMENT OF WATER RESOURCES (CSDWR).

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CALIFORNIA STATE DEPARTMENT OF PESTICIDE REGULATION (CDPR).

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CALIFORNIA STATE DEPARTMENT OF INDUSTRIAL RELATIONS (DIR).

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CALIFORNIA STATE DEPARTMENT OF INDUSTRIAL RELATIONS (DIR).

7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CALIFORNIA STATE DEPARTMENT OF INDUSTRIAL RELATIONS (DIR).

8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CALIFORNIA STATE DEPARTMENT OF INDUSTRIAL RELATIONS (DIR).

9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CALIFORNIA STATE DEPARTMENT OF INDUSTRIAL RELATIONS (DIR).

10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CALIFORNIA STATE DEPARTMENT OF INDUSTRIAL RELATIONS (DIR).

| NO. | DATE     | BY  | REVISIONS        |
|-----|----------|-----|------------------|
| 1   | 08/17/11 | WJL | ISSUE FOR PERMIT |
| 2   | 08/17/11 | WJL | ISSUE FOR PERMIT |
| 3   | 08/17/11 | WJL | ISSUE FOR PERMIT |
| 4   | 08/17/11 | WJL | ISSUE FOR PERMIT |
| 5   | 08/17/11 | WJL | ISSUE FOR PERMIT |
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| 7   | 08/17/11 | WJL | ISSUE FOR PERMIT |
| 8   | 08/17/11 | WJL | ISSUE FOR PERMIT |
| 9   | 08/17/11 | WJL | ISSUE FOR PERMIT |
| 10  | 08/17/11 | WJL | ISSUE FOR PERMIT |

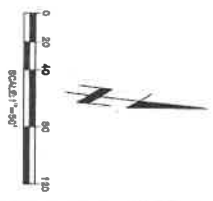
Thames Engineering, Inc.  
10000 S. GARDEN WAY, SUITE 100  
DANA POINT, CA 92629  
TEL: (949) 441-1111  
WWW.THAMES-ENGINEERING.COM

WJL  
08/17/11

CITY OF BEAUMONT  
APPROVED BY: [Signature]  
DATE: 08/17/11

CITY OF BEAUMONT, CALIFORNIA  
EROSION CONTROL PLAN  
FOR  
4TH STREET  
(PHASE 2)  
PLAN & PROFILE

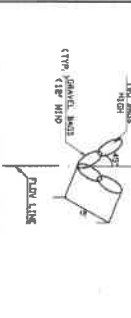
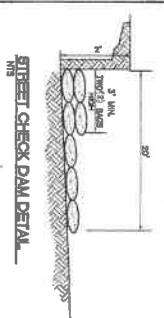
SHEET  
11  
OF 17 SHEETS  
DATE: 08/17/11



Item No.3.

**CONTROL PLAN NOTES**

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL EXISTING UTILITIES AND STRUCTURES AT ALL TIMES.
3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL EXISTING UTILITIES AND STRUCTURES AT ALL TIMES.
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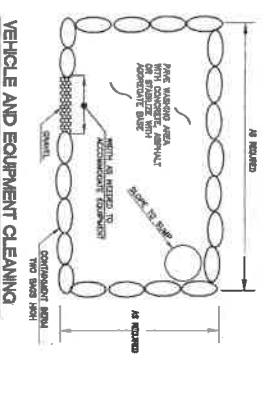
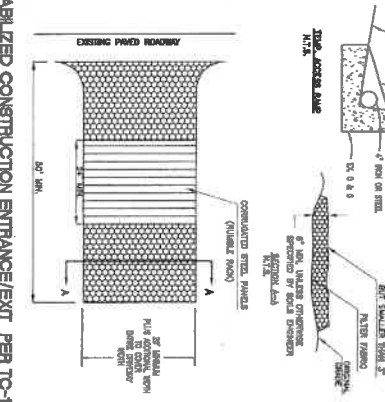
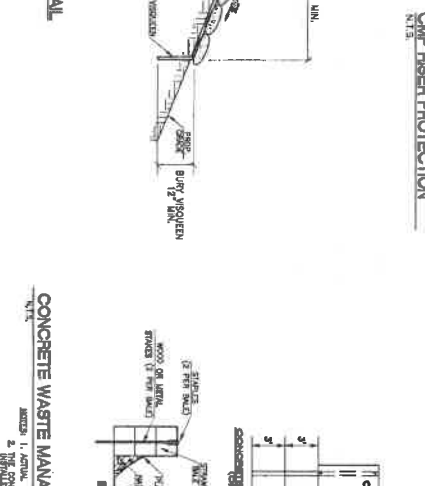
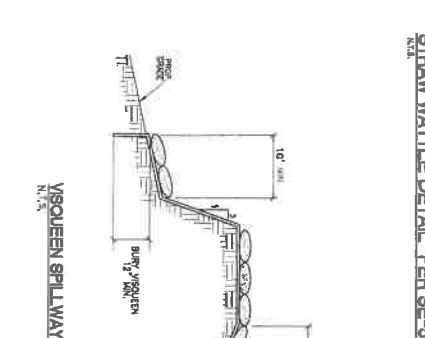
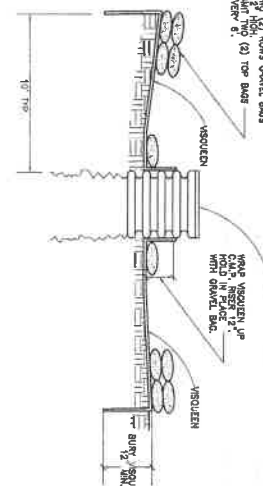
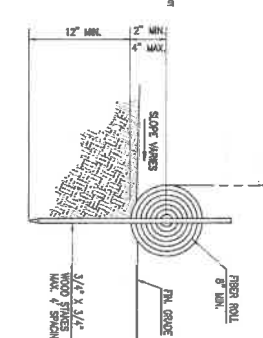
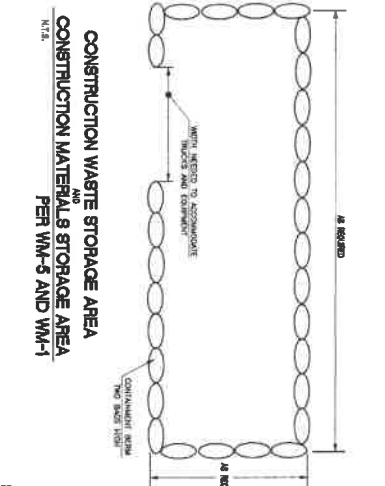
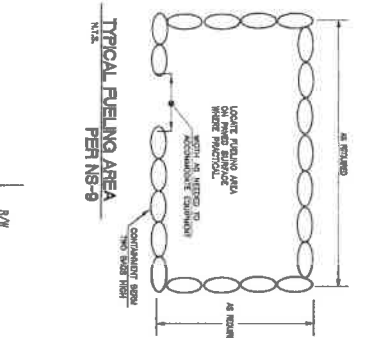


**DCALBERT**  
 1000 N. GARDEN ST. SUITE 100  
 BEAUMONT, CA 94705  
 (925) 762-8111

**CONTRACTOR'S CHECK DAM DETAIL PER SE-4**

**REVISIONS**

| NO. | DATE | DESCRIPTION |
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**CONTRACTOR'S CHECK DAM DETAIL PER SE-4**

**REVISIONS**

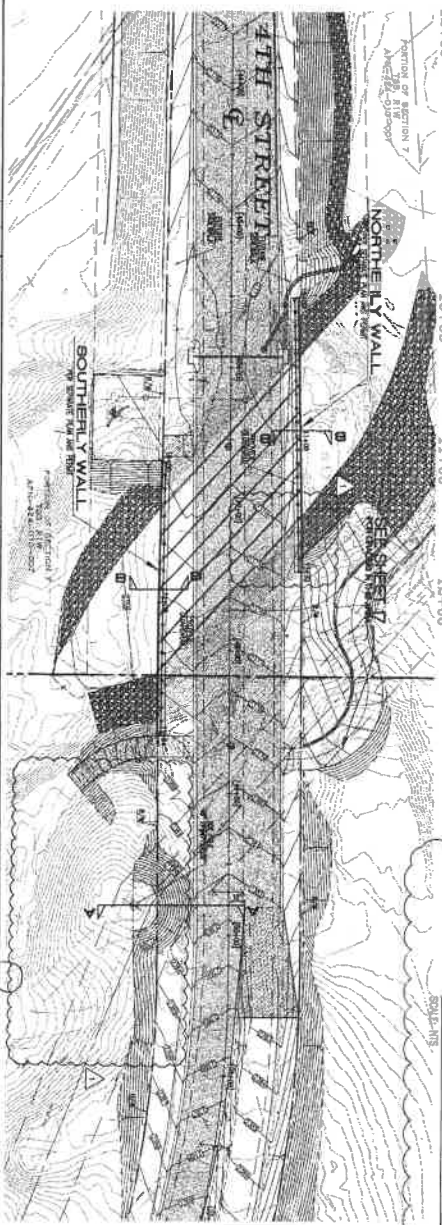
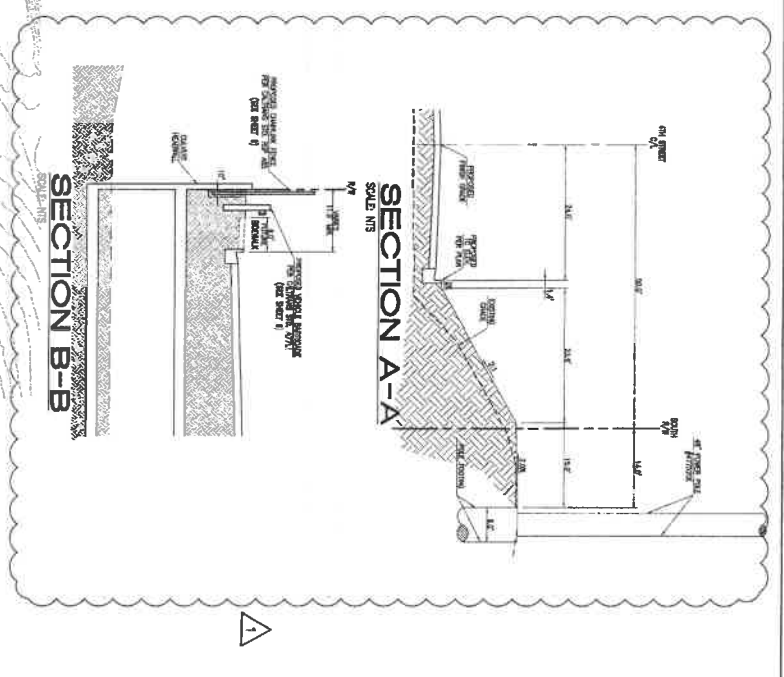
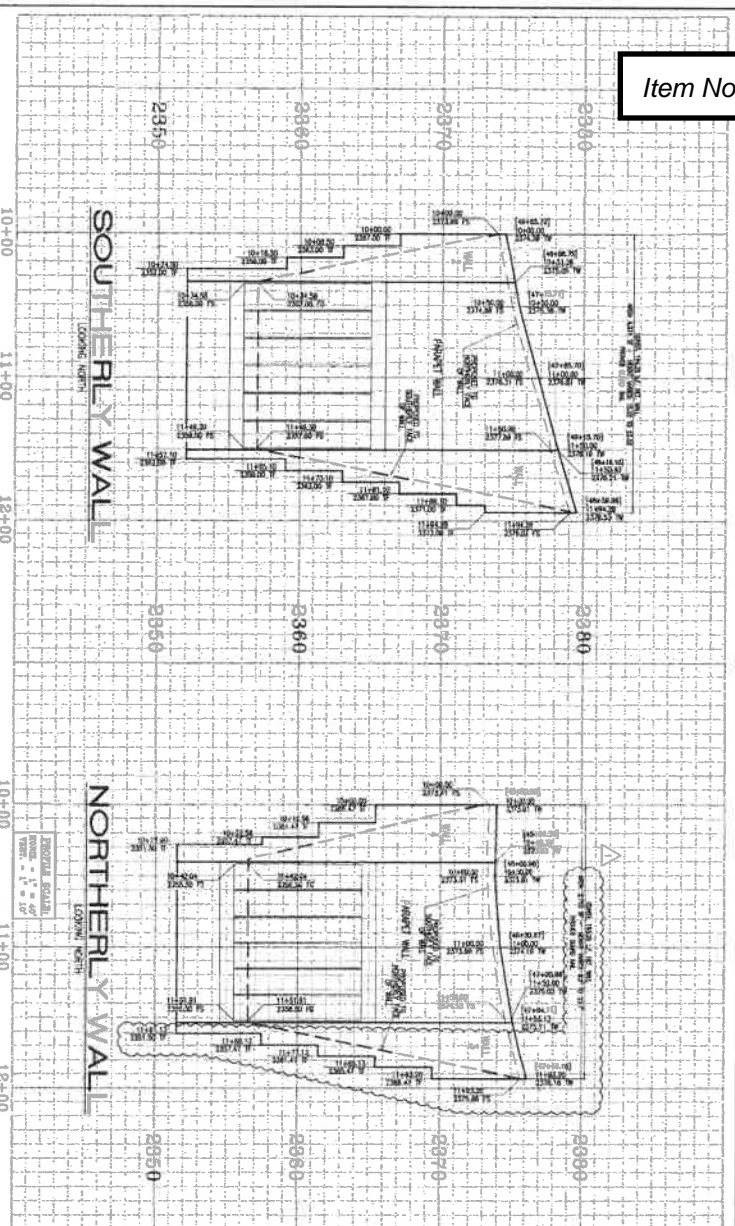
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**CONTRACTOR'S CHECK DAM DETAIL PER SE-4**

**REVISIONS**

| NO. | DATE | DESCRIPTION |
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Item No.3.



**DIGITAL**  
City of Beaumont  
PH 2018-0197

**REVISIONS**

| NO. | DATE | BY | DESCRIPTION |
|-----|------|----|-------------|
| 1   |      |    |             |

**CONTRACT NAME**  
Thames Engineering, Inc.  
4th Street Box Culvert  
Phase 2

**DATE**  
11/19/19

**CITY OF BEAUMONT**  
CITY OF BEAUMONT, CALIFORNIA  
ENGINEERING DIVISION

**APPROVED BY**  
[Signature]  
Date: 11/19/19

**RECOMMENDED BY**  
[Signature]  
Date: 11/19/19

**LEGEND:**  
10+00.00 = WALL STATIONING  
[10+00.00] = STREET STATIONING

**NOTE:**  
REFER TO 4TH STREET BOX CULVERT PLAN  
PREPARED BY SPECS STUDIO/AL  
PH 2018-0197

**SCALE**  
1" = 10'

**SCALE**  
1" = 10'

**CITY OF BEAUMONT, CALIFORNIA**  
**WALL PROFILES**  
FOR  
4TH STREET  
(PHASE 2)  
PLAN & PROFILE

**SHEET**  
13  
OF 17 SHEETS  
3/275

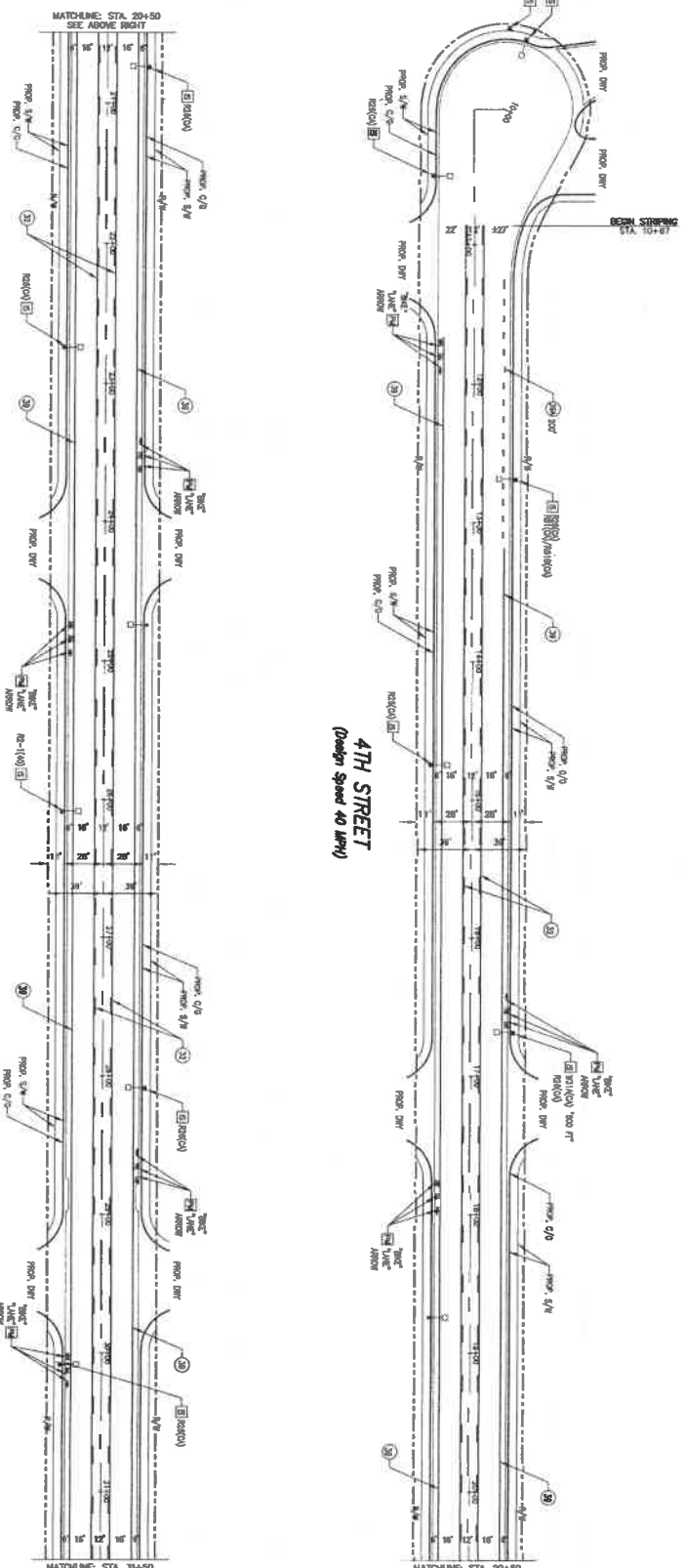
Item No.3.

**GENERAL NOTES**

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF BEAUMONT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION, AND THE CITY OF BEAUMONT STANDARD SPECIFICATIONS FOR SIGNING AND STRIPING, LATEST EDITION.
2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF BEAUMONT STANDARD SPECIFICATIONS FOR SIGNING AND STRIPING, LATEST EDITION.
3. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF BEAUMONT STANDARD SPECIFICATIONS FOR SIGNING AND STRIPING, LATEST EDITION.
4. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF BEAUMONT STANDARD SPECIFICATIONS FOR SIGNING AND STRIPING, LATEST EDITION.

**SIGNING AND STRIPING CONSTRUCTION NOTES:**

| NO. | DESCRIPTION        | QUANTITY | UNIT |
|-----|--------------------|----------|------|
| 1   | CONCRETE SIGN POST | 14       | EA   |
| 2   | WOOD SIGN POST     | 31       | EA   |
| 3   | WOOD SIGN POST     | 100      | EA   |
| 4   | WOOD SIGN POST     | 211      | EA   |
| 5   | WOOD SIGN POST     | 11       | EA   |
| 6   | WOOD SIGN POST     | 250      | EA   |
| 7   | WOOD SIGN POST     | 1,100    | EA   |
| 8   | WOOD SIGN POST     | 1,400    | EA   |
| 9   | WOOD SIGN POST     | 280      | EA   |
| 10  | WOOD SIGN POST     | 3,800    | EA   |
| 11  | WOOD SIGN POST     | 1,400    | EA   |
| 12  | WOOD SIGN POST     | 400      | EA   |



**DCALERT**  
Call & Working Before You Dig  
811

**BENCHMARK:**  
The City of Beaumont is responsible for the maintenance of the benchmark system. The benchmark system is used to establish the vertical control for the project. The benchmark system is located at the intersection of 47th Street and 4th Street. The benchmark system is used to establish the vertical control for the project.

| NO. | DATE     | DESCRIPTION | BY | CHKD. |
|-----|----------|-------------|----|-------|
| 1   | 11/14/19 | DESIGN      | JW | JW    |
| 2   | 11/14/19 | REVISIONS   | JW | JW    |

**TJM ENGINEERING, INC.**  
TRANSPORTATION DESIGN CONSULTANTS  
10000 WEST 17TH STREET, SUITE 100  
BEAUMONT, TEXAS 77705  
WWW.TJME.COM

**CITY OF BEAUMONT**  
CITY ENGINEER  
APPROVED BY: [Signature]  
DATE: 11/14/19

**47th STREET**  
(Design Speed 40 MPH)

**4TH STREET**  
(Design Speed 40 MPH)

**SCALE: 1" = 40'**

**8 SHEET**  
OF 17 SHEETS  
SHEET NO. 3293

Item No.3.

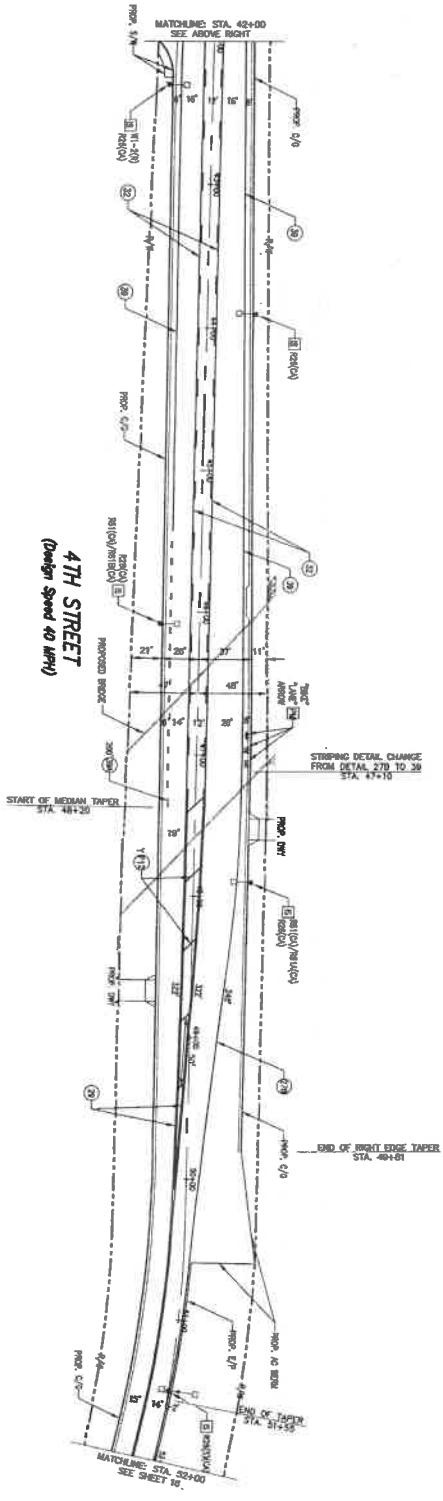
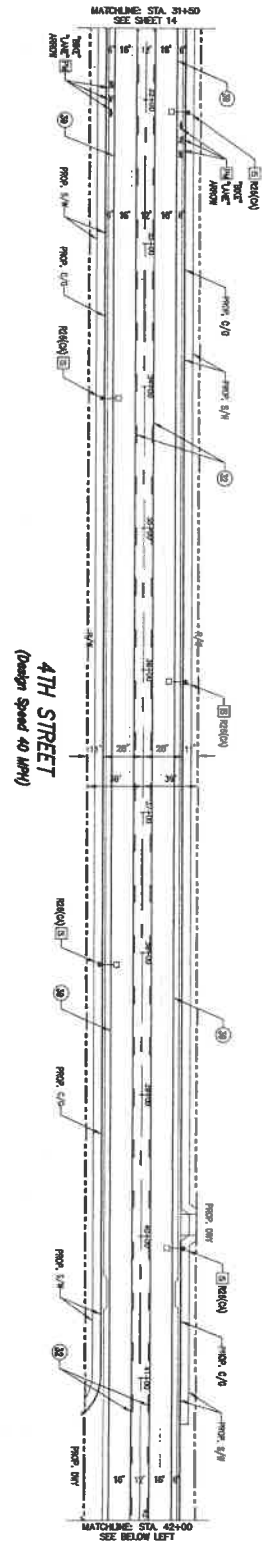
**RAL NOTES.**

1. ALL EXISTING LINES, EXISTING CURB PAINT, AND MARKINGS SHALL BE REMOVED BY THE CONTRACTOR AND STRIPED, LINED, AND REPAIRED TO THE CITY STANDARD. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES AND STRUCTURES TO REMAIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES AND STRUCTURES TO REMAIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES AND STRUCTURES TO REMAIN.
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**SIGNING AND STRIPING CONSTRUCTION NOTES:**

| NO. | DESCRIPTION   | QUANTITY | UNIT |
|-----|---------------|----------|------|
| 1   | CONCRETE SIGN | 15       | EA.  |
| 2   | PAINT SIGN    | 15       | EA.  |
| 3   | PAINT SIGN    | 15       | EA.  |
| 4   | PAINT SIGN    | 15       | EA.  |
| 5   | PAINT SIGN    | 15       | EA.  |
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| 49  | PAINT SIGN    | 15       | EA.  |
| 50  | PAINT SIGN    | 15       | EA.  |



City of Beaverton  
Baker, You, Day  
811

**BENCHMARK:**

DATE: 03/18/2019 12:26:29 PM

USER: John Stalworth

FILE NAME: C:\Users\John Stalworth\Dropbox (TJM Engineering Inc.)\Archives\18-10-013\1818013 4th Street SS W/LAR 022819.dwg

LAST UPDATE: 3/4/2019 2:46:58 AM

**TJM ENGINEERING, INC.**

10000 NE 28th Street, Suite 200  
Beaverton, OR 97005  
503.638.1234  
www.tjm-engineering.com

**CITY OF BEAVERTON**

PLANNING AND DEVELOPMENT DEPARTMENT

APPROVED BY: [Signature]

DATE: 3/18/19

**SIGNING AND STRIPING PLAN**

4TH STREET

PHASE 2

STREET IMPROVEMENT PLAN

**SHEET 15**

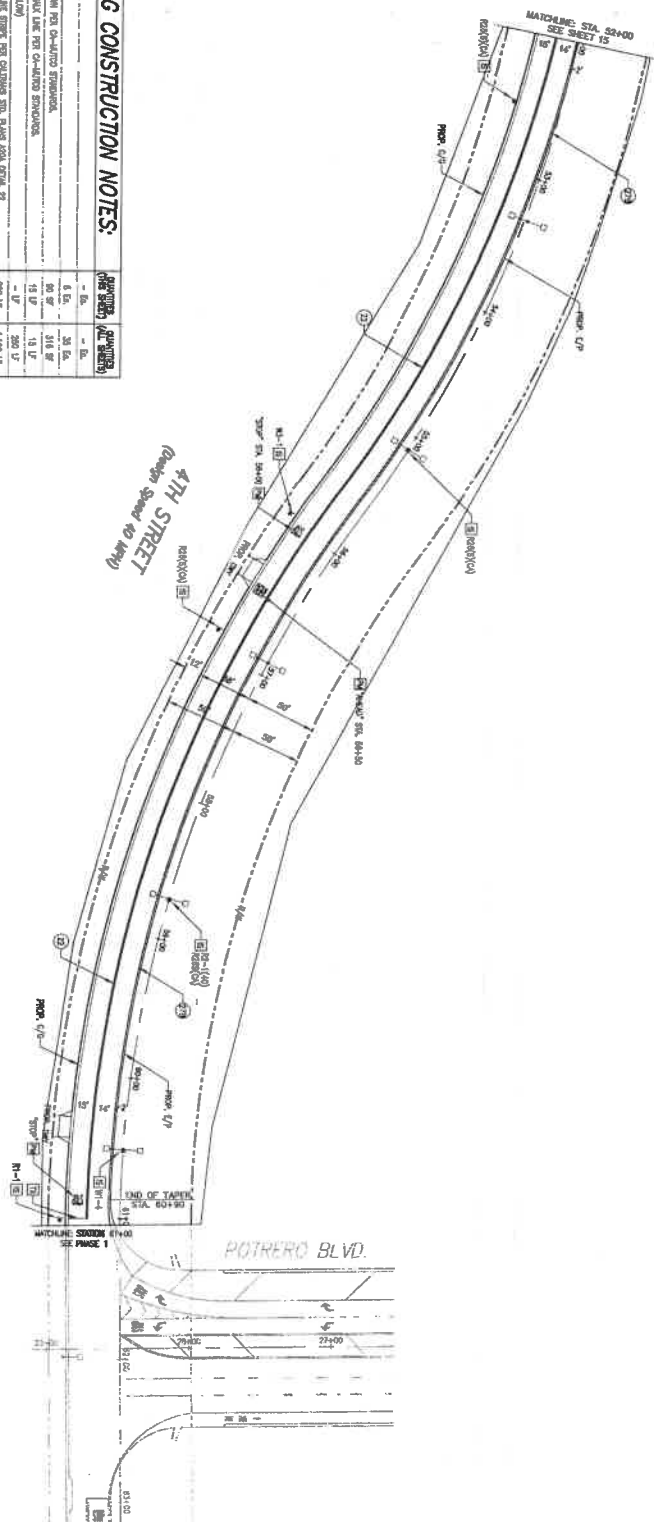
OF 17 SHEETS

DATE: 03/15/19

Item No.3.

**PAL NOTES:**

1. ALL EXISTING LINES, EXCEPT CURB PAINT, AND MARKINGS SHALL BE REMOVED BY THE CONTRACTOR AND REPAIRED TO ORIGINAL CONDITIONS. ALL EXISTING MARKINGS SHALL BE REPAIRED TO ORIGINAL CONDITIONS. ALL EXISTING MARKINGS SHALL BE REPAIRED TO ORIGINAL CONDITIONS. ALL EXISTING MARKINGS SHALL BE REPAIRED TO ORIGINAL CONDITIONS.
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**SIGNING AND STRIPING CONSTRUCTION NOTES:**

| NO. | DESCRIPTION       | QUANTITY | UNIT |
|-----|-------------------|----------|------|
| 1   | INSTALL SIGN POST | 1        | EA.  |
| 2   | INSTALL SIGN      | 1        | EA.  |
| 3   | INSTALL SIGN      | 1        | EA.  |
| 4   | INSTALL SIGN      | 1        | EA.  |
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| 49  | INSTALL SIGN      | 1        | EA.  |
| 50  | INSTALL SIGN      | 1        | EA.  |

City & County Dept  
Before You Dig  
811

**BENCHMARK**

DATE: 03/16/2010 12:26:52 PM

USER: John Stulworth

FILE NAME: C:\Users\John Stulworth\Desktop\CAW Engineering Inc.\CAW Archive\18-10-013\1816013-4b Street SS MYLAR 022819.dwg

LAST UPDATE: 3/16/2010 2:46:59 AM

**TW ENGINEERING, INC.**

10000 Wilshire Blvd, Suite 1000  
Beverly Hills, CA 90210  
Tel: 310.274.1111  
www.twengineering.com

**CITY OF BEAUMONT**

Public Works Department

APPROVED BY: [Signature]

DATE: 3/16/10

**CITY OF BEAUMONT CALIFORNIA**

SIGNING AND STRIPING PLAN

FOR

4TH STREET

PHASE 2

FROM 850 W. VEST OF POTRERO BLVD. TO POTRERO BLVD.

SHEET IMPROVEMENT PLAN

SCALE: 1" = 40'

SHEET 16

OF 17 SHEETS

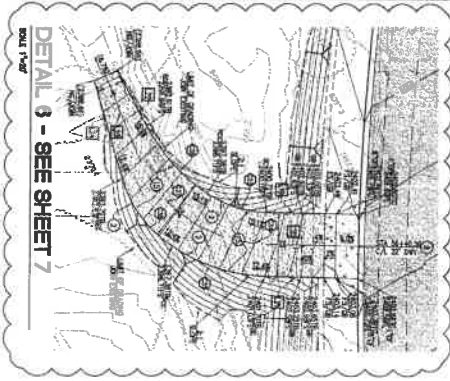
DATE: 03/16/10



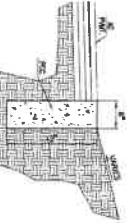
Item No.3.

| LINE NUMBER | REMARKS               |
|-------------|-----------------------|
| 101         | 28.241' N 330°44'1" E |
| 102         | 32.47' N 330°44'1" E  |
| 103         | 32.47' N 330°44'1" E  |
| 104         | 32.47' N 330°44'1" E  |
| 105         | 32.47' N 330°44'1" E  |
| 106         | 32.47' N 330°44'1" E  |

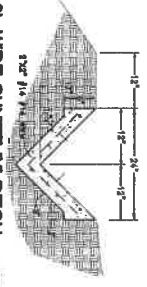
| CURVE # | DATA      | BEARING       | LENGTH | TANGENT |
|---------|-----------|---------------|--------|---------|
| C01     | 11.277' R | S 89°59'47" W | 63.00' | 11.41'  |
| C02     | 28.727' R | S 89°59'47" W | 81.00' | 23.87'  |
| C03     | 32.47' R  | S 89°59'47" W | 31.83' | 17.96'  |
| C04     | 32.47' R  | S 89°59'47" W | 18.00' | 16.52'  |
| C05     | 32.47' R  | S 89°59'47" W | 63.00' | 23.87'  |
| C06     | 32.47' R  | S 89°59'47" W | 63.00' | 23.87'  |
| C07     | 32.47' R  | S 89°59'47" W | 63.00' | 23.87'  |
| C08     | 32.47' R  | S 89°59'47" W | 63.00' | 23.87'  |



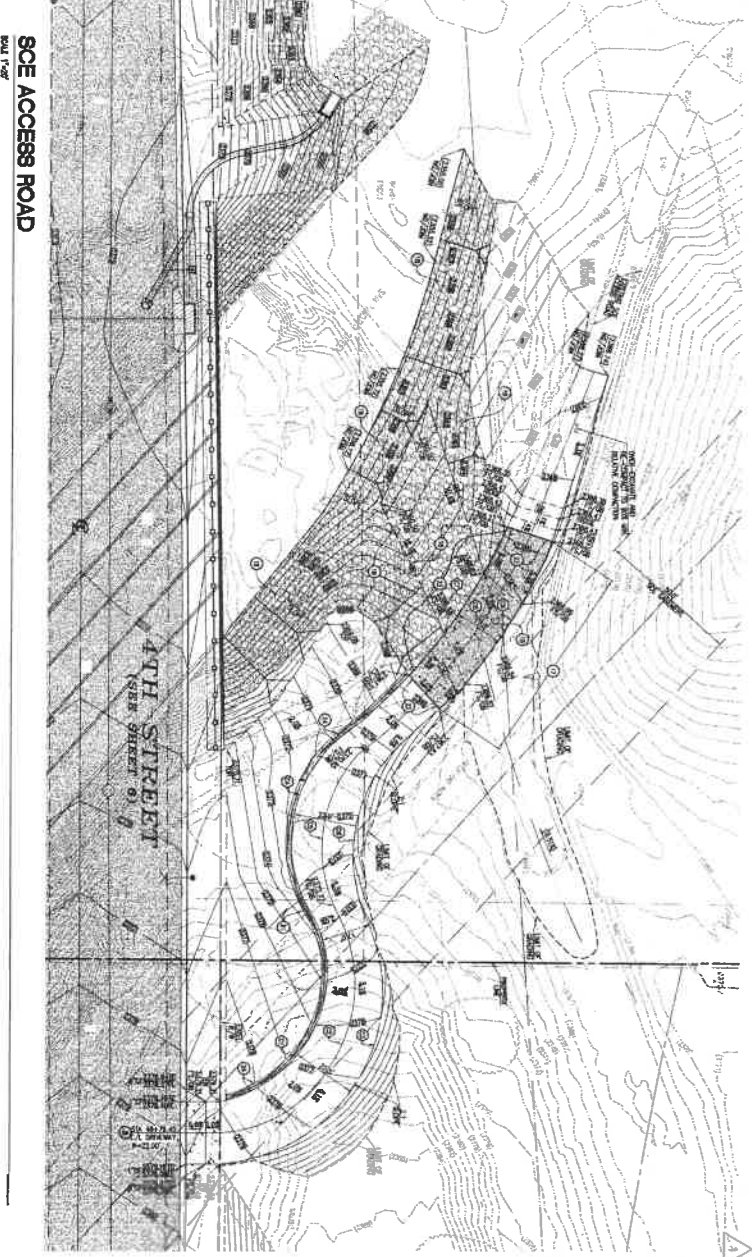
CUTOFF WALL DETAIL 17



POC CUT OFF WALL 23

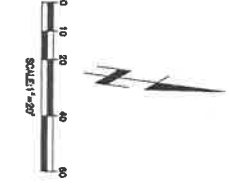


2' WIDE QUINTE 'V' DITCH 24



| CURVE # | DATA       | BEARING            | LENGTH | TANGENT |
|---------|------------|--------------------|--------|---------|
| 01      | 7.9297' R  | S 47°23' 42.72\"/> |        |         |
| 02      | 8.9911' R  | S 45°33' 53.82\"/> |        |         |
| 03      | 11.0234' R | S 13°24' 11.92\"/> |        |         |
| 04      | 8.7119' R  | S 47°23' 42.72\"/> |        |         |
| 05      | 8.7233' R  | S 45°33' 53.82\"/> |        |         |
| 06      | 17.0988' R | S 13°24' 11.92\"/> |        |         |
| 07      | 32.9312' R | S 89°59' 47.00\"/> |        |         |
| 08      | 14.9715' R | S 13°24' 11.92\"/> |        |         |

- STREET CONSTRUCTION NOTES:**
- CONTRACTOR SHALL FURNISH AND MAINTAIN ALL NECESSARY TRAFFIC CONTROL DEVICES AND PERSONNEL THROUGHOUT THE PROJECT.
  - CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.
  - CONTRACTOR SHALL MAINTAIN ALL EXISTING UTILITIES AND STRUCTURES UNLESS OTHERWISE SPECIFIED.
  - CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.
  - CONTRACTOR SHALL MAINTAIN ALL EXISTING CURBS AND SIDEWALKS UNLESS OTHERWISE SPECIFIED.
  - CONTRACTOR SHALL MAINTAIN ALL EXISTING TREES AND LANDSCAPING UNLESS OTHERWISE SPECIFIED.
  - CONTRACTOR SHALL MAINTAIN ALL EXISTING SIGNAGE AND MARKINGS UNLESS OTHERWISE SPECIFIED.
  - CONTRACTOR SHALL MAINTAIN ALL EXISTING DRAINAGE SYSTEMS UNLESS OTHERWISE SPECIFIED.
  - CONTRACTOR SHALL MAINTAIN ALL EXISTING EROSION CONTROL MEASURES UNLESS OTHERWISE SPECIFIED.
  - CONTRACTOR SHALL MAINTAIN ALL EXISTING SAFETY FEATURES UNLESS OTHERWISE SPECIFIED.
  - CONTRACTOR SHALL MAINTAIN ALL EXISTING UTILITIES AND STRUCTURES UNLESS OTHERWISE SPECIFIED.
  - CONTRACTOR SHALL MAINTAIN ALL EXISTING CURBS AND SIDEWALKS UNLESS OTHERWISE SPECIFIED.
  - CONTRACTOR SHALL MAINTAIN ALL EXISTING TREES AND LANDSCAPING UNLESS OTHERWISE SPECIFIED.
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  - CONTRACTOR SHALL MAINTAIN ALL EXISTING EROSION CONTROL MEASURES UNLESS OTHERWISE SPECIFIED.
  - CONTRACTOR SHALL MAINTAIN ALL EXISTING SAFETY FEATURES UNLESS OTHERWISE SPECIFIED.



**DCA PART 1**

**REVISIONS:**

**DATE:** 11/14/17

**BY:** [Signature]

**FOR APPROVAL BY:** [Signature]

**DATE:** 1/16/18

**CITY OF BEAUMONT, CALIFORNIA**

**STREET PLAN AND PROFILE**

**4TH STREET**

**PHASE 2**

**SHEET 17**

**SCALE: 1\"/>**



## Staff Report

**TO:** Mayor, and City Council Members  
**FROM:** Nicole Wheelwright, Deputy City Clerk  
**DATE:** April 21, 2020  
**SUBJECT:** Quarterly Status of City Council Travel and Training Reimbursements

---

### Background and Analysis:

On August 20, 2019, City Council approved the allowance of a pre-approved travel expense reimbursement to each Council member in an amount not to exceed \$3,860 for Fiscal Year 2019-2020. City Council also directed staff to report any such reimbursements on a quarterly basis. Attachment A reflects the reimbursements processed during January through March 2020.

### Fiscal Impact:

The reimbursements are currently within the budgeted allotment.

### Recommended Action:

Receive and file.

### Attachments:

- A. Travel Training and Meeting Reimb Quarterly Report

# Council Travel and Training Reimbursements Jan 1 - Mar 31 2020

Item No.4.

## Council Travel Training and Local Meeting Budget

|   |             |
|---|-------------|
| <i>FY 2019-2020 Budget</i>                    |             |
| <i>Travel and Training and Local Meetings</i> | \$19,300.00 |
| <b>Balance</b>                                | \$8,172.00  |

| Date      | Elected        | Travel/Training/ Meeting       | Reimbursed Amount | Notes                        |
|-----------|----------------|--------------------------------|-------------------|------------------------------|
| 2/19/2020 | Julio Martinez | League of Ca Cities Conference | \$374.44          | Flight, Mileage and Per Diem |
| 2/27/2020 | Rey Santos     | League of Ca Cities Conference | \$165.00          | Mileage and Per Diem         |
| 3/14/2020 | Lloyd White    | ERICA Meeting                  | \$40.25           | Mileage                      |



## Staff Report

**TO:** Mayor, and City Council Members  
**FROM:** Nicole Wheelwright, Deputy City Clerk  
**DATE:** April 21, 2020  
**SUBJECT:** Request for Destruction of Retention Met Records

---

### Background and Analysis:

As set forth in the Records Retention Schedule, adopted by City Council on October 2, 2018, certain records have met their retention and are no longer required to be kept on file. An on-going audit of records is being conducted, in which each file of records is being evaluated for retention status based on the contents. Records retention of each file is based on the document with the longest retention. Once a file has met its retention requirement it can be submitted for request of destruction and must be approved by the City Attorney, City Manager, City Clerk and brought to Council for final approval by way of resolution.

The attached request of destruction of certain records has met all approval requirements and is being presented for final approval by Council.

### Fiscal Impact:

No fiscal impact.

### Recommended Action:

Waive the full reading and adopt by title only, "A Resolution of the City of Beaumont Authorizing Destruction of Certain Records in Accordance with the Records Retention Schedule Adopted by City Council."

### Attachments:

- A. Resolution

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

**A RESOLUTION OF THE CITY OF BEAUMONT AUTHORIZING  
DESTRUCTION OF CERTAIN RECORDS IN ACCORDANCE  
WITH THE RECORDS RETENTION SCHEDULE ADOPTED BY  
CITY COUNCIL**

**WHEREAS**, on October 2, 2018 the City Council of the City of Beaumont (“City”) adopted Resolution No. 2018-51 entitled A Resolution of the City Council of the City of Beaumont, California, adopting a Records Retention Schedule, Authorizing Destruction of Certain City Records and Rescinding Resolutions 2012-01 and 1997-24; and

**WHEREAS**, the City’s Records Retention Schedule (“Schedule”) establishes a records management system which is a systematic control over the creation, acquisition, processing, use, protection, storage, and final disposition of all recorded information required by a municipal government to effectively conduct its business; and

**WHEREAS**, as set forth in the Schedule, City staff recommends that the documents described in Exhibit “A” attached hereto be authorized for destruction.

**NOW, THEREFORE, BE IT RESOLVED**, that the City of Beaumont authorizes that staff dispose of the documents described in Exhibit “A” attached hereto as authorized in the City of Beaumont’s Records Retention Schedule.

**MOVED, PASSED AND ADOPTED** this 21st day of April 2020.

AYES:

NOES:

ABSTAIN:

ABSENT:

**APPROVED:**

\_\_\_\_\_  
Rey Santos, Mayor

**ATTEST:**

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

**APPROVED AS TO FORM:**

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

**Exhibit A**

**Request for Destruction of Records**



**CITY OF BEAUMONT**

To: City Clerk  
 From: Department Head  
 Subject: Request for Destruction of Records

I am requesting approval to destroy the records listed below because they have met the retention as specified in the City of Beaumont Retention Schedule. The records are not the subject of any claim, litigation, investigation, or audit.

\_\_\_\_\_  
 Department Head \_\_\_\_\_  
 Date

| DATE OF<br>LAST ACT<br>COMPLETED<br>IN FOLDER | DESCRIPTION OF RECORD(S)  | TOTAL<br>RETENTION | RETENTION<br>CODE NO. |
|---|---|--------------------|-----------------------|
| 07/03/2003                                    | Planning Commissioner File – Edward Frisch – document with the longest retention – Form 721 504-07-03     | 7 Years            | CC-014                |
| 01/31/2000                                    | Planning Commissioner File – Dillard Greenwood – document with the longest retention – Form 721 504-07-05 | 7 Years            | CC-014                |
| 03/30/2001                                    | Planning Commissioner File – Gerald Brey – document with the longest retention – Form 721 504-07-06       | 7 Years            | CC-014                |
| 02/02/2001                                    | Planning Commissioner File – David Pensak – document with the longest retention – Form 721 504-07-07      | 7 Years            | CC-014                |
| 01/18/2000                                    | Planning Commissioner File – Lawrence Dressel – document with the longest retention – Form 721 504-07-08  | 7 Years            | CC-014                |
| 02/03/2003                                    | Planning Commissioner File – Martie Killough – document with the longest retention – Form 721 504-07-12   | 7 Years            | CC-014                |
| 01/23/2003                                    | Planning Commissioner File – Leslie Rios – document with the longest retention – Form 721 504-07-13       | 7 Years            | CC-014                |
| 01/27/2005                                    | Planning Commissioner File – Joseph Pistilli – document with the longest retention – Form 721 504-07-14   | 7 Years            | CC-014                |
| 08/01/2005                                    | Planning Commissioner File – Jim Love –   | 7 Years            | CC-014                |



|              |  |                                       |         |
|--------------|--|---------------------------------------|---------|
|              | document with the longest retention – Form 721 504-08-01   |                                       |         |
| 12/19/2007   | Planning Commissioner File – Samuel Patalano – document with the longest retention – Form 721 504-09-01                            | 7 Years                               | CC-014  |
| 01/25/2005   | Planning Commissioner File – Sarah Eberhardt – document with the longest retention – Form 721 504-10-01                            | 7 Years                               | CC-014  |
| 05/17/2007   | Planning Commissioner File – Michael Valdivia – document with the longest retention – Form 721 504-14-01                           | 7 Years                               | CC-014  |
| 06/17/2009   | Planning Commissioner File – Alan Griffiths – document with the longest retention – Form 721 504-16-01                             | 7 Years                               | CC-014  |
| 01/03/2011   | Planning Commissioner File – Brenda Knight – document with the longest retention – Form 721 504-19-01                              | 7 Years                               | CC-014  |
| 02/14/1985   | Council Member File – Matthew Russo – document with the longest retention – Form 721 1012-05-01                                    | 7 Years                               | CC-014  |
| 08/13/1997   | Day Camp File – document with the longest retention – receipts 1005-01-01  | 5 Years                               | FIN-011 |
| 08/20/1997   | Staff Report – Country Fair 1005-01-02   | Minimum of 2 years/no longer required | CC-011  |
| 03/16/2002   | Staff Report – Goal Setting Meeting 1005-01-03   | Minimum of 2 years/no longer required | CC-011  |
| 05/14/2002   | Staff Report – Approval to purchase maintenance truck 1005-02-01   | Minimum of 2 years/no longer required | CC-011  |
| 05/23/2008   | Subdivision Improvement Securities on Tract 31462 Oak Valley Champions 1006-01-05  | Release of Bond                       | PW-003  |
| 06/27/2001   | San Timoteo Watershed Management Planning Effort Stakeholders Meeting agenda 1010-01-02  | 2 years                               | CC-004  |
| 04/23/2001   | Correspondence from Sunny-Cal Egg and Poultry regarding San Timoteo Watershed Management Authority Stakeholders Meeting 1010-01-04 | Minimum of 2 years/no longer required | CC-011  |
| 02/27/2001   | Staff Report – San Timoteo Watershed management Authority draft budget FY01/02 1010-01-05  | Minimum of 2 years/no longer required | CC-011  |
| 05/03/2011   | Staff Report – Maximum Benefit Compliance update 1010-05-01  | Minimum of 2 years/no longer required | CC-011  |
| October 1989 | Recall Petition correspondence – William Bauer Jr. 1012-07-01  | 2 years                               | CC-029  |
| 12/06/2000   | Correspondence – City Clerk resignation 1012-22-01   | 2 Years                               | AD-007  |

|            |  |  |        |            |
|------------|--|--|--------|------------|
| 03/02/1992 | Proposal for Services, Redevelopment Planning  | Minimum of 2 years/no longer required      | CC-01  | Item No.5. |
| 07/03/2012 | Staff Report – Short Range Transit Plan FY12-13 1001-17-01                                   | Close (final expenditure report) + 5 Years | TR-011 |            |
| 01/30/1995 | Correspondence regarding Potrero Blvd/60 Interchange Project Study 1002-01-01                | Minimum of 2 years/no longer required      | CC-011 |            |
| 03/10/1995 | Correspondence regarding Lambs Canyon Construction detour 1002-01-02                         | Minimum of 2 years/no longer required      | CC-011 |            |
| 06/09/1995 | Correspondence from DOT regarding Caltrans encroachment permit process 1004-01-01            | Minimum of 2 years/no longer required      | CC-011 |            |
| 07/12/1993 | Unsigned MOU between Caltrans and City of Beaumont of a Route 60 study 1004-01-03            | Minimum of 2 years/no longer required      | CC-011 |            |
| 02/08/2000 | Correspondence from Mayors regarding the request of relocation of the Post Office 1003-01-02 | Minimum of 2 years/no longer required      | CC-011 |            |
| 02/25/2004 | Staff Report – Reprogramming of Existing Capital Funds for Transit Services 1001-10-01       | Minimum of 2 years/no longer required      | CC-011 |            |
| 05/10/2004 | Short Range Transit Plan FY05-07 1001-11-01  | Close (final expenditure report) + 5 Years | TR-011 |            |
| 01/18/2005 | Staff Report – Application for 2005 Surface Transportation Program 1001-14-01                | Minimum of 2 years/no longer required      | CC-011 |            |
| 06/14/2005 | Staff Report – Short Range Transit Plan FY06-08 1001-15-01                                   | Close (final expenditure report) + 5 Years | TR-011 |            |
| 05/14/2008 | Short Range Transit Plan 06-07 08-09 Draft 1001-16-01  | Close (final expenditure report) + 5 Years | TR-011 |            |
| 10/01/1996 | Appraisal Report of vacant land 1201-05-01   | Minimum of 5 Years                         | ED-004 |            |
| 05/01/1994 | Notice of Publication for ordinance 1204-01-01   | 2 Years                                    | CC-002 |            |
| 09/12/1994 | Staff Report – Adoption of Capital Improvement Plan 1204-02-01                               | Minimum of 2 years/no longer required      | CC-011 |            |
| 12/30/1994 | Annual Report of Financial Transactions of Community Redevelopment Agencies 1204-02-02       | Minimum of 2 years/no longer required      | CC-011 |            |

|            |  |                                       |         |            |
|------------|--|---------------------------------------|---------|------------|
| 09/01/2015 | Staff Report – Adoption of FY2015-2016 Budget 205-19-07                      | Minimum of 2 years/no longer required | CC-01   | Item No.5. |
| 06/19/1996 | Staff Report – Adoption of FY1996-97 Budget 205-03-01                        | Minimum of 2 years/no longer required | CC-011  |            |
| 06/08/1999 | Staff Report – Adoption of FY1999-2000 Capital Improvement Plan 205-03-06    | Minimum of 2 years/no longer required | CC-011  |            |
| 02/03/2015 | Staff Report – Request for proposals for Auditing Services 206-02-05         | Minimum of 2 years/no longer required | CC-011  |            |
| 03/11/2015 | Public Records Request 206-02-04   | 2 Years                               | CC-041  |            |
| 12/23/1994 | Insurance survey correspondence 207-01-01                                    | Minimum of 2 years/no longer required | CC-011  |            |
| 02/27/1997 | Correspondence regarding Audit of Liability Claims 207-01-04                 | Minimum of 2 years/no longer required | CC-011  |            |
| 10/28/1996 | Staff Report – Designation of Very High Fire Hazard Severity Zones 301-01-01 | Minimum of 2 years/no longer required | CC-011  |            |
| 03/13/1996 | Correspondence regarding Ambulance Service Providers 302-01-01               | Minimum of 2 years/no longer required | CC-011  |            |
| 08/09/1995 | Emergency Notification Procedure 302-01-02                                   | Minimum 2 years                       | AD-016  |            |
| 08/21/1995 | Correspondence file regarding Defibrillator Program 302-03-01                | Minimum of 2 years/no longer required | CC-011  |            |
| 03/16/2002 | Correspondence regarding Beaumont Fire Services 302-04-01                    | Minimum of 2 years/no longer required | CC-011  |            |
| 05/12/2006 | Weed abatement notices 302-06-01   | Minimum of 2 years/no longer required | CC-011  |            |
| 03/02/2004 | Copy of Resolution 2004-10 Capital Improvement Plan FY 2004/05 205-11-01     | Minimum of 2 years/no longer required | CC-011  |            |
| 01/18/2005 | Staff Report – Amendment to Capital Improvement Plan FY 2005-2006 205-13-01  | Minimum of 2 years/no longer required | CC-011  |            |
| 06/07/2005 | FY 2005/06 Approved Budget General Fund 205-14-01                            | 7 Years                               | FIN-009 |            |
| 05/10/2006 | FY 2006/07 Approved Budget General Fund 205-15-01                            | 7 Years                               | FIN-009 |            |
| 2007       | Preliminary Budget FY 2007/08 General Fund Budget 205-17-01                  | Minimum of 2 years/no longer required | CC-011  |            |
| 12/16/2008 | Staff Report – Amendment to Capital  | Minimum of 2                          | CC-011  |            |

|            |   |                                       |            |
|------------|---|---------------------------------------|------------|
|            | Improvement Plan FY 2008/09 205-18-01                                     | years/no longer required              | Item No.5. |
| 03/16/2010 | Staff Report – Amendment to Capital Improvement Plan FY 2010-11 205-18-02 | Minimum of 2 years/no longer required | CC-011     |
| 2007       | Approved Budget FY 2007/08 General Fund Budget 207-17-01                  | 7 years                               | FIN-009    |
| 12/06/2004 | Legal Advertisement 205-12-01   | 2 years                               | CC-002     |
| 02/05/2002 | Staff Report – Amendment to Capital Improvement Plan FY 2001-02 205-06-01 | Minimum of 2 years/no longer required | CC-011     |
| 06/03/2003 | Preliminary Budget FY 2003-04 General Fund 205-07-01                      | Minimum of 2 years/no longer required | CC-011     |
| 06/03/2003 | Staff Report – Amendment to Capital Improvement Plan FY 2003/04 205-08-01 | Minimum of 2 years/no longer required | CC-011     |
| 04/18/2004 | Preliminary Budget FY 2004/05 General Fund 205-10-01                      | Minimum of 2 years/no longer required | CC-011     |
| 07/14/1997 | Proposed Budget FY 1997/98 General Fund Budget 205-03-02                  | Minimum of 2 years/no longer required | CC-011     |
| 06/09/1998 | Staff Report – Amendment to Capital Improvement Plan FY 1998/99 205-03-04 | Minimum of 2 years/no longer required | CC-011     |
| 1998       | Approved Budget FY 1998/99 General Fund 205-03-05                         | 7 years                               | FIN-009    |
| 2000       | Preliminary Budget FY 2000/01 205-03-09                                   | 7 years                               | FIN-009    |
| 06/12/1999 | Staff Report – Amendment to Capital Improvement Plan FY 2000/01 205-03-10 | Minimum of 2 years/no longer required | CC-011     |
| 2000       | Proposed Budget FY 2000/01 205-03-11                                      | Minimum of 2 years/no longer required | CC-011     |
| 01/18/2005 | Staff Report – Redevelopment Plan Five-Year Implementation 205-03-12      | Minimum of 2 years/no longer required | CC-011     |
| 06/05/2001 | Approved Budget FY 2001/02 205-03-13                                      | 7 years                               | FIN-009    |
| 06/19/2001 | Staff Report – Amendment to Capital Improvement Plan FY 2001/02 205-03-14 | Minimum of 2 years/no longer required | CC-011     |
| 06/18/2002 | Proposed Budget FY 2002/03 General Fund 205-05-01                         | Minimum of 2 years/no longer required | CC-011     |
| 1999       | Proposed Budget FY 1999/00 205-03-07                                      | Minimum of 2 years/no longer required | CC-011     |

|            |   |                                       |        |            |
|------------|---|---------------------------------------|--------|------------|
| 08/22/1994 | Appropriations Limit 1993/94 205-03-08  | Minimum of 2 years/no longer required | CC-01  | Item No.5. |
| 06/23/1997 | Staff Report – Amendment to Capital Improvement Plan FY 1997/98 205-03-03                                     | Minimum of 2 years/no longer required | CC-011 |            |
| 09/20/2002 | Correspondence regarding Approval of 2003-07 Measure A Capital Improvement Plan 205-05-02                     | Minimum of 2 years/no longer required | CC-011 |            |
| 2000       | Proof of Recycling Compliance for Various Businesses 100-01-09  | 10 years                              | CC-048 |            |
| 02/17/2004 | Walmart related documents including misc correspondence, opposition letters and newspaper clippings 101-04-02 | 2 years                               | AD-007 |            |
| 09/27/1996 | Form 410 – Save Our Future Committee 104-01-05  | 7 years                               | CC-026 |            |
| 06/16/2015 | Correspondence - Treasurer Summary Reports 200-01-01  | 2 years                               | AD-007 |            |
| 03/07/1995 | Correspondence regarding Justice System Policy Advisory Committee 110-10-03                                   | 2 years                               | AD-007 |            |
| 08/04/2015 | Staff Report – Standing Financial Committee, Public Notice 200-02-01  | 2 years                               | CC-002 |            |
| 02/03/2009 | Project Progress Report – Economic Stimulus Plan 201-11-01  | Minimum 5 years                       | AD-012 |            |
| 11/18/2014 | Staff Report – 2014 Second Quarter Sales Tax Update 201-12-01   | 2 years                               | AD-007 |            |
| 05/16/1997 | Correspondence regarding TMG Financial Products Investment Agreements 202-01-03                               | 2 years                               | AD-007 |            |
| 05/06/1996 | Staff Report – Investment Policy calendar year 1996 201-04-08   | Minimum 2 years                       | AD-016 |            |
| 06/30/1995 | Correspondence with Riverside County regarding Property Tax 204-01-01   | Minimum of 2 years/no longer required | CC-011 |            |
| 12/11/1995 | Alcoholic Beverage License Review and Approval 203-08-05  | Minimum of 2 years/no longer required | CC-011 |            |
| 09/05/1995 | Staff Report – Consideration to Obtain Property Insurance 203-01-05   | Minimum of 2 years/no longer required | CC-011 |            |
| 12/05/2000 | Staff Report – Maintenance of Effort AB2928 201-05-05   | Minimum of 2 years/no longer required | CC-011 |            |
| 07/26/1995 | Correspondence regarding Transient Occupancy Tax 204-03-01  | Minimum of 2 years/no longer required | CC-011 |            |
| 04/13/1995 | Correspondence regarding Utility Users Tax 204-02-01  | Minimum of 2 years/no longer required | CC-011 |            |
| 07/11/1996 | Proposed Adoption of 1996-1997 Appropriations Limit 204-04-01   | Minimum of 2 years/no longer required | CC-011 |            |

|            |  |                                       |        |            |
|------------|--|---------------------------------------|--------|------------|
| 09/03/1997 | Proposed Adoption of 1997-1998 Appropriations Limit 204-04-02  | Minimum of 2 years/no longer required | CC-01  | Item No.5. |
| 11/14/2000 | Proposed Adoption of 2000-2001 Appropriations Limit 204-04-03  | Minimum of 2 years/no longer required | CC-011 |            |
| 07/10/1995 | Determination of Public Safety Services Definition for sales tax 204-05-01   | Minimum of 2 years/no longer required | CC-011 |            |
| 01/27/1995 | Correspondence regarding Resolution Ordering Collection of Delinquent Assessments 204-06-01                        | Minimum of 2 years/no longer required | CC-011 |            |
| 01/22/1996 | Correspondence regarding Tax Increment Base Year Assessment Rolls for the Beaumont Redevelopment Project 204-06-02 | Minimum of 2 years/no longer required | CC-011 |            |
| 04/20/2001 | Correspondence regarding Request for Support of SB1114 204-09-01   | Minimum of 2 years/no longer required | CC-011 |            |
| 03/11/2003 | Correspondence regarding Road and Bridge Nexus Study 204-11-01   | Minimum of 2 years/no longer required | CC-011 |            |
| 05/12/1998 | Staff Report regarding adoption of TRAN Program 204-12-01  | Minimum of 2 years/no longer required | CC-011 |            |
| 06/17/2003 | Proposed Adoption of 2003-2004 Appropriations Limit 204-13-01  | Minimum of 2 years/no longer required | CC-011 |            |
| 09/21/2005 | Correspondence regarding the authorization of monies in LAIF 204-16-01   | Minimum of 2 years/no longer required | CC-011 |            |
| 02/23/2006 | Proposed Adoption of 2005-2006 Appropriations Limit 204-15-01  | Minimum of 2 years/no longer required | CC-011 |            |
| 02/21/2006 | Correspondence regarding PASIS Treasurer services 204-17-01  | 2 years                               | AD-007 |            |
| 09/01/2015 | Proposed Adoption of FY 2015/16 Appropriations Limit 204-19-01   | Minimum of 2 years/no longer required | CC-011 |            |
| 04/11/1994 | Budget Amendment FY 1993/94 205-01-01  | Minimum of 2 years/no longer required | CC-011 |            |
| 05/04/1994 | Preparation of FY 1994-95 Budget 205-02-01   | Minimum of 2 years/no longer required | CC-011 |            |
| 11/24/1998 | Proposed Annual Budget FY 1994/95 205-02-02  | Minimum of 2 years/no longer required | CC-011 |            |
| 04/21/2015 | Memo regarding Dissolution of PASIS 204-18-01  | 2 years                               | AD-007 |            |
| 10/12/2007 | Correspondence regarding Capital Improvement Plan FY 2008 – 2012 205-16-01   | Minimum of 2 years/no longer          | CC-011 |            |

|            |   |                                       |            |
|------------|---|---------------------------------------|------------|
|            |   | required                              | Item No.5. |
| 03/18/2008 | Preparation of FY 2008/09 Budget 205-18-01                  | Minimum of 2 years/no longer required | CC-011     |
| 07/10/1995 | Proposed FY 1995/96 Sewer Fund and Transit Budget 205-02-03 | Minimum of 2 years/no longer required | CC-011     |
| 12/05/2002 | Correspondence regarding Adopted Housing Element 401-04-03  | 2 years                               | AD-007     |

APPROVALS:

*Paul Wade*  
 City Attorney

04/17/2020  
 Date

\_\_\_\_\_  
 City Manager

\_\_\_\_\_  
 Date

I certify that such destruction meets the requirements of the City's Records Retention Schedule and all applicable requirements of State and Federal law and have been approved by City Council by Resolution No. \_\_\_\_\_

\_\_\_\_\_  
 City Clerk

\_\_\_\_\_  
 Date of Records Destruction



## Staff Report

**TO:** Mayor, and City Council  
**FROM:** Jeff Mohlenkamp, Finance Director  
**DATE:** April 21, 2020  
**SUBJECT:** FY 2019-20 Review of Budget to Actual for General Fund and Wastewater Fund

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### Background and Analysis:

Staff has prepared a budget to actual summary for the General Fund and Wastewater Fund operating account. Both reports provide a comparison of actual results to budget through March 2020 – 9 months of activity.

The summary worksheets include a discussion and analysis of the operating results.

### Fiscal Impact:

There is no financial impact.

### Recommended Action:

Receive and file the FY 2020 update to the General Fund and Wastewater Fund budget to actual reports.

### Attachments:

- A. FY 2020 General Fund budget to actual report through March 2020
- B. FY 2020 Wastewater Fund budget to actual report through March 2020





# Budget Comparison Report

## General Fund - 9 months through March 31

Item No.6.

| SubCategory                                    | 2017-2018<br>YTD Activity<br>Through Per | 2018-2019<br>YTD Activity<br>Through Per | 2019-2020<br>YTD Activity<br>Through Per | FY 2019-20<br>Budget | % of<br>Budget | Notes  |
|--|--|--|--|----------------------|----------------|--|
| <b>Fund: 100 - GENERAL FUND</b>                |  |  |  |                      |                |  |
| <b>Revenue</b>                                 |  |  |  |                      |                |  |
| <b>Category: 40 - TAXES</b>                    |  |  |  |                      |                |  |
| 400 - Real Property Taxes                      | \$ 2,947,130                             | \$ 3,171,203                             | \$ 3,313,501                             | \$ 4,823,562         | 68.7%          | Tracking to exceed budget as 40% of this revenue is collected in the last quarter of the year reporting<br>\$5 million one time retention fee and \$2.1 million solid waste franchise fee included here<br>Generally 40% of sales tax is collected in the last quarter/ however, significant reductions are anticipated due to Covid-19<br>Motor Vehicle in lieu in largest portion of this and is collected in two payments. Second payment will occur in May/June. |
| 403 - Personal Property Taxes                  | \$ -                                     | \$ -                                     | \$ 254,416                               | \$ 228,000           | 111.6%         |  |
| 406 - Franchise Fees                           | \$ 236,827                               | \$ 246,119                               | \$ 7,395,475                             | \$ 7,953,875         | 93.0%          |  |
| 409 - Sales Taxes                              | \$ 3,210,503                             | \$ 3,375,550                             | \$ 3,511,126                             | \$ 5,436,227         | 64.6%          |  |
| 420 - Other Taxes                              | \$ 3,299,751                             | \$ 3,546,281                             | \$ 3,780,262                             | \$ 6,896,381         | 54.8%          |  |
| <b>Total Category: 40 - TAXES:</b>             | <b>\$ 9,694,211</b>                      | <b>\$ 10,339,153</b>                     | <b>\$ 18,254,781</b>                     | <b>\$ 25,338,045</b> | <b>72.0%</b>   |  |
| <b>Category: 41 - LICENSES</b>                 |  |  |  |                      |                |  |
| 430 - Business Licenses                        | \$ 61,418                                | \$ 95,881                                | \$ 150,586                               | \$ 214,221           |                | 70.3%  |
| <b>Total Category: 41 - LICENSES:</b>          | <b>\$ 61,418</b>                         | <b>\$ 95,881</b>                         | <b>\$ 150,586</b>                        | <b>\$ 214,221</b>    |                |  |
| <b>Category: 42 - PERMITS</b>                  |  |  |  |                      |                |  |
| 450 - Building Permits                         | \$ 942,677                               | \$ 3,384,439                             | \$ 1,744,890                             | \$ 3,349,500         | 52.1%          | 43.0% Tracking well below budget/ unlikely to meet budget targets  |
| 453 - Inspections                              | \$ 1,179,773                             | \$ 236,808                               | \$ 145,670                               | \$ 1,080,100         | 13.5%          |  |
| 456 - Other Permits                            | \$ 458,619                               | \$ 467,594                               | \$ 405,180                               | \$ 738,285           |                |  |
| 515 - Public Works                             | \$ 1,110                                 | \$ 263                                   | \$ (72,380)                              | \$ -                 |                |  |
| <b>Total Category: 42 - PERMITS:</b>           | <b>\$ 2,582,179</b>                      | <b>\$ 4,089,103</b>                      | <b>\$ 2,223,359</b>                      | <b>\$ 5,167,885</b>  |                |  |
| <b>Category: 45 - INTERGOVERNMENTAL</b>        |  |  |  |                      |                |  |
| 465 - State                                    | \$ 7,288                                 | \$ 20,062                                | \$ -                                     | \$ 21,288            |                | 12.0%  |
| 470 - Local                                    | \$ -                                     | \$ 9,257                                 | \$ 2,550                                 | \$ -                 |                |  |
| <b>Total Category: 45 - INTERGOVERNMENTAL:</b> | <b>\$ 7,288</b>                          | <b>\$ 29,319</b>                         | <b>\$ 2,550</b>                          | <b>\$ 21,288</b>     |                |  |
| <b>Category: 47 - CHARGES FOR SERVICE</b>      |  |  |  |                      |                |  |
| 500 - Sanitation                               | \$ 4,967,520                             | \$ 5,512,318                             | \$ 118,761                               | \$ -                 |                | Residual collections from FY 2019  |
| 505 - Animal Control                           | \$ 106,485                               | \$ 73,670                                | \$ 72,691                                | \$ 118,000           |                |  |
| 510 - Community Development                    | \$ 3,483                                 | \$ 4,786                                 | \$ 4,672                                 | \$ 5,000             |                |  |
| 515 - Public Works                             | \$ 41,490                                | \$ 9,166                                 | \$ 7,848                                 | \$ 13,000            |                |  |
| 525 - Abatements                               | \$ 36,936                                | \$ 20,904                                | \$ 40,412                                | \$ 66,000            |                |  |
| 530 - Public Safety                            | \$ 169,036                               | \$ 199,018                               | \$ 180,305                               | \$ 259,460           |                |  |
| 535 - Facilities                               | \$ 141,488                               | \$ 147,538                               | \$ 93,484                                | \$ 125,000           |                |  |
| 540 - Programs                                 | \$ 96,230                                | \$ 92,315                                | \$ 77,882                                | \$ 110,500           |                |  |

|  |                     |                     |                     |                     |                                       |
|--|---------------------|---------------------|---------------------|---------------------|---------------------------------------|
| 545 - Other  | \$ 35,951           | \$ 84,424           | \$ 135,361          | \$ 68,450           |                                       |
| <b>Total Category: 47 - CHARGES FOR SERVICE:</b>     | <b>\$ 5,598,620</b> | <b>\$ 6,144,140</b> | <b>\$ 731,416</b>   | <b>\$ 765,410</b>   | 95.6%                                 |
| <b>Category: 50 - FINES AND FORFEITURES</b>          |                     |                     |                     |                     |                                       |
| 555 - Vehicle  | \$ 68,186           | \$ 48,453           | \$ 57,012           | \$ 111,780          |                                       |
| 557 - Other  | \$ 1,841            | \$ 19,051           | \$ 25,160           | \$ 22,070           |                                       |
| <b>Total Category: 50 - FINES AND FORFEITURES:</b>   | <b>\$ 70,027</b>    | <b>\$ 67,504</b>    | <b>\$ 82,172</b>    | <b>\$ 133,850</b>   | 61.4%                                 |
| <b>Category: 53 - COST RECOVERY</b>                  |                     |                     |                     |                     |                                       |
| 465 - State  | \$ -                | \$ 8,139            | \$ 24,854           | \$ -                |                                       |
| 565 - Other Income                                   | \$ 245,561          | \$ 376,492          | \$ 384,055          | \$ -                |                                       |
| <b>Total Category: 53 - COST RECOVERY:</b>           | <b>\$ 245,561</b>   | <b>\$ 384,631</b>   | <b>\$ 408,909</b>   | <b>\$ -</b>         |                                       |
| <b>Category: 54 - MISCELLANEOUS REVENUES</b>         |                     |                     |                     |                     |                                       |
| 560 - Investment Earnings                            | \$ (126,999)        | \$ 484              | \$ 76,675           | \$ 1,000            |                                       |
| 565 - Other Income                                   | \$ 24,637           | \$ 14,752           | \$ 156,415          | \$ 146,500          |                                       |
| <b>Total Category: 54 - MISCELLANEOUS REVENUES:</b>  | <b>\$ (102,362)</b> | <b>\$ 15,237</b>    | <b>\$ 233,090</b>   | <b>\$ 147,500</b>   | 158.0%                                |
| <b>Category: 58 - OTHER FINANCING SOURCES</b>        |                     |                     |                     |                     |                                       |
| 595 - Sale of Assets                                 | \$ -                | \$ 16,649           | \$ 26,203           | \$ 5,000            |                                       |
| 599 - Other  | \$ -                | \$ 7,500            | \$ -                | \$ -                |                                       |
| <b>Total Category: 58 - OTHER FINANCING SOURCES:</b> | <b>\$ -</b>         | <b>\$ 24,149</b>    | <b>\$ 26,203</b>    | <b>\$ 5,000</b>     |                                       |
| <b>Category: 90 - TRANSFERS</b>                      |                     |                     |                     |                     |                                       |
| 900 - Transfers                                      | \$ (21,611)         | \$ 129,892          | \$ 1,302,712        | \$ 6,121,237        |                                       |
| <b>Total Category: 90 - TRANSFERS:</b>               | <b>\$ (21,611)</b>  | <b>\$ 129,892</b>   | <b>\$ 1,302,712</b> | <b>\$ 6,121,237</b> | 21.3% budgeted transfers will be made |

**Total Revenue:** \$ 18,135,331 \$ 21,319,010 \$ 23,415,778 \$ 37,914,436 61.8% On an overall basis revenues are tracking close to budget/ property taxes are higher than budgeted, while sales tax and development related fees are expected to be under budget

**Expense**

|   |                      |                      |                      |                      |   |
|---|----------------------|----------------------|----------------------|----------------------|---|
| <b>Category: 60 - PERSONNEL SERVICES</b>        |                      |                      |                      |                      |   |
| 600 - SALARIES AND WAGES                        | \$ 7,075,083         | \$ 8,134,337         | \$ 8,834,785         | \$ 12,724,112        |   |
| 610 - BENEFITS                                  | \$ 3,150,182         | \$ 3,873,325         | \$ 4,559,596         | \$ 6,559,431         |   |
| 615 - OTHER                                     | \$ 318,719           | \$ 550,300           | \$ 628,489           | \$ 469,089           |   |
| <b>Total Category: 60 - PERSONNEL SERVICES:</b> | <b>\$ 10,543,984</b> | <b>\$ 12,557,962</b> | <b>\$ 14,022,870</b> | <b>\$ 19,752,632</b> | 71.0% tracking below budget/ savings expected   |
| <b>Category: 65 - OPERATING COSTS</b>           |                      |                      |                      |                      |   |
| 650 - UTILITIES                                 | \$ 1,069,752         | \$ 1,244,653         | \$ 1,235,965         | \$ 2,014,300         |   |
| 655 - ADMINISTRATIVE                            | \$ 264,862           | \$ 270,188           | \$ 307,690           | \$ 370,237           |   |
| 660 - FLEET COSTS                               | \$ 293,661           | \$ 245,081           | \$ 267,155           | \$ 364,062           |   |
| 665 - PROGRAM COSTS                             | \$ 386,204           | \$ 388,732           | \$ 469,723           | \$ 493,200           |   |
| 670 - REPAIRS AND MAINTENANCE                   | \$ 254,941           | \$ 222,454           | \$ 255,621           | \$ 538,039           |   |
| 675 - SUPPLIES                                  | \$ 219,552           | \$ 245,183           | \$ 233,019           | \$ 524,183           |   |
| 680 - SPECIAL SERVICES                          | \$ 4,292,969         | \$ 5,390,518         | \$ 582,309           | \$ 1,061,000         |   |
| 690 - CONTRACTUAL SERVICES                      | \$ 2,454,614         | \$ 3,059,589         | \$ 2,729,303         | \$ 6,529,503         |   |
| 697 - ADMIN OVERHEAD                            | \$ (525,000)         | \$ (534,000)         | \$ (375,000)         | \$ (750,000)         |   |
| 699 - OTHER                                     | \$ 796,916           | \$ 962,921           | \$ 1,188,813         | \$ 1,347,311         |   |
| <b>Total Category: 65 - OPERATING COSTS:</b>    | <b>\$ 9,508,471</b>  | <b>\$ 11,495,318</b> | <b>\$ 6,894,598</b>  | <b>\$ 12,491,835</b> | 55.2% tracking well below budget/ operating expenses are higher in the last two months of the fiscal year/ still expected to produce savings. |
| <b>Category: 70 - CAPITAL IMPROVEMENTS</b>      |                      |                      |                      |                      |   |
| 700 - EQUIPMENT                                 | \$ 75,224            | \$ 166,187           | \$ 40,142            | \$ 110,950           |   |

|   |                       |                       |                      |                      |  |
|---|-----------------------|-----------------------|----------------------|----------------------|--|
| 703 - FURNITURE                                   | \$ 18,610             | \$ -                  | \$ 7,612             | \$ 6,038             |  |
| 705 - VEHICLE                                     | \$ 426,135            | \$ 79,236             | \$ 239,251           | \$ 351,020           |  |
| 710 - STRUCTURE                                   | \$ -                  | \$ -                  | \$ -                 | \$ -                 |  |
| 750 - OTHER                                       | \$ -                  | \$ -                  | \$ -                 | \$ -                 |  |
| <b>Total Category: 70 - CAPITAL IMPROVEMENTS:</b> | <b>\$ 519,970</b>     | <b>\$ 245,423</b>     | <b>\$ 287,005</b>    | <b>\$ 468,009</b>    | 61.3%  |
| <b>Category: 77 - CONTINGENCY</b>                 |                       |                       |                      |                      |  |
| 770 - CONTINGENCY                                 | \$ -                  | \$ -                  | \$ -                 | \$ 47,961            |  |
| <b>Total Category: 77 - CONTINGENCY:</b>          | <b>\$ -</b>           | <b>\$ -</b>           | <b>\$ -</b>          | <b>\$ 47,961</b>     |  |
| <b>Category: 78 - CAPITAL OUTLAY</b>              |                       |                       |                      |                      |  |
| 780 - CAPITAL OUTLAY                              | \$ -                  | \$ -                  | \$ -                 | \$ -                 |  |
| <b>Total Category: 78 - CAPITAL OUTLAY:</b>       | <b>\$ -</b>           | <b>\$ -</b>           | <b>\$ -</b>          | <b>\$ -</b>          |  |
| <b>Category: 80 - DEBT SERVICE</b>                |                       |                       |                      |                      |  |
| 800 - Debt Service                                | \$ -                  | \$ -                  | \$ -                 | \$ -                 |  |
| <b>Total Category: 80 - DEBT SERVICE:</b>         | <b>\$ -</b>           | <b>\$ -</b>           | <b>\$ -</b>          | <b>\$ -</b>          |  |
| <b>Category: 90 - TRANSFERS</b>                   |                       |                       |                      |                      |  |
| 900 - Transfers                                   | \$ -                  | \$ 18,985             | \$ 5,528             | \$ 154,000           |  |
| <b>Total Category: 90 - TRANSFERS:</b>            | <b>\$ -</b>           | <b>\$ 18,985</b>      | <b>\$ 5,528</b>      | <b>\$ 154,000</b>    | 3.6%   |
| <b>Total Expense:</b>                             | <b>\$ 20,572,425</b>  | <b>\$ 24,317,688</b>  | <b>\$ 21,210,000</b> | <b>\$ 32,914,436</b> | 64.4% Total expenses are tracking below budget and are expected to end the year under budget |
| <b>Total Fund: 100 - GENERAL FUND:</b>            | <b>\$ (2,437,095)</b> | <b>\$ (2,998,678)</b> | <b>\$ 2,205,778</b>  | <b>\$ 5,000,000</b>  |  |
| <b>Report Total:</b>                              | <b>\$ (2,437,095)</b> | <b>\$ (2,998,678)</b> | <b>\$ 2,205,778</b>  | <b>\$ 5,000,000</b>  |  |

Overall Analysis - The General Fund is tracking to have a surplus (revenues exceeding expenses) of \$5.7 to \$6.7 million. This is due largely to the one-time \$5 million solid waste retention receipt and augmented by expenses being less than budget. Excluding the one-time revenue, other revenues are expected to track close to budget overall.



City of Beaumont, CA

# Budget Comparison Report

## FY 2020-21 Wastewater Fund through March

Item No.6.

| SubCategory  | 2017-2018<br>YTD Activity<br>Through Per | 2018-2019<br>YTD Activity<br>Through Per | 2019-2020<br>YTD Activity<br>Through Per | FY 2020-21<br>Budget | % of<br>Budget  |
|--|--|--|--|----------------------|---|
| <b>Fund: 700 - WASTEWATER FUND</b>                   |  |  |  |                      |   |
| <b>Revenue</b>                                       |  |  |  |                      |   |
| <b>Category: 50 - FINES AND FORFEITURES</b>          |  |  |  |                      |   |
| 557 - Other  | \$ -                                     | \$ 9,000                                 | \$ 1,000                                 | \$ -                 |   |
| <b>Total Category: 50 - FINES AND FORFEITURES:</b>   | <b>\$ -</b>                              | <b>\$ 9,000</b>                          | <b>\$ 1,000</b>                          | <b>\$ -</b>          |   |
| <b>Category: 53 - COST RECOVERY</b>                  |  |  |  |                      |   |
| 565 - Other Income                                   | \$ 11,312                                | \$ -                                     | \$ 6,236                                 | \$ -                 |   |
| <b>Total Category: 53 - COST RECOVERY:</b>           | <b>\$ 11,312</b>                         | <b>\$ -</b>                              | <b>\$ 6,236</b>                          | <b>\$ -</b>          |   |
| <b>Category: 54 - MISCELLANEOUS REVENUES</b>         |  |  |  |                      |   |
| 560 - Investment Earnings                            | \$ -                                     | \$ 24,678                                | \$ 26,907                                | \$ 75,000            |   |
| <b>Total Category: 54 - MISCELLANEOUS REVENUES:</b>  | <b>\$ -</b>                              | <b>\$ 24,678</b>                         | <b>\$ 26,907</b>                         | <b>\$ 75,000</b>     | 35.9%   |
| <b>Category: 56 - PROPRIETARY REVENUES</b>           |  |  |  |                      |   |
| 570 - WasteWater                                     | \$ 5,348,042                             | \$ 5,820,976                             | \$ 6,721,658                             | \$ 9,862,625         |   |
| <b>Total Category: 56 - PROPRIETARY REVENUES:</b>    | <b>\$ 5,348,042</b>                      | <b>\$ 5,820,976</b>                      | <b>\$ 6,721,658</b>                      | <b>\$ 9,862,625</b>  | 68.2% Tracking very close to budget/ 4 of 6 payments received to date |
| <b>Category: 58 - OTHER FINANCING SOURCES</b>        |  |  |  |                      |   |
| 595 - Sale of Assets                                 | \$ -                                     | \$ 635                                   | \$ -                                     | \$ -                 |   |
| 599 - Other  | \$ -                                     | \$ 831                                   | \$ 780                                   | \$ -                 |   |
| <b>Total Category: 58 - OTHER FINANCING SOURCES:</b> | <b>\$ -</b>                              | <b>\$ 1,466</b>                          | <b>\$ 780</b>                            | <b>\$ -</b>          |   |
| <b>Category: 90 - TRANSFERS</b>                      |  |  |  |                      |   |
| 900 - Transfers                                      | \$ (3,725,106)                           | \$ (100,000)                             | \$ -                                     | \$ -                 |   |
| <b>Total Category: 90 - TRANSFERS:</b>               | <b>\$ (3,725,106)</b>                    | <b>\$ (100,000)</b>                      | <b>\$ -</b>                              | <b>\$ -</b>          |   |
| <b>Total Revenue:</b>                                | <b>\$ 1,634,249</b>                      | <b>\$ 5,756,120</b>                      | <b>\$ 6,756,581</b>                      | <b>\$ 9,937,625</b>  | <b>68.0%</b>  |
| <b>Expense</b>                                       |  |  |  |                      |   |
| <b>Category: 60 - PERSONNEL SERVICES</b>             |  |  |  |                      |   |
| 600 - SALARIES AND WAGES                             | \$ 131,668                               | \$ 393,742                               | \$ 783,733                               | \$ 1,313,356         |   |
| 610 - BENEFITS                                       | \$ 57,169                                | \$ 139,901                               | \$ 235,695                               | \$ 543,485           |   |
| 615 - OTHER  | \$ 2,105                                 | \$ 6,734                                 | \$ 12,971                                | \$ 38,528            |   |
| <b>Total Category: 60 - PERSONNEL SERVICES:</b>      | <b>\$ 190,942</b>                        | <b>\$ 540,376</b>                        | <b>\$ 1,032,399</b>                      | <b>\$ 1,895,369</b>  | 54.5% Tracking below budget   |
| <b>Category: 65 - OPERATING COSTS</b>                |  |  |  |                      |   |
| 650 - UTILITIES                                      | \$ 469,199                               | \$ 603,450                               | \$ 596,718                               | \$ 827,618           |   |
| 655 - ADMINISTRATIVE                                 | \$ 96,304                                | \$ 114,084                               | \$ 101,590                               | \$ 90,946            |   |
| 660 - FLEET COSTS                                    | \$ 4,207                                 | \$ 7,208                                 | \$ 20,713                                | \$ 36,880            |   |
| 670 - REPAIRS AND MAINTENANCE                        | \$ 15,820                                | \$ 30,703                                | \$ 43,681                                | \$ 115,500           |   |
| 675 - SUPPLIES                                       | \$ 134,213                               | \$ 168,056                               | \$ 142,897                               | \$ 321,610           |   |
| 690 - CONTRACTUAL SERVICES                           | \$ 931,593                               | \$ 959,394                               | \$ 551,652                               | \$ 1,147,140         |   |
| 697 - ADMIN OVERHEAD                                 | \$ 450,000                               | \$ 459,000                               | \$ 325,000                               | \$ 650,000           |   |
| 699 - OTHER  | \$ 10,257                                | \$ 38,521                                | \$ 92,720                                | \$ 233,304           |   |

|   |              |              |              |               |       |   |
|---|--------------|--------------|--------------|---------------|-------|---|
| <b>Total Category: 65 - OPERATING COSTS:</b>      | \$ 2,111,593 | \$ 2,380,416 | \$ 1,874,972 | \$ 3,422,998  | 54.8% | Tracking below budget - higher expenses expected in last quarter                |
| <b>Category: 70 - CAPITAL IMPROVEMENTS</b>        |              |              |              |               |       |   |
| 700 - EQUIPMENT                                   | \$ -         | \$ 1,832     | \$ 29,498    | \$ 10,000     |       |   |
| 750 - OTHER                                       | \$ -         | \$ -         | \$ -         | \$ 500,000    |       | This will be mostly spent in the next two months - emergency projects           |
| <b>Total Category: 70 - CAPITAL IMPROVEMENTS:</b> | \$ -         | \$ 1,832     | \$ 29,498    | \$ 510,000    | 5.8%  |   |
| <b>Category: 90 - TRANSFERS</b>                   |              |              |              |               |       |   |
| 900 - Transfers                                   | \$ -         | \$ -         | \$ 3,013,215 | \$ 4,732,326  |       | Expected to be fully spent by fiscal year end                                   |
| <b>Total Category: 90 - TRANSFERS:</b>            | \$ -         | \$ -         | \$ 3,013,215 | \$ 4,732,326  | 63.7% | Includes debt service and capital projects/ transfer to wastewater capital fund |
| <b>Total Expense:</b>                             | \$ 2,302,535 | \$ 2,922,624 | \$ 5,950,084 | \$ 10,560,693 | 56.3% |   |
| <b>Total Fund: 700 - WASTEWATER FUND:</b>         | \$ (668,286) | \$ 2,833,497 | \$ 806,497   | \$ (623,068)  |       |   |

Evaluation - Revenues are tracking very close to budget, expenses are tracking somewhat below budget. Capital improvements and unplanned expenses will likely create a budget deficit of (\$100,000 to \$200,000)





## Staff Report

**TO:** Mayor, and City Council Members  
**FROM:** Elizabeth Gibbs, Community Services Director  
**DATE:** April 21, 2020  
**SUBJECT:** **Public Hearing: Fiscal Year 2020/21-2022/23 Short Range Transit Plan – Final Draft**

---

### **Background and Analysis:**

Each year the City of Beaumont is required to submit a Short Range Transit Plan (SRTP) to the Riverside County Transportation Commission (RCTC) for operational expenses and capital improvement projects (CIP) for the coming fiscal year and the next two ensuing years. Additionally, current and proposed service changes are discussed and outlined.

On March 3, 2020, City Council reviewed the first draft of the plan and made recommendations to staff. Shortly after that meeting, the City, like many other cities across the nation, was impacted by the coronavirus pandemic and immediately implemented significant service reductions to the existing public transit service. These reductions were based on the rapid decline of passengers, as well as the safeguards implemented to ensure driver safety.

The final draft SRTP included with this report is based on multiple recent conversations with RCTC staff members about anticipated funding levels for the next year. It is also City staff's recommendations for providing sustainable public transit services during an anticipated economic downturn resulting from the pandemic.

### **Proposed Short Range Transit Plan Highlights:**

#### Funding

Staff proposes the following funding request, as outlined in Table 4 of the SRTP:

- Local Transportation Funds (LTF) - \$2,776,096,
- Low Carbon Transit Operations Program (LCTOP) - \$63,346,
- Farebox - \$243,992,

- State of Good Repair (SGR) - \$101,884, and
- State Transit Assistance (STA) - \$2,220,000.

#### Future Service Plans, Fare Changes, Marketing and Capital Improvement Planning

Staff recommends the following future service plans, fare changes, marketing and capital improvement planning:

- Implementation of a Free Fare promotion,
- Redevelopment of the Walmart Transportation Hub,
- Completion of the Comprehensive Operations Analysis (COA),
- Fare elasticity analysis as part of the COA,
- Construction of a compressed natural gas fueling station,
- Construction of a fleet maintenance and operations building, and
- Procurement of two electric vehicle shuttles.

#### Summary

Transit dependent residents of the San Geronio Pass area rely heavily on the public transit system and Beaumont Transit Services will continue to operate as efficiently and effectively as possible while providing the highest level of customer service.

#### **Fiscal Impact:**

Transit Services are fully funded by various state funding mechanisms and grant resources. Revenues and expenditures are reported to RCTC monthly and monitored closely to ensure that the operations are in line with the adopted SRTP and do not exceed LTF and STA funding limits.

#### **Recommended Action:**

Hold a Public Hearing, and  
Adopt the plan with any recommended changes.

#### **Attachments:**

- A. Draft – Fiscal Year 2020/21-2022/23 Short Range Transit Plan



# City of Beaumont

## SHORT RANGE TRANSIT PLAN FY 2020/21 - 2022/23



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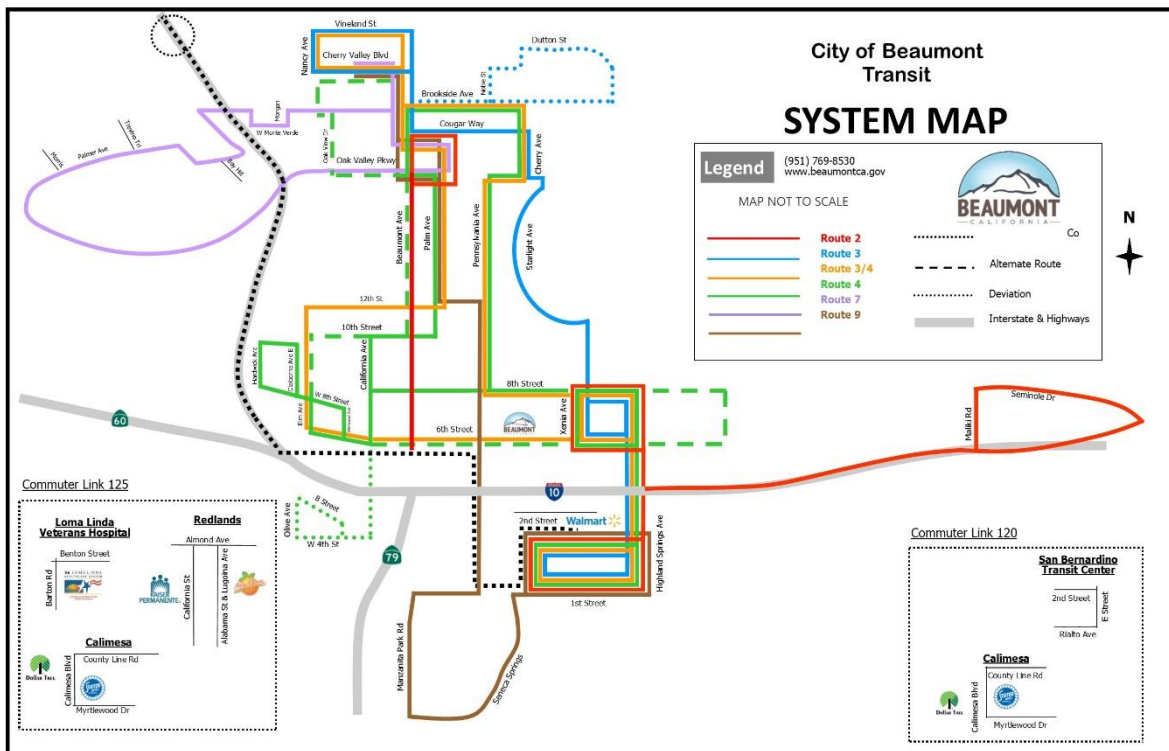
# CHAPTER 1 – SYSTEM OVERVIEW AND SERVICE PROFILE

## 1.1 Description of Service Area

The City of Beaumont’s public transit system services approximately 50 square miles and includes the city of Beaumont and parts of unincorporated Riverside County area known as Cherry Valley. Additionally, Beaumont transports passengers to the commercial areas of Calabazon, including Casino Morongo and the Desert Hills Premium Outlet Malls.

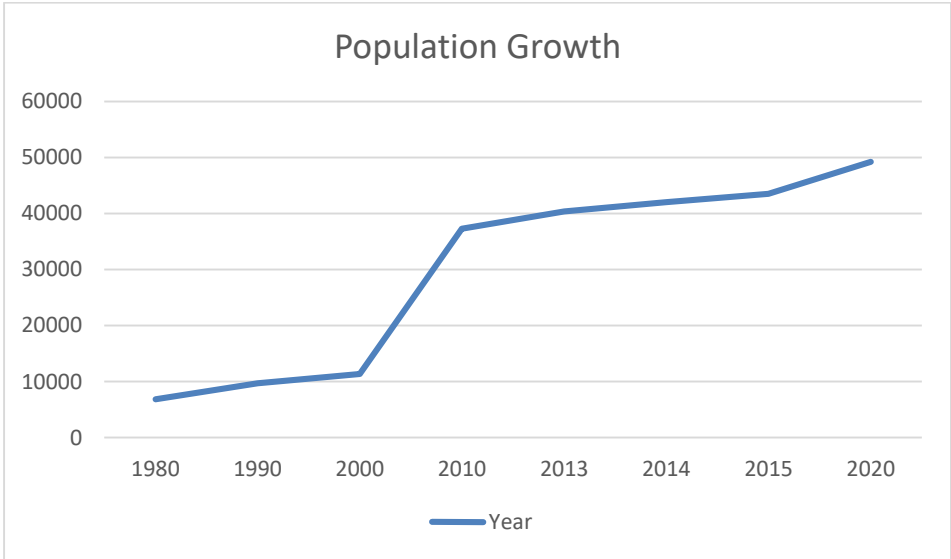
At the center of three major thoroughfares, including Interstate 10, Highway 60 and Highway 79, Beaumont offers fixed route, commuter link, and paratransit service. Passengers can connect easily with other Beaumont routes, as well as with regional transit providers such as Banning, Riverside Transit Agency (RTA) and Sunline Transit Agency at one central location, the Beaumont Walmart transit center.

Beaumont operates two commuter link routes that connect San Geronio Pass area residents with San Bernardino County. This express service from Beaumont stops in Calimesa, the San Bernardino Transit Center (SBTC), Kaiser Permanente Redlands medical offices, and the Jerry L. Pettis Memorial Veterans Administration Medical Center (VA). The SBTC is centrally located within downtown San Bernardino and offers extensive connection possibilities for passengers, including the Metrolink train system, OmniTrans, Victor Valley Transit Agency (VVTa), RTA and Mountain Transit.



### 1.2 Population Profile and Demographics

According to the most recent report published by California Department of Finance in May 2019, Beaumont is the fastest growing city in Riverside County. Beaumont has experienced a 3.99% population increase from January 2018 to January 2019, with a total population of 48,401. Since the 1980s, Beaumont population has increased exponentially, with the largest increase in the late 2000s.



Beaumont has twelve (12) schools located within Beaumont Unified School District consisting of seven (7) elementary schools, two (2) middle schools, two (2) senior high schools, and one (1) charter school. Transportation provided by Beaumont Unified School District was eliminated in 2008 and many families rely on Beaumont’s public transportation system to transport youth passengers to and from school. Beaumont’s youth population (age 18 and under) equals 36%<sup>1</sup>; however, ridership reports taken throughout the year show youth passengers make up 56% of the total passenger base in Beaumont.

Beaumont has three large active adult communities, with another two located in Cherry Valley. Although the median age of residents in Beaumont is 35 years, persons over the age of 65 make up 13.6% of the population, not including those living in Cherry Valley<sup>2</sup>. The growing active adult communities and the corresponding increase in population for this age group may impact paratransit and fixed route needs.

The mean household income in Beaumont is \$88,701, slightly below California’s statewide mean household income of \$101,493<sup>3</sup>. However, the percentage of families in Beaumont whose income is below poverty level is 7.6%, while across the state the poverty level is higher at 10.4%.

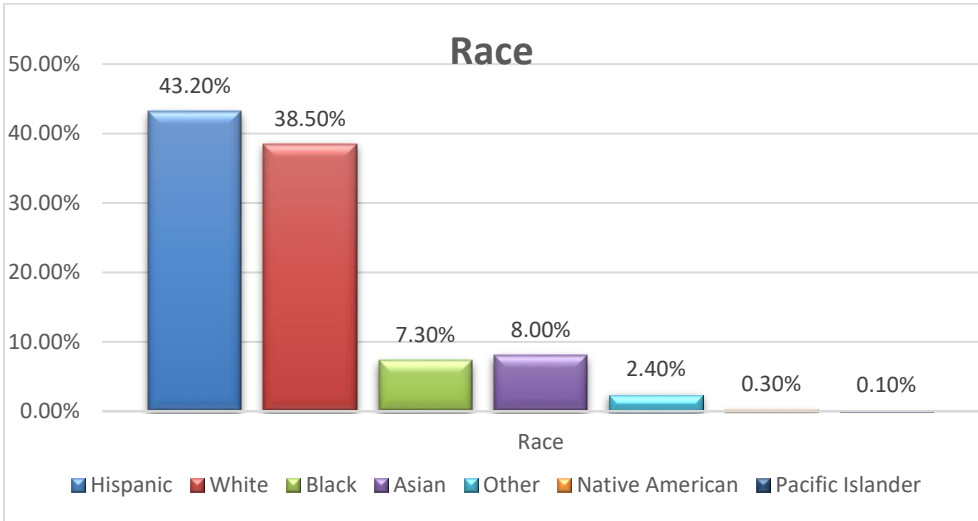
<sup>1</sup> 2014-2018 American Community Survey 5-year Estimates U.S. Census Bureau

<sup>2</sup> Ibid

<sup>3</sup> Ibid

For California residents over the age of 16 years, 63.5% participate in the labor force, where Beaumont shows almost equal to the state at 61.1%.

Beaumont residents make up two predominant races with Hispanic or Latino at 43.2%, while another 38.5% are White (not Hispanic or Latino). Asian, Native American, and Pacific Islander make most of the other races, as shown below:



Almost 89% of residents over 25 years have at least a high school diploma (or equivalent) with 16.6% earning a bachelor’s degree and 8.7% a graduate or professional degree.

Finally, of the total population in Beaumont, civilian veterans equal 7.7%, while another 10% report being disabled.

**Ridership Demographics**

Ridership surveys were conducted in December and January of this fiscal year as part of the Comprehensive Operations Analysis currently underway.

General passengers surveyed indicate that almost 68% live in a household with an annual income of less than \$30,000. Approximately half of the passengers ride the service five or more days per week, with 70.5% indicating that they lack access to a personal vehicle. Additionally, almost 54% state that they use the service to travel either to work or school.

Of the passengers surveyed, 36.4% state that they are Hispanic or Latino and 70.3% are 25 years or age and over.

**1.3 Services - Fixed Route Transit Services and Paratransit Service, Regional Express Bus Service**

As shown in Table 1, Beaumont operates seven days a week, as follows:

| Sunday    | Monday          | Tuesday         | Wednesday       | Thursday        | Friday          | Saturday        |
|-----------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
|           | Route 2         | Route 2         | Route 2         | Route 2         | Route 2         |                 |
|           | Route 3         | Route 3         | Route 3         | Route 3         | Route 3         |                 |
|           | Route 4         | Route 4         | Route 4         | Route 4         | Route 4         |                 |
| Route 3/4 |                 |                 |                 |                 |                 | Route 3/4       |
|           | Route 7*        | Route 7*        | Route 7*        | Route 7*        | Route 7*        |                 |
|           | Route 9*        | Route 9*        | Route 9*        | Route 9*        | Route 9*        |                 |
|           | Commuter<br>120 | Commuter<br>120 | Commuter<br>120 | Commuter<br>120 | Commuter<br>120 | Commuter<br>120 |
|           | Commuter<br>125 | Commuter<br>125 | Commuter<br>125 | Commuter<br>125 | Commuter<br>125 |                 |

\* Peak Service

**Fixed Route**

Beaumont operates five weekday fixed routes, two in peak service only, and one weekend fixed route.

Fixed Route service hours are:

|                       |                        |
|-----------------------|------------------------|
| Monday through Friday | 6:30 a.m. to 7:26 p.m. |
| Saturday and Sunday   | 8:00 a.m. to 6:00 p.m. |

During the holidays of Martin Luther King Jr. Day, Presidents’ Day, Columbus Day, Veterans Day, and Day after Thanksgiving, Beaumont operates limited service and follows a Saturday schedule.

Beaumont does not operate on New Year’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, or Christmas Day.

**Paratransit Services**

Paratransit service, otherwise known as Dial-A-Ride (DAR), is a reservation-based curb to curb service for residents of Beaumont and parts of unincorporated Cherry Valley. Qualified passengers include those who reside 3/4 of a mile from a fixed bus route and are either certified under the American with Disabilities Act (ADA) or 65 years of age or over, living in the Beaumont area.

DAR service hours are:

Persons with ADA certification

|                       |                        |
|-----------------------|------------------------|
| Monday through Friday | 6:30 a.m. to 7:30 p.m. |
| Saturday and Sunday   | 8:00 a.m. to 6:00 p.m. |

Seniors *without* ADA certification

|                       |                        |
|-----------------------|------------------------|
| Monday through Friday | 8:00 a.m. to 4:00 p.m. |
|-----------------------|------------------------|

DAR observes the same holiday schedule as the fixed route system. Limited Service is provided on Martin Luther King Jr. Day, Presidents’ Day, Columbus Day, Veterans Day, and Day after

Thanksgiving. No service is provided on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, or Christmas Day.

**Regional Express Bus Service**

Beaumont operates two regional express routes, including Commuter Link 120 and Commuter Link 125. The CL 120 originates at Beaumont’s Walmart transit center and provides service to and from the Beaumont Civic Center, Casino Morongo, Desert Outlet Mall, Calimesa and SBTC. The CL 125 also originates at Beaumont’s Walmart transit center and provides service to and from Calimesa, Kaiser Redlands, Redlands Citrus Grove shopping center, and the VA Hospital in Loma Linda.

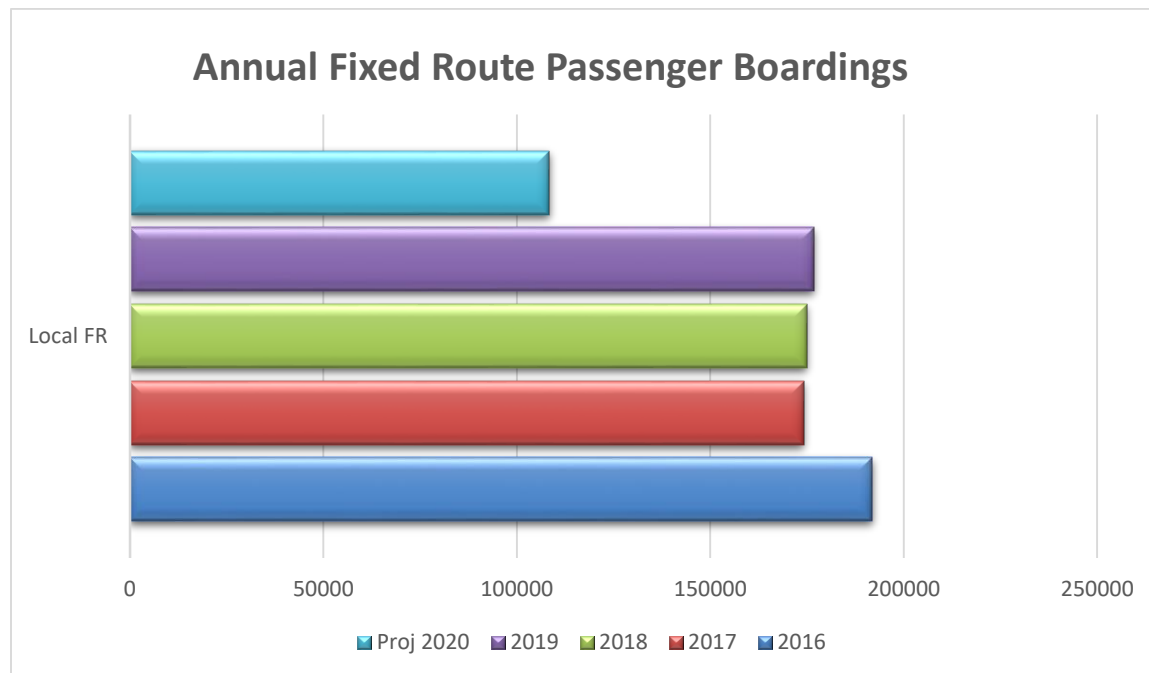
Commuter Link service hours are:

|                       |                        |
|-----------------------|------------------------|
| Monday through Friday | 4:30 a.m. to 8:15 p.m. |
| Saturday              | 7:50 a.m. to 6:30 p.m. |

**1.4 Ridership, Revenue Miles, Revenue Hours**

**Fixed Route**

Since 2016, passenger boardings across most fixed routes have steadily declined since 2016. In FY19, the overall fixed route system had 176,794 passenger boardings, operated 219,639 revenue miles and 15,256 revenue hours of service. Passenger boardings are projected to be less in FY 20, at 108,448 which is a 38.65% decrease from FY19.



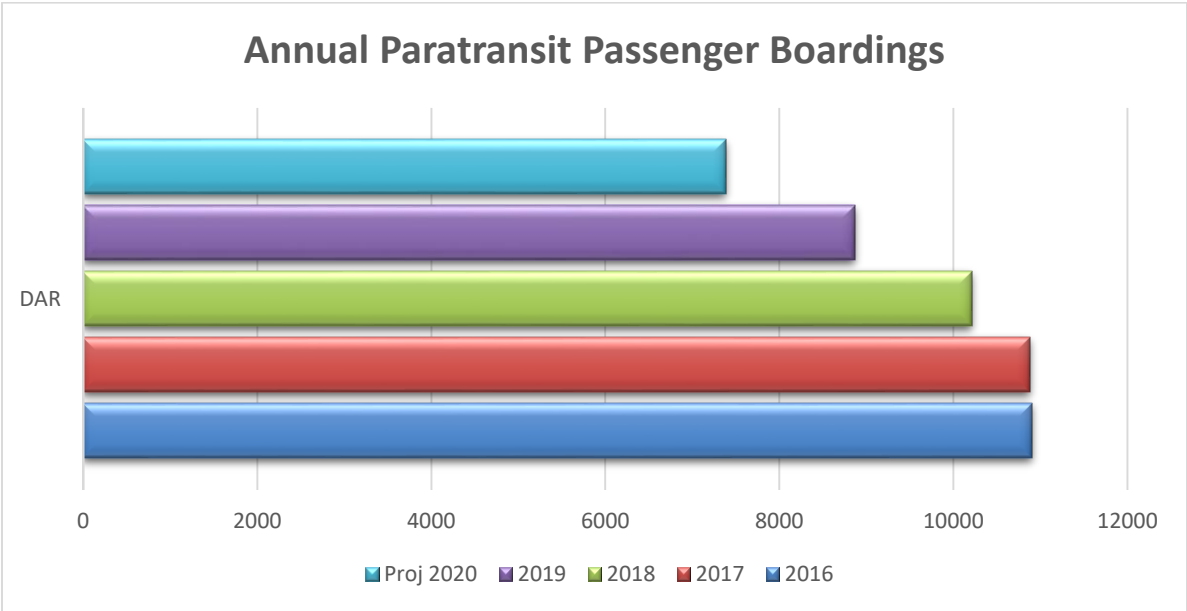
Beaumont is in the process of a Comprehensive Operations Analysis (COA) wherein each route is individually assessed and analyzed as a part of the overall system. Based on route data, surveys, and passenger data collection, the consultant conducting the COA is required to



propose performance standards for adoption by Beaumont City Council. These standards will be used as an ongoing monitoring and management tool used to increase service in the coming years.

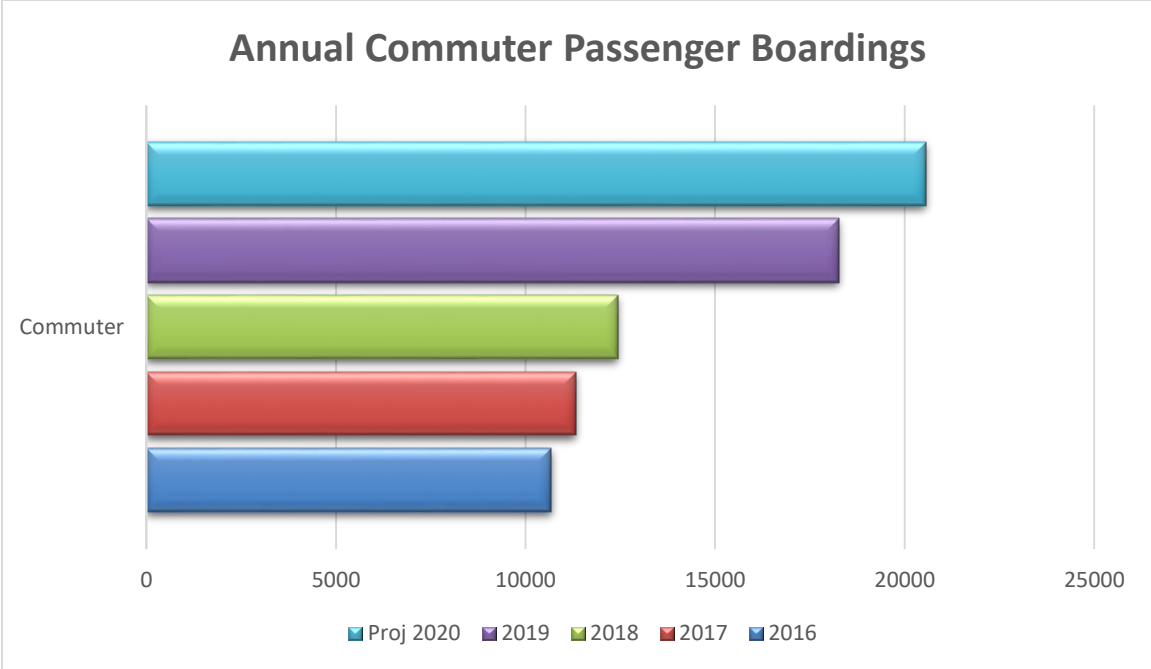
**Paratransit Services**

DAR has experienced a decrease in passenger trips in FY 20 compared to FY 19. In FY 19, there were 8,874 passenger trips, operated for 2,670 revenue hours and 33,680 revenue miles. Passenger trip projections for FY 20 are approximately 7,383 and equates to a 16.8% decrease.



**Regional Express Bus Service**

Commuter Link service has experienced increases in passenger boardings partially attributed to added service and increased frequency. Combined commuter service saw 18,280 passenger boardings in FY 19, operated 213,928 revenue miles and 7539.48 revenue hours of service. Together, commuter service has a projected increase of passenger boardings of 20,565 which is a 12.5% increase over FY19.



**1.5 Current Fare Structure**

**Fixed Route**

On fixed route service, passengers pay general fare unless they qualify for a discounted fare. Discounted fares are available to seniors, persons with disabilities, veterans, or active military. Children 46" tall or under ride for \$0.25 with a paying adult. At the beginning of FY 20 Beaumont increased fares for all services except paratransit.

| Fare Category  | Base Fare | Day Pass | 10 Ticket Book | Monthly Pass |
|--|-----------|----------|----------------|--------------|
| General  | \$1.25    | \$3.10   | \$12.50        | \$39.13      |
| Child (46" tall or under) Accompanied by a paying adult. Limit 2 | \$0.25    | N/A      | N/A            | N/A          |
| Senior/Disabled (60+)  | \$0.75    | \$1.90   | \$7.50         | \$24.80      |
| Military Veterans  | \$0.75    | \$1.90   | \$7.50         | \$24.80      |
| Deviations (Route 3 and 4)                                       | \$0.50    | N/A      | N/A            | N/A          |
| Go Pass: MSJC Students (During valid session only)               | Free      | N/A      | N/A            | N/A          |
| Active Military  | Free      | N/A      | N/A            | N/A          |

**Paratransit Services**

| Fare Categories   | Base Fare | 10-Ride Punch Card |
|-------------------|-----------|--------------------|
| One-Way           | \$2.00    | \$18.00            |
| Companion & Child | \$3.00    | N/A                |
| PCA (with ID)     | Free      | Free               |
| No Show           | \$2.00    | N/A                |

**Regional Express Bus Service**

| Fare Categories  | Base Fare | 10 Ride Punch Card | Day Pass | Monthly Pass |
|--|-----------|--------------------|----------|--------------|
| General  | \$3.50    | \$31.50            | \$8.00   | \$75.00      |
| Child (46" tall or under) Accompanied by a paying adult. Limit 2 | \$2.50    | \$22.50            | \$6.00   | \$50.00      |
| Senior/Disabled (60+)  | \$2.50    | \$22.50            | \$6.00   | \$50.00      |
| Military Veterans  | \$2.50    | \$22.50            | \$6.00   | \$50.00      |
| Active Military  | Free      | N/A                | N/A      | N/A          |

**Fare Collection Systems**

There are a variety of options available to passengers to pay fares. Passengers can purchase monthly passes at the Beaumont Civic Center where cash, check or credit cards are acceptable forms of payment. Onboard the bus, passengers can purchase ticket books, punch cards, and day passes from the driver using cash or check.

New in FY 20 was the introduction of an electronic fare media called Token Transit as an additional fare option to our passengers. Available to all passengers on all modes of service, except Dial A Ride, Beaumont Transit passengers can purchase any fare category on their mobile phones. Beaumont Transit joined the dozens of agencies currently using the platform for seamless use of the application for connecting passengers.

**Incentive Programs and Ridership Promotion**

Beaumont Transit actively participates in many community events throughout the calendar year, including the annual Cherry Festival parade, holiday light parade, Touch-A-Bus, Trunk-or-Treat, Veteran’s Expo, Stuff-the-Bus, and Free Fare Friday.

The summer Travel Training program continues to be successful. Launched in 2017, Travel Training began in partnership with Metrolink to teach choice riders in the Pass area how to use public transportation to and from Los Angeles via the commuter bus and train. Once in Los Angeles, a tour of Union Station is offered to highlight the important connecting features of the regional connection hub. The endeavor continues to be a welcomed addition to the promotional efforts Beaumont Transit offers to the community.

Beaumont offers a real-time bus tracking system called Double Map for our passengers to use. This program, initially purchased in 2016, promotes the reliability of the local transit system for passengers. This real-time bus tracking is accessible on a free smart phone app or through any connection with the Internet. This program gives passengers the ability to find and track their buses to eliminate unnecessary waiting.

**1.6 Revenue Fleet**

Beaumont Transit’s fleet consists of nineteen vehicles, ten of which are CNG fueled and the other nine by gasoline, as shown in Table 1.1. Three additional CNG vehicles are scheduled to be delivered in the next month. The CNG fueled vehicles meet the emission mitigation standards mandated by the California Air Resources Board (CARB).

All vehicles meet the ADA accessibility requirements and are equipped with bike racks. Vehicle capacity ranges in size from 16 passengers to 43 passengers. The vehicle shown below is the newest member of the Beaumont Transit fleet and primarily used on the CL 120 to SBTC.



**1.7 Existing Facilities and Bus Stop Amenities**

**Existing Transit Facilities**

Administrative services for Beaumont Transit are temporarily located in the heart of downtown Beaumont at the Beaumont Civic Center, 550 E 6<sup>th</sup> Street, Building D. It is at this location where dispatch, administrative assistance, and the operations yard are located.

Customer service calls for general information, route planning, and Dial-A-Ride appointments are serviced at this location, while walk in customers, including the purchase of fare media, are serviced within the main civic center building.

The Fleet maintenance operations is located at 550 California Ave, approximately 1 mile from the administrative building.

**Bus Stop Amenities**

Beaumont has 23 bus shelters, 157 bus stops, and a dozen stops with benches. A request for proposal has been issued to improve the Walmart Regional Bus Stop which connects passengers with four agencies. This improvement is funded by the Low Carbon Transportation Operations Program (LCTOP) FY 18 award. Additionally, LCTOP will install bus shelters at two other locations located in the disadvantaged community of Beaumont, including the Beaumont Library.

**1.8 Existing Coordination between Transit Agencies**

Because the San Gorgonio Pass area is geographically isolated from the desert, western Riverside County and the urban area of San Bernardino county, public transit coordination is vital for the movement of passengers. Passengers traverse cities to accomplish needs such as social services, employment opportunities in the urban areas, and more diverse commercial businesses.

Beaumont has entered into multiple agreements with surrounding transit operators, including Banning, OmniTrans, RTA, and Victor Valley Transit Authority (VVTA). The 2019 interagency agreement with Banning has an added feature of a paper transfer system, reminiscent of the early 2000s. This has proven to be problematic to Beaumont’s transit-dependent residents needing to access social services, the courthouse, and DMV services, all located in Banning, as they are now faced with a “two-seat” ride each way.

Conversely, agreements with OmniTrans, RTA and VVTA have added value for connecting passengers.

- Passengers presenting a Beaumont multi use (day or month) pass can connect to OmniTrans, RTA or VVTA for free wherever the two agencies connect.
- Passengers presenting a multi-use (day, week, or month) pass from OmniTrans or VVTA receive a \$1.00 discount on commuter service or free connection with our fixed route wherever we connect.
- Passengers presenting RTA multi use pass (day, week, or month) connect for free to Beaumont’s commuter and fixed route service wherever the two agencies connect.

**1.9 Prior or Existing Studies and Plans**

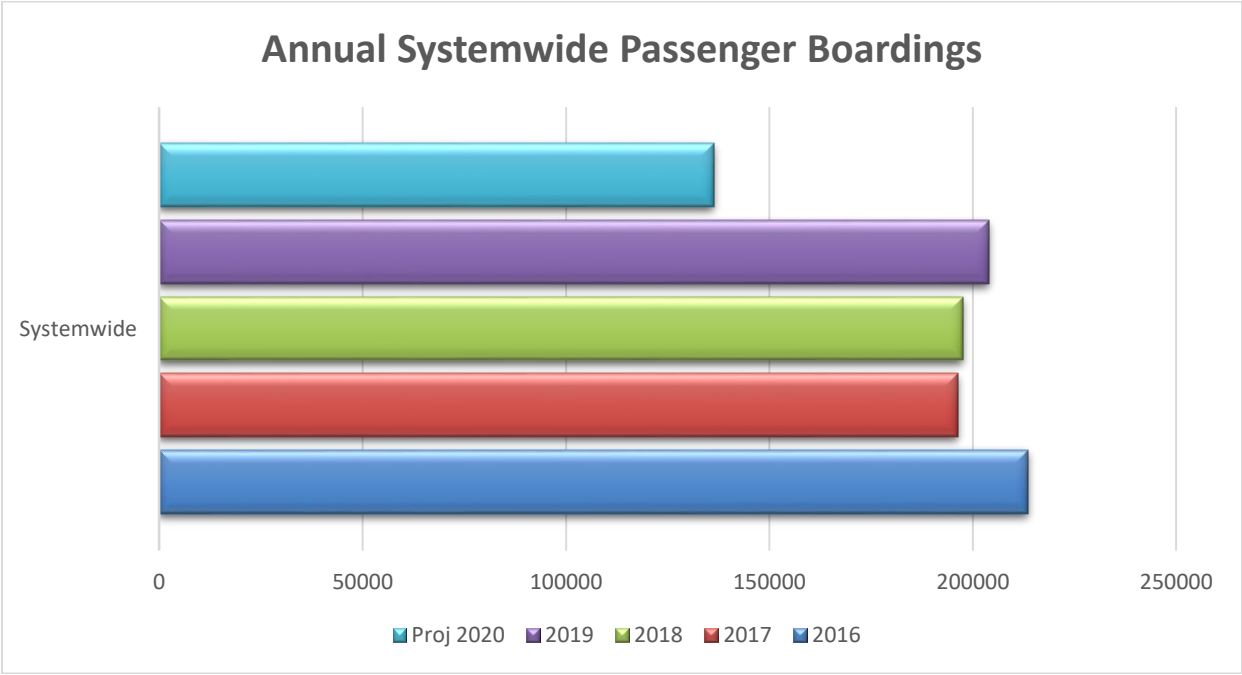
Beaumont completed a Comprehensive Operations Analysis (COA) in 2014 in conjunction with the City of Banning. The results of the study were partially implemented until the new agreement with the City of Banning in July 2019, which largely eliminated crossing of city boundaries.

In early 2020, Beaumont retained the services of a consultant to complete an independent COA. Suggested in three phases, Beaumont has completed phase 1 of the project and the consultant is preparing to present to City Council. The final phases of the COA are scheduled to

be completed by end of FY 20 and implementation expected FY 21, pending the outcome of the COVID-19 pandemic.

### CHAPTER 2 - EXISTING SERVICE AND ROUTE PERFORMANCE

Overall, Beaumont Transit systemwide passenger trips for FY 20 is projected to end lower than the passenger trips delivered in FY 19. In FY 19, systemwide passenger trips, including paratransit, totaled 203,948. FY 20 is projected to end at 136,396, resulting in a 33.12% decline from the previous year.



Public transit operators nationwide have seen a reduction in passengers across all modes of transportation. There is an additional adverse effect to Beaumont’s decline in passenger trips in 2020 specifically related to the 2019 agreement with the city of Banning, including:

- The inability to provide Beaumont’s low income and transit dependent passengers with a one-seat ride to and from social services solely located in Banning, a mere 5 miles from Beaumont’s low-income area.
  - Other options of transportation are considered optimum, including walking, for passengers that are now faced with a two-seat trip and experiencing an hour or more of travel on two separate buses.
  - Transit-dependent passengers living in Beaumont’s disadvantaged community and accessing the downtown Route 4 have the highest number of Banning transfers used at 46% of the total transfers accepted systemwide.
  - A systemwide total of 1,849 passenger trips used free transfers from Banning during the period July to March, resulting in a reduction to the farebox recovery ratio.

**2.1 Key Performance Indicators**

Riverside County Transportation Commission adopted a Productivity Improvement Plan (PIP) for the transit operators of Riverside County. Although compliance with PIP is no longer required, it is used for monitoring and service improvement to improve efficiency. Beaumont’s performance indicators are shown in Table 2.0.

Key performance indicators include seven discretionary and one mandatory, with transit operators required to meet four of the seven discretionary indicators. Beaumont currently fails to meet the mandatory performance indicator of 10% farebox recovery ratio and meets three of the seven discretionary.

**2.2 SRTP Performance Report**

The SRTP performance report shown in Table 2.1 outlines the planned performance indicators for FY 20 and compares the FY 20 plan to the FY 20 targets.

This report indicates that five of the seven discretionary performance indicators are being met, while the mandatory performance indicator, farebox recovery ratio, is not.

**2.3 SRTP Service Summary**

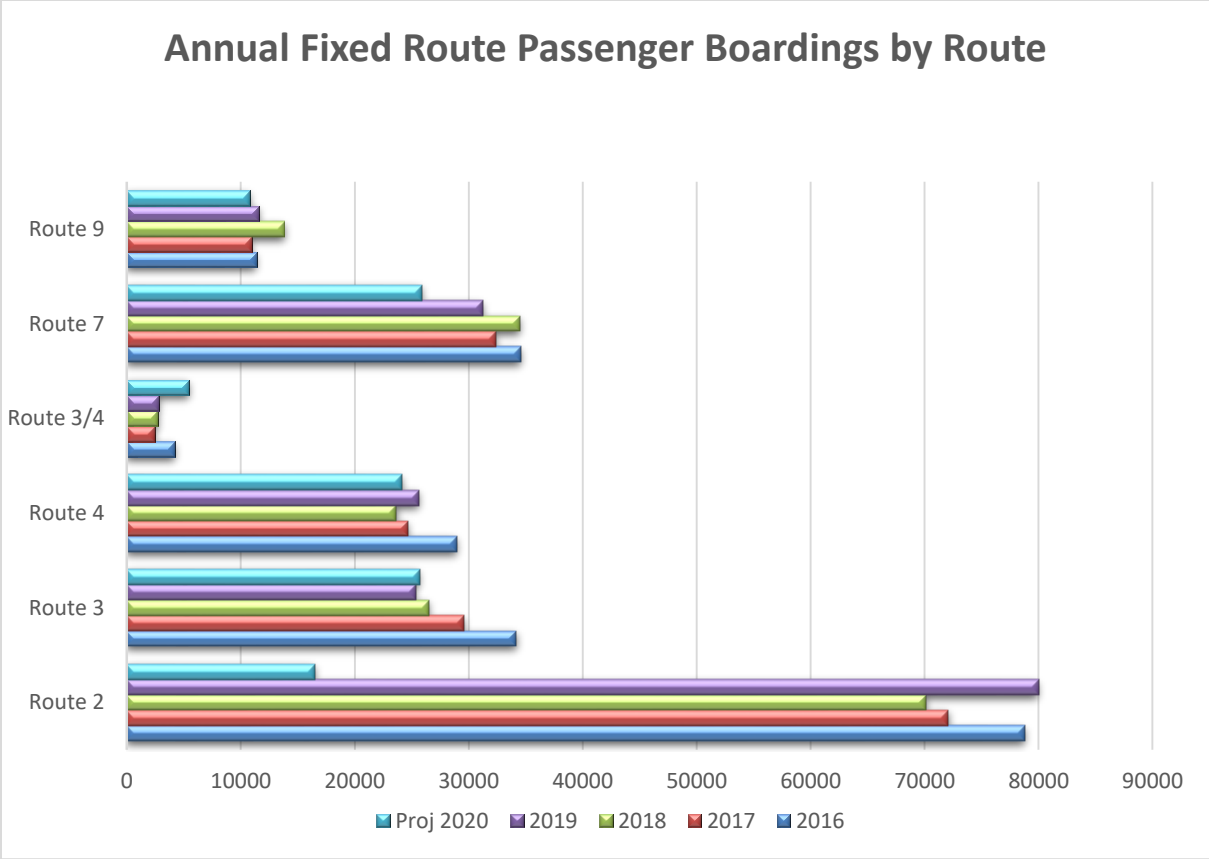
The SRTP service summary shows multi-year data for fleet characteristics, financial data, operational characteristics, and performance characteristics dating back to FY 18 (Table 2.2).

**2.4 Service Performance**

Beaumont Transit operates six local fix routes, two of which are peak routes, and two commuter links. In this section, each route will be analyzed and discussed.

**Fixed Route Service**

The following chart compares the total passenger trips by the route and by year for the local fixed route.



In the statistics and analysis discussed for each route, route performance is projected based on the passenger boarding trends for the first three-quarters of FY 20. Although this is a projection to end FY 20, the last quarter of FY 20 will have an anomaly in boardings because of Covid-19; however, this anomaly is not reflected in the projections.

**Route 2**

Route 2 is Beaumont’s trunk route and operates weekdays only. It was dramatically reduced in FY 20 as a result of an Interagency Agreement with Banning Transit. This route previously served passengers with two buses and had a 1-hour headway Monday through Friday and served with a 2-hour headway on weekends.

The current design of this route is one bus operating on a 1.5-hour headway, Monday through Friday only. The route was restructured to by-pass Banning city streets and connect passengers to major employment and recreational opportunities in Cabazon via the I-10 freeway.

In FY 20, Route 2 is projected to finish the fiscal year with a significant decrease in passenger trips compared to FY19. Passenger trips for FY 20 are projected at 16,501, a 79.37% decrease from FY 19 end of year at 79,995. This route represents 12.79% of the systemwide passenger trips, excluding paratransit.



**Route 3**

Route 3 operates weekdays with a one-hour headway and services the north area of Beaumont, a portion of Cherry Valley via deviations, residential community of Sundance and Walmart. This route also connects Sundance with both middle schools, the high schools, and three elementary schools. Passengers traveling to outer portions of Cherry Valley can request deviations while on board the bus or by calling customer service.

In FY 20, Route 3 is projected to finish the fiscal year with 25,668 passenger trips, a slight increase of 1.35% in passenger trips compared to FY19, which ended at 25,326. Route 3 makes up 19.90% of systemwide passengers, excluding paratransit.

**Route 4**

Route 4 operates weekdays with a one-hour headway and primarily services the SB535 identified disadvantaged community located in the heart of Beaumont’s original 9-square miles of city limits. This route connects passengers with the local library, two elementary schools, the community center, both middle schools, the main high school, and the commercial shopping area of Walmart.

In FY 20, Route 4 is projected to finish the fiscal year at 24,133, a 5.68% decrease in passenger trips compared to FY19. This route services 18.71% of the systemwide passengers, excluding paratransit.

**Route 7**

Route 7 is a weekday peak hour service and follows the Beaumont Unified School District academic calendar. This route is designed to service the passengers during the peak hours of the morning and afternoon to connect the westernmost portion of Beaumont residential areas with schools and connecting routes. The route services the masterplan communities commonly known in Beaumont as Fairway Canyon and Tournament Hills, providing transportation to both middle schools, as well as the main high school. Connection opportunities include Route 2, Route 3, and Route 4.

In FY 20, Route 7 is projected to finish the fiscal year with a decrease in passenger trips compared to FY19. Passenger trips projected to end FY 20 are 25,880, a decrease of 17.23% from FY 19 which had 31,269 passenger trips. Route 7 makes up 20.06% of systemwide passengers, excluding paratransit.

**Route 9**

Like Route 7, Route 9 is a weekday peak hour service and follows the Beaumont Unified School District academic calendar. This route is designed to connect passengers during the morning and afternoon with the southernmost masterplan residential community commonly known as Seneca Springs with both middle schools, the high school, and connecting routes.

In FY 20, Route 9 is projected to finish the fiscal year with a decrease in passenger trips compared to FY19. Passenger trips projected to end FY 20 are 10,810, a decrease of 6.87% from

FY 19, which had 11,609 passenger trips. Route 9 makes up 8.38% of all systemwide passengers, excluding paratransit.

**Route 3/4**

Route 3/4 is a one-hour headway weekend-only service. This route is a combination of the weekday service areas of Route 3 and Route 4 and connects the downtown residential areas with places of interest such as the local library, a recreation center, several churches, and the commercial area of Walmart. Route 3/4 service was increased in FY 20 with the addition of Sunday service to accommodate transit dependent passengers needing to access religious services. This route also operates on recognized limited-service holidays.

In FY 20, Route 3/4 is projected to finish the fiscal year with a significant increase in passenger trips compared to FY19. Passenger trips projected to end FY 20 were 5,454, an increase of 93.9% from FY 19 which had 2,813 passenger trips. Route 3/4 makes up 4.23% of systemwide passengers, excluding paratransit.

**Commuter Link 120**

The Commuter Link (CL) 120 operates two buses Monday through Friday, one bus with a 2-hour and 20-minute headway, and one with a 1-hour and 20-minute headway. The CL 120 also operates on Saturday and recognized limited-service holidays. On Saturdays, CL 120 is serviced by one bus and has a 2-hour and 20-minute headway.

This express commuter service connects passengers at the Beaumont Walmart to Calimesa and the San Bernardino Transit Center. In FY 20, the CL120’s schedule was adjusted to also connect commuting passengers from San Bernardino to Casino Morongo.

In FY 20, CL 120 is projected to finish the fiscal year with an increase in passenger trips compared to FY19. Passenger trips projected to end FY 20 are 15,996, an increase of 16.35% from FY 19, which had 13,748 passenger trips. The CL 120 makes up 12.4% of systemwide passengers, excluding paratransit.

**Commuter Link 125**

The Commuter Link (CL) 125 operates weekday service from Beaumont Walmart to San Bernardino County medical facilities, as well as recreational and employment opportunities. Originating from Beaumont Walmart, the CL 125 connects with stops in Calimesa, Redlands Citrus Plaza (Alabama St and Lugonia Ave), Kaiser Redlands Medical Offices, and Loma Linda Veterans Affairs Hospital.

In FY 20, the CL 125 is projected to finish the fiscal year relatively equal in passenger trips compared to FY19. Passenger trips projected to end FY 20 are 4,569, a slight increase of .82% from FY 19, which had 4,532 passenger trips. The CL 120 makes up 3.54% of systemwide passengers, excluding paratransit.

**Dial A Ride (Paratransit)**

Beaumont Dial A Ride (DAR) is a curb to curb service for qualified passengers residing in Beaumont and parts of Cherry Valley. Qualified passengers include persons over the age of 65 as well as those passengers certified under the Americans with Disability Act. Beaumont Transit honors and recognizes those passengers carrying ADA compliant identification cards from RTA and Omnitrans.

DAR operates as a complimentary service to the fixed routes in Beaumont and mirrors that schedule. Reservations are required at least 24 hours in advance and priority is given to ADA passengers. On the weekends, DAR is available to ADA passengers only.

In FY 20, DAR is projected to finish the fiscal year with a decrease in passenger trips compared to FY19. Passenger trips projected to end FY 20 are 7,382, a decrease of 16.8% from FY 19 which had 8,874 passenger trips.

**2.5 Productivity Improvement Efforts**

As shown in the previous section, Beaumont Transit passenger trips continue to decline. However, Beaumont is not alone as many public transit operators can attest to numerous factors involved in the reduction of passengers.

Beaumont recently secured a consultant to perform a comprehensive operations analysis (COA) and are currently completing phase 1 of a 3-phase project. The primary purpose of the COA will be to determine demographics and needs of the residents of Beaumont, as well as connecting passengers traveling into and out of the city via our commuter links. An analysis of our growing city and our increased residential, commercial, and industrial areas will require the implementation of new routes and route design. COA professionals will be crucial to the connectivity of routes and determining service needs to better service passengers in the area.

Currently, Beaumont uses several products to keep passengers connected with system information and announcements. These products are Facebook, Double Map (a web based real time GPS bus locating system), Google Transit, and Everbridge (a mass communication system operated in conjunction with Beaumont Police Department).



Additionally, Pass area residents are invited to attend monthly travel training trips led by Beaumont staff members to such key destinations as Los Angeles Union Station, Downtown Disney, and Oceanside. The purpose of travel training is to empower the public with strategy and knowledge of local transit system, as well as other regional connecting systems such as Metrolink, RTA and Metro. Education of public transit, by means of travel training informational meetings and outings, will assist in the alleviation of common fears surrounding public transit and get passengers comfortable with moving around and using public transportation.

Beaumont has once again applied for a grant from Low Carbon Transit Operations Program (LCTOP) for Free Fare Promotion on Beaumont buses. The previous Free Fare Promotion was successful and showed an increase in passenger trips when comparing March 2019 over March 2018. Beaumont transit system saw 19,677 passenger trips in March 2019 over the 17,154 passenger trips made in March 2018, equating to a 12.82% increase in ridership.

## **2.6 Major Trip Generators**

Over one-third of Beaumont's passengers attend Beaumont schools, with primary travel patterns between residential neighborhoods and middle and senior high schools during peak hours-morning and afternoon. However, this type of service is not sustainable, but more importantly is more costly to the overall operations. For this reason, additional service will not be added to the two peak routes, Routes 7 and 9.

Beaumont will continue to focus on regional transportation as a means of sustainability. Commuter Link 120 has been in service since 2013 and Commuter Link 125 was introduced in September 2018. Both commuters have grown in passenger trips month over month and are widely popular with inquiries from traveling passengers on Metrolink and other regional providers connecting to Beaumont and Casino Morongo.

## **2.7 Recent Service Changes**

Recent service changes were introduced on Route 2, Route 3/4, and Commuter Link 120.

### **Route 2**

Route 2 had several significant changes at the onset of FY 20. All changes were a direct result of the July 2019 Interagency Agreement entered into with the city of Banning. At the request of Banning, Route 2 bypasses the Ramsey St. corridor and travels along Interstate 10 to Casino Morongo and the Desert Hills Outlet mall. Additionally, the route decreased service from two buses to one bus, as well as decreased days of operation from seven days to weekday only.

### **Route 3/4**

Because of the significant decreases in operational service on Route 2, it was determined that Route 3/4 would be better designed to add service, from Saturday only to Saturday and Sunday. This allows transit-dependent passengers to travel on Sundays accessing religious services and patronize commercial shopping areas of Beaumont.

**Commuter 120**

The Commuter Link 120 also experienced changes in FY 20. A second bus was added to the route which increased the route frequency. This change was made based on passenger surveys requesting more service to and from SBTC. With the additional bus, CL 120 is now able to service Casino Morongo, allowing passengers to connect from the Metrolink train or other bus operators at SBTC a one-seat ride to the casino and outlet malls.

**CHAPTER 3 – FUTURE SERVICE PLANS, FARE CHANGES, CAPITAL PLANNING, AND MARKETING**

**3.1 Planned Service Changes**

The current COA project will determine the future of Beaumont’s service changes in the coming years. The City of Beaumont continues to grow with an average of 750 additional new homes built every year. There are currently 3,500 homes approved for construction. The COA will tell us where service will best be served.

Industrial and employment opportunities are also growing. Amazon is preparing to open a million square foot distribution center in Beaumont. Amazon reports that they intend to hire several hundred full-time employees and will begin doing so at the end of May or June 2020, with an anticipated opening date in July or August 2020. Beaumont Transit has been approached by Amazon to provide public transportation to the facility and is considering a micro-transit system as a pilot program to address transportation needs of the Amazon employees.

A rideshare voucher program for senior and ADA passengers to offset the rising operational expenses incurred by paratransit service is also being explored. This voucher program will mirror a similar program offered by other public transit operators and consists of a 50-50 share in fare directly redeemable with the rideshare provider when the service is used.

**3.2 Future Marketing Plans, Studies, and Promotions to Promote Ridership**

**Comprehensive Operations Analysis**

As discussed in previous sections of this plan, Beaumont is currently underway with a Comprehensive Operations Analysis. As part of the COA, a fare elasticity study will be completed to ensure that the schedule reflects a good business model, is fair to all passengers, and equitable in the industry. This COA will be central to the development of the department and is expected to be completed by June 2020.

**Travel Training**

Travel Training continues to be a successful program to teach Pass area residents how to ride public transportation from the Pass area to places of interest. Travel Training season begins in the early Spring and runs through the Fall, with trips to Union Station, Downtown Disney, and Oceanside. A common consensus with passengers is that public transportation is intimidating.

Travel training offers guidance to individuals, eases concerns, and empowers passengers to make similar trips on their own in the future. Since its inception, over 300 choice riders have experienced travel training with Beaumont staff.



**Free Fare Promotion**

In FY 18, Beaumont successfully implemented a systemwide Free Fare Promotion that was funded by a grant from the Low Carbon Transit Operations Program (LCTOP). This 3-month promotion was extended to the city of Banning Transit, with both agencies reporting an increase in passenger trips and were a welcomed program to all passengers. Because of the overall success of the program, a new LCTOP grant funding application has been completed and will be used for a Free Fare Promotion in FY 21.

The new Free Fare Promotion will consist of systemwide free fare for seniors, veterans, and disabled passengers for one year. Additionally, free fares will be extended to general passengers for three months. This program will be introduced in conjunction with any new route changes or added service as part of the COA study. Finally, with the potential aftereffects of Covid-19 on the overall economy, this promotion will assist passengers economically traveling to work and recreation.

**Annual Promotions**

Throughout the year our service is marketed with not only free fares, but visible appearances, as well. The opportunity to present the service and fleet to a captive audience has had positive effects with the community that would have normally not considered public transit.

In the month of July, \$0.25 (twenty-five cent) fare for youth passengers is offered on weekday Route 3, Route 4, and Saturday Route 3/4. Youth passengers, under the age of 18, can enjoy points of interest that these routes service, including destinations such as the community center, library, parks, city pool, and shopping.

In conjunction with October’s Breast Cancer Awareness month, passengers wearing pink on Wednesdays are given a raffle ticket as they board the bus. A drawing of a winning raffle ticket was drawn each week for a November monthly pass. The winning ticket number and winner were posted on Pass Transit’s Facebook.

Multiple marketing and promotional appearances are attended throughout the year. Informational booths at back-to-school nights and orientations are attended by staff. Additionally, entries in local parades, free rides to all Veterans during the annual Veteran’s Expo, the holiday ‘Stuff the Bus’ food drive, rider appreciation events, and multiple community presentations and events, are all included in promotions to promote ridership and expose choice riders to public transportation.

Beaumont offers free shuttle service to the annual signature event, the Cherry Festival, located in the downtown area of Beaumont. This annual festival, arts/crafts, food, and live entertainment gathering is a four-day event with attendance of over 50,000 throughout the four days. In 2019, the shuttle service provided 1,619 passenger trips to festival patrons.



**Redevelopment of Walmart Regional Transportation Hub**

Beaumont also intends to promote ridership by redeveloping the Walmart Regional Transportation Hub. This location is serviced by Beaumont, Banning, RTA and Sunline agencies. Hundreds of passengers connect at this location and the facility is undersized for the connecting passenger traffic. The Walmart stop is a central and visible location to the commercial center of Beaumont. With improvement, it will encourage additional use by existing passengers, but also entice new passengers to try transit.

### 3.3 Projected Ridership Growth

Projected ridership growth will be problematic; however, Beaumont is taking the necessary steps to analyze and create a profitable business model in the coming fiscal years. The economy resulting from Covid-19 will have a significant hardship for many people. As residents shift employment as a result of the virus, it is an opportunity to encourage transit as a cost-saving measure. The development of routes as a result of the comprehensive operations analysis is anticipated to encourage ridership growth.

Additionally, Beaumont Transit will continue to focus on regional transportation and will consider an express commuter link route to the desert communities in FY 22.

### 3.4 Proposed Fare Structure Changes

Beaumont recently updated the fare schedule for FY 20. As part of the Comprehensive Operations Analysis, a fare elasticity study will be completed to ensure that the schedule reflects a good business model, is fair to all passengers, and equitable in the industry.

The Go Pass program was voted into effect by the Associated Student Body (ASB) at MSJC as an additional fee for students during registration. That fee is entirely allocated to RTA to subsidize free fare to all MSJC students on RTA’s routes. Beaumont has traditionally honored Mt. San Jacinto’s (MSJC) Go Pass program without receiving subsidies, providing free fare to all MSJC students. As part of the most recent Triennial Performance Audit, a recommendation was made to either cease accepting the Go Pass and charge students as general passengers, or coordinate efforts with MSJC to present to the ASB to vote on an additional fee during registration for Beaumont Transit. Should the student body vote against the proposed fee for Beaumont, the fare schedule would reflect the elimination of the Go Pass program on Beaumont routes.

### 3.5 Capital Improvement Planning

#### Compressed Natural Gas Fueling Station (Projects 19-01 and 20-01)

In FY 20, Beaumont purchased a 6.14-acre parcel in the city’s southwest industrial area, in partnership with the Wastewater Fund. This property will include a 28,000 square foot public fueling station for compressed natural gas vehicles and serve as a critical revenue source for Beaumont Transit’s farebox recovery. More importantly, it will eliminate Beaumont Transit’s reliance and dependence on the limited fueling available at the only station in Beaumont, owned and operated by Beaumont Unified School District (BUSD). Fueling the CNG buses has been problematic and more frequently than not, BUSD station is unavailable, forcing the fleet to fuel at stations located as far away as Hemet and Moreno Valley.

Additionally, the parcel will include slow-fill stations for each CNG bus in the fleet, with room for expansion, giving Beaumont Transit the ability to fuel CNG vehicles during non-operational hours.



A conceptual master plan has been completed for Transit’s portion of the land. The next phase will include adopting a compression services tariff agreement with Southern California Gas to design build the CNG station, with construction anticipated to be completed by end of FY 21.

**Fleet Maintenance and Operations Facility (Project 20-02)**

As part of Projects 19-01 and 20-01, a fleet maintenance and operations facility will be constructed on the purchased parcel. Included is a 4,100 square foot, one-story building to house fleet and operations personnel, serve as a customer service point of sale location, and completely remove Beaumont Transit from the downtown area. All transit operations will be housed at one location, increasing effectiveness and efficiencies of the department. Design and engineering will begin in FY 21, with construction scheduled for FY 22. Part of the funding for this project is a State of Good Repair grant awarded in FY 19, as well as reprogramming of several previously obligated State Transit Assistance projects with fund balances.

**Replacement Vehicles (Project 20-06)**

Beaumont Transit’s fleet includes three 16-passenger vehicles with over 300,000 miles each and have been in service for the past decade. Three new Ford Entourage Type E buses were purchased last summer and expected delivery is May 2020.

**Electric Vehicle Charging Station (Project 20-07)**

In FY 20, Beaumont designed and constructed an electric vehicle charging station, located strategically in the downtown area as a revenue source for Beaumont Transit’s farebox. The project was funded by the Southern California Incentive Project (SCIP) in the form of a rebate of \$240,000. The remaining project costs of \$31,870 will come from the Mobile Source Air Pollution Reduction Committee (MSRC), and the station is set to open in June 2020.

**CHAPTER 4 – FINANCIAL PLANNING**

**4.1 Operating and Capital Budget**

**Operating Budget**

As shown in Table 4 of this plan, Beaumont Transit projects a total amount of \$3,084,384 needed in operational funding to fully operate a public transit program for the residents of Beaumont. Included in that amount is \$2,776,096 from Local Transit Funds, farebox revenues collected of \$213,942, LCTOP operational grant funding in the amount of \$93,346, and interest earned in the amount of \$1,000. This equals a modest 1.48% increase over funding in FY 20. Operational funding is allocated to 83% in personnel, 15% in maintenance and operations, and 2% in contractual services.

**Capital Budget**

**Compressed Natural Gas Fueling Station (Project 21-01)**

As mentioned in Section 3.5, Beaumont will continue funding for this critical project until construction is completed, and the station is open to the public. The continuation of funding for this project is critical to the sustainability of the public transit program in Beaumont. The revenue generated from the public fueling station will adequately support a significant increase to Beaumont Transit’s farebox recovery.

**Fleet Maintenance and Operations Facility (Project 21-02)**

This project is a continuation of funding for the fleet maintenance and operations facility, to be constructed the purchased parcel. Included is a 4,100 square foot, one-story building to house fleet and operations personnel, serve as a customer service point of sale location, and completely remove Beaumont Transit from the downtown area. All transit operations will be housed at one location, increasing effectiveness and efficiencies of the department. Design and engineering will begin in FY 21, with construction scheduled for FY 22. Part of the funding for this project is a State of Good Repair grant awarded in FY 19, as well as reprogramming of several previously obligated State Transit Assistance projects with fund balances.

**Bus Stop Signage and Amenities (Project 21-03)**

New bus stop signage and amenities will be funded by the State of Good Repair grant awarded in FY 20. New bus benches and lighting will be added at bus stops to improve passenger comfort and safety, along with new signage throughout the service area. This project is funded by a State of Good Repair grant from FY 20.

**Electric Vehicle Shuttle (Project 21-04)**

Beaumont Transit has applied for and has subsequently been approved for the Volkswagen Mitigation Rebate earmarked for the purchase of two electric vehicle shuttles, allowing for a rebate of \$160,000 per vehicle. Additional funding is needed in order to procure the two vehicles. Project 21-04 reflects the difference in the price of the shuttle and the rebate from Volkswagen. These shuttles are ADA compliant with a wheelchair ramp and will be used on Dial-A-Ride. Charging will be available with an electric vehicle charging station currently in construction at the Beaumont Civic Center public parking lot, near a primary bus stop.

**Vehicle Communications for New Vehicles (Project 21-05)**

All Beaumont Transit vehicles are outfitted with two-way radios that serve as the sole communication between drivers and dispatch. An added benefit to this communication system is the ability of the driver to immediately contact Beaumont Police dispatch through direct connection in an emergency. Funding for this project will be reprogrammed from prior obligated State Transit Assistance fund balances.

**4.2 Funding Plans to Support Proposed Operating and Capital Program**

Beaumont Transit continues to explore all available funding options to support transit operating and capital costs. Current secured funding includes STA, LCTOP, MSRC, and SGR grants but is void of any Federal funds.

In FY 22, Beaumont Transit intends to submit a proposed funding plan request in the amount of \$4,983,675, of which \$2,859,379 is LTF, \$1,800,000 is STA, \$41,796 in LCTOP, \$16,000 Measure A, \$265,500 farebox revenue, and \$1,000 in interest or other income.

In FY 23, Beaumont Transit intends to submit a proposed funding plan request in the amount of \$4,594,936, of which \$2,945,160 is LTF, \$1,300,000 is STA, \$41,840 in Measure A, \$307,296 in farebox revenue, and \$1,000 in interest or other income.

### **4.3 Regulatory and Compliance Requirements**

#### **The American with Disabilities Act of 1990**

The Dial-A-Ride service provides complimentary paratransit services as a required element of ADA. Although Beaumont Transit does not have an internal application process due to staffing constraints, all other public transit operators' identification cards are accepted as verification on all routes.

#### **DBE, EEO, and Title VI**

Beaumont Transit System does not utilize federal funds for operating expenses. As such, DBE, EEO, and Title VI requirements do not currently apply to this public transit operator.

#### **Triennial Performance Audit**

RCTC retained the services of Michael Baker International to conduct the TDA triennial performance audit of the public transit operators under its jurisdiction in Riverside County, including Beaumont Transit, for Fiscal Years 2015-2016 through 2017-2018.

Beaumont Transit fully complied with five of the eight applicable requirements and partially complied with the remaining three. The audit also summarized the major findings and provided a set of recommendations from the auditing firm.

For this reporting period, four recommendations were given and as required by RCTC, are included in this plan as shown in Table 4.3. Two of the four recommendations have since been implemented or completed.

#### **Alternative Fueled Vehicles (RCTC Policy)**

Beaumont Transit System operates nine CNG buses and six gasoline powered. Future vehicle purchases, like all current purchases, will follow the RCTC and SCAQMD policies regarding alternative fuel for transit vehicles.

The State of California and California Air Resources Board has established a goal of transitioning all public fleet to electric buses by 2040. Beaumont is preparing for transition as our gas vehicles retire and intend to replace with electric buses in the coming FY's.

#### 4.4 Open Capital Projects

This final section includes a summary of open capital projects, balances outstanding for each project, and plan to reprogram old projects to future critical projects as outlined in Table 4.4.

| Beaumont Open Projects STA Capital |                         |   |                           |
|------------------------------------|-------------------------|---|---------------------------|
| Project #                          | Original Amount Awarded | Items Approved in SRTP                                  | Estimated balance 6/30/20 |
|                                    | Amount                  |   |                           |
|                                    |                         | <b>CNG related</b>                                      |                           |
|                                    | 200,000.00              | MSRC Grant  | 200,000.00                |
| 19-01                              | 300,000.00              | CNG Station Improvements                                | 241,795.10                |
| 20-01                              | 1,500,000.00            | CNG Station   | 1,500,000.00              |
|                                    |                         | <b>Total amount available for CNG Project</b>           | <b>1,941,795.10</b>       |
|                                    |                         | <b>Maintenance Facility</b>                             |                           |
| 17-02                              | 85,000.00               | Mobile Bus Lift, Jack Stands & Tools                    | 338.17                    |
| 17-04                              | 75,000.00               | Shop Building Maintenance                               | 70,880.79                 |
| 19-04                              | 66,478.00               | SGR Grant- Modernization of Vehicle Maintenance         | 66,478.00                 |
| 20-05                              | 40,000.00               | Shop Tools  | 40,000.00                 |
|                                    | 49,885.00               | SGR Grant- Modernization of Vehicle Maintenance         | 49,885.00                 |
|                                    |                         | <b>Total amount available for shop related projects</b> | <b>227,581.96</b>         |
|                                    |                         | <b>Building Improvements</b>                            |                           |
| 14-03                              | 75,000.00               | Building D Improvements                                 | 11,274.00                 |
| 13-01                              | 13,939.24               | Building Improvements                                   | 10,086.83                 |
| 17-01                              | 100,000.00              | Bus Yard Parking Lot with Security Gates                | 100,000.00                |
|                                    |                         | <b>Total amount available for building improvements</b> | <b>121,360.83</b>         |
|                                    |                         | <b>Other</b>  |                           |
| 20-02                              | 500,000.00              | Fleet Maintenance and Operations Facility               | 481,760.00                |
| 20-03                              | 100,000.00              | Brand and Logo Update                                   | 100,000.00                |
| 20-04                              | 129,943.00              | Passenger Amenities (LCTOP 18/19)                       | 127,444.00                |
| 20-07                              | 100,000.00              | EV Charging Station                                     | 100,000.00                |
| SGR                                | 51,999.00               | Bus Stop Rehabilitation (SGR)                           | 51,999.00                 |
|                                    |                         | <b>Total amount available for other projects</b>        | <b>861,203.00</b>         |
|                                    |                         | <b>Bus Purchases</b>                                    |                           |
| 15-01                              | 1,000,000.00            | 2 Type 7 Buses for Replacement/ Expansion               | 29,725.82                 |
| 12-01                              | 5,181.52                | GPS System on Buses                                     | 4,117.75                  |
| 19-02                              | 175,000.00              | Type H EZ Rider II Vehicle                              | 18,417.50                 |
| 15-02                              | 36,000.00               | 2 Security Camera Systems for the above project         | 5,236.67                  |
| 20-06                              | 700,000.00              | 3- Ford Entourage Type E                                | 700,000.00                |
|                                    |                         | <b>Total amount available for bus purchase</b>          | <b>757,497.74</b>         |
|                                    |                         | <b>Route 125</b>  |                           |
|                                    | 16,899.00               | Route 125 (LCTOP 16/17)                                 | 16,899.00                 |
|                                    |                         | <b>Total amount available for 125 operations</b>        | <b>16,899.00</b>          |

Reprogram to 21-02: Fleet Maintenance & Operations Facility

Reprogram to 21-05: New Vehicle Communications Installation

Table 1  
Description of Routes

| Route         |                        | Description  | Major Destinations   |
|---------------|------------------------|--|--|
| 2             | Weekday                | Downtown to Walmart with Express Service to Cabazon                            | Second Street Marketplace and restaurants, Walmart Regional Connection Stop, San Gorgonio Hospital, 6th Street Downtown area, Civic Center, Chamber of Commerce, Library, Oak Valley Parkway Plaza, Mountain View Middle School, San Gorgonio Middle School and Beaumont High School   |
| 3             | Weekday                | Walmart to Cherry Valley via Sundance  | Second Street Marketplace and restaurants, Walmart Regional Connection Stop, San Gorgonio Hospital, Sundance Community, Mountain View Middle School, San Gorgonio Middle School, Albert Chatigny Community Recreation Center, Sports Park, Cherry Valley commercial, Cherry Valley Deviations and Beaumont High School   |
| 4             | Weekday                | Walmart to Downtown via 3 Rings Ranch  | Second Street Marketplace and restaurants, Walmart Regional Connection Stop, San Gorgonio Hospital, downtown residential areas, Glen View High School, library, 3 Rings Ranch Community, Palm Ave, Mountain View Middle School, San Gorgonio Middle School, Sports Park, Beaumont High School, north residential area, Albert Chatigny Community Recreation Center, Pennsylvania Ave                           |
| 7             | Weekday (Peak Service) | Tournament Hills and Fairway Canyon to Middle Schools and Beaumont High School | Following the Beaumont School District calendar: Western masterplan communities of Tournament Hills, Fairway Canyon to Beaumont High School, Mountain View Middle School, San Gorgonio Middle School, Oak Valley Shopping Center   |
| 9             | Weekday (Peak Service) | Seneca Springs to Middle Schools and Beaumont High School                      | Following the Beaumont School District calendar: Southern masterplan community of Seneca Springs, Beaumont High School, Mountain View Middle School, and San Gorgonio Middle School  |
| 3/4           | Weekend                | Walmart to Cherry Valley via Downtown  | Second Street Marketplace and restaurants, Walmart Regional Connection Stop, San Gorgonio Hospital, downtown residential areas, Glen View High School, library, 3 Rings Ranch Community, Palm Ave, Mountain View Middle School, San Gorgonio Middle School, Sports Park, Beaumont High School, Cherry Valley Commercial, north residential area, Albert Chatigny Community Recreation Center, Pennsylvania Ave |
| CL 120        | Weekday and Saturday   | Walmart to San Bernardino Transit Center                                       | Walmart, Beaumont Civic Center, Calimesa downtown shopping centers, Calimesa Library, San Bernardino Transit Center  |
| CL 125        | Weekday                | Walmart to Loma Linda Veterans Hospital  | Walmart, Beaumont Civic Center, Calimesa downtown shopping centers, Calimesa Library, Redlands Commercial area including Mountain Grove Plaza, Redlands Amazon Distribution Centers, Kaiser Redlands Medical Office, Pharaoh's Kingdom, Loma Linda Veteran's Affairs Hospital and Loma Linda Medical Center  |
| City Wide DAR | Weekday                | Demand Response/Reservation Based  | Service for Seniors 65+, and persons certified under American Disability Act (ADA) that live in the City of Beaumont and parts of Cherry Valley who are going to places in Beaumont or certain areas within Cherry Valley. Additionally, service is provided to persons who live within 3/4 of a mile from a FR stop and going to a destination also within an area of 3/4 of a mile from a FR stop            |

**Bus (Motorbus) / Directly Operated**

| <b>Year Built</b> | <b>Mfg. Code</b> | <b>Model Code</b> | <b>Seating Capacity</b> | <b>Lift and Ramp Equipped</b> | <b>Vehicle Length</b> | <b>Fuel Type Code</b> | <b># of Active Vehicles FY 2019/20</b> | <b># of Contingency Vehicles FY 2019/20</b> | <b>Life to Date Vehicle Miles Prior Year End FY 2018/19</b> | <b>Life to Date Vehicle Miles through March FY 2019/20</b> | <b>Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20</b> |
|-------------------|------------------|-------------------|-------------------------|-------------------------------|-----------------------|-----------------------|--|---|---|--|--|
| 2010              | CMD              | C 5500            | 28                      | 1                             | 32                    | CN                    | 1                                      |   | 216,657   | 230,600  | 230,600  |
| 2008              | EBC              | FORD E450         | 16                      | 1                             | 24                    | GA                    | 1                                      |   | 264,564   | 264,564  | 264,564  |
| 2009              | EBC              | FORD E450         | 16                      | 1                             | 24                    | GA                    | 1                                      |   | 256,606   | 257,310  | 257,310  |
| 2015              | EBC              | XHF 40            | 43                      | 1                             | 40                    | CN                    | 1                                      |   | 51,696  | 54,189   | 54,189   |
| 2011              | EDN              | EDN               | 30                      | 1                             | 33                    | GA                    | 1                                      |   | 246,841   | 278,190  | 278,190  |
| 2011              | EDN              | EDN               | 30                      | 1                             | 33                    | CN                    | 1                                      |   | 146,972   | 165,591  | 165,591  |
| 2011              | EDN              | FORD 550          | 30                      | 1                             | 33                    | GA                    | 1                                      |   | 286,184   | 318,361  | 318,361  |
| 2016              | EDN              | FORD E-450        | 20                      | 1                             | 24                    | CN                    | 1                                      |   | 35,238  | 51,351   | 51,351   |
| 2011              | EDN              | FORD F550         | 30                      | 1                             | 33                    | GA                    | 1                                      |   | 308,818   | 338,738  | 338,738  |
| 2016              | EDN              | FORD F550         | 30                      | 1                             | 33                    | CN                    | 1                                      |   | 47,334  | 94,643   | 94,643   |
| 2015              | EDN              | XHF 40            | 43                      | 1                             | 40                    | CN                    | 1                                      |   | 33,408  | 39,676   | 39,676   |
| 2015              | EDN              | XHF 40            | 43                      | 1                             | 40                    | CN                    | 1                                      |   | 37,811  | 43,294   | 43,294   |
| 2009              | GMC              | C-5500            | 28                      | 1                             | 32                    | CN                    | 1                                      |   | 181,558   | 187,418  | 187,418  |
| 2009              | STR              | C-5500            | 28                      | 1                             | 32                    | CN                    | 1                                      |   | 202,528   | 219,620  | 219,620  |
| 2010              | STR              | C-5500            | 30                      | 1                             | 32                    | GA                    | 1                                      |   | 311,313   | 340,881  | 340,881  |
| <b>Totals:</b>    |                  |                   | 445                     | 15                            |                       |                       | 15                                     |   | 2,627,528   | 2,884,426  | 192,295  |

**Commuter Bus / Directly Operated**

| <b>Year Built</b> | <b>Mfg. Code</b> | <b>Model Code</b> | <b>Seating Capacity</b> | <b>Lift and Ramp Equipped</b> | <b>Vehicle Length</b> | <b>Fuel Type Code</b> | <b># of Active Vehicles FY 2019/20</b> | <b># of Contingency Vehicles FY 2019/20</b> | <b>Life to Date Vehicle Miles Prior Year End FY 2018/19</b> | <b>Life to Date Vehicle Miles through March FY 2019/20</b> | <b>Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20</b> |
|-------------------|------------------|-------------------|-------------------------|-------------------------------|-----------------------|-----------------------|--|---|---|--|--|
| 2018              | EDN              | EZRider II        | 30                      | 1                             | 32                    | CN                    | 1                                      |   | 13,209  | 52,652   | 52,652   |
| <b>Totals:</b>    |                  |                   | 30                      | 1                             |                       |                       | 1                                      |   | 13,209  | 52,652   | 52,652   |

**Demand Response / Directly Operated**

| <b>Year Built</b> | <b>Mfg. Code</b> | <b>Model Code</b> | <b>Seating Capacity</b> | <b>Lift and Ramp Equipped</b> | <b>Vehicle Length</b> | <b>Fuel Type Code</b> | <b># of Active Vehicles FY 2019/20</b> | <b># of Contingency Vehicles FY 2019/20</b> | <b>Life to Date Vehicle Miles Prior Year End FY 2018/19</b> | <b>Life to Date Vehicle Miles through March FY 2019/20</b> | <b>Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2019/20</b> |
|-------------------|------------------|-------------------|-------------------------|-------------------------------|-----------------------|-----------------------|--|---|---|--|--|
| 2010              | FRD              | Ford E450         | 16                      | 1                             | 24                    | GA                    | 1                                      |   | 339,121   | 344,930  | 344,930  |
| 2010              | FRD              | Ford E-450        | 16                      | 1                             | 24                    | GA                    | 1                                      |   | 351,833   | 396,713  | 396,713  |
| 2010              | FRD              | Ford E-450        | 16                      | 1                             | 24                    | GA                    | 1                                      |   | 342,813   | 377,929  | 377,929  |
| <b>Totals:</b>    |                  |                   | 48                      | 3                             |                       |                       | 3                                      |   | 1,033,767   | 1,119,572  | 373,191  |



**Table 2.0 -- Service Provider Performance Target** Item No.7.  
 FY 2019/20 Short Range Trans  
 City of Beaumont

| Data Elements                      | FY 2019/20 Plan | FY 2019/20 Target          | FY 2019/20 Year to Date Through March | Year to Date Performance Scorecard |
|------------------------------------|-----------------|----------------------------|---------------------------------------|------------------------------------|
| Unlinked Passenger Trips           | 165,316         |                            |                                       |                                    |
| Passenger Miles                    | 1,436,725       |                            |                                       |                                    |
| Total Actual Vehicle Revenue Hours | 23,653.0        |                            |                                       |                                    |
| Total Actual Vehicle Revenue Miles | 481,289.0       |                            |                                       |                                    |
| Total Actual Vehicle Miles         | 504,023.0       |                            |                                       |                                    |
| Total Operating Expenses           | \$2,610,230     |                            |                                       |                                    |
| Total Passenger Fare Revenue       | \$281,000       |                            |                                       |                                    |
| Net Operating Expenses             | \$2,329,230     |                            |                                       |                                    |
| <b>Performance Indicators</b>      |                 |                            |                                       |                                    |
| <b>Mandatory:</b>                  |                 |                            |                                       |                                    |
| 1. Farebox Recovery Ratio          | 10.76%          | >= 10.00%                  | 9.13%                                 | Fails to Meet Target               |
| <b>Discretionary:</b>              |                 |                            |                                       |                                    |
| 1. Operating Cost Per Revenue Hour | \$110.36        | <= \$100.60                | \$80.58                               | Meets Target                       |
| 2. Subsidy Per Passenger           | \$14.09         | >= \$9.36 and <= \$12.66   | \$11.82                               | Meets Target                       |
| 3. Subsidy Per Passenger Mile      | \$1.62          | >= \$1.96 and <= \$2.65    | \$2.47                                | Meets Target                       |
| 4. Subsidy Per Hour                | \$98.48         | >= \$74.32 and <= \$100.56 | \$73.22                               | Fails to Meet Target               |
| 5. Subsidy Per Mile                | \$4.84          | >= \$4.04 and <= \$5.46    | \$3.44                                | Fails to Meet Target               |
| 6. Passengers Per Revenue Hour     | 6.99            | >= 6.72 and <= 9.09        | 6.20                                  |                                    |
| 7. Passengers Per Revenue Mile     | 0.34            | >= 0.37 and <= 0.49        | 0.29                                  | Fails to Meet Target               |

**Note:** Must meet at least 4 out of 7 Discretionary Performance Indicators

**Productivity Performance Summary:**

**Service Provider Comments:**

| <b>Performance Indicators</b>    | <b>FY 2017/18<br/>End of Year<br/>Actual</b> | <b>FY 2018/19<br/>3rd Quarter<br/>Year-to-Date</b> | <b>FY 2019/20<br/>Plan</b> | <b>FY 2019/20 Target</b>   | <b>Plan Performance<br/>Scorecard (a)</b> |
|----------------------------------|--|--|----------------------------|----------------------------|---|
| Passengers                       | 197,775                                      | 144,867  | 165,316                    | None                       |   |
| Passenger Miles                  | 945,103                                      | 692,610  | 1,436,725                  | None                       |   |
| Revenue Hours                    | 24,771.8                                     | 18,232.8   | 23,653.0                   | None                       |   |
| Total Hours                      | 26,929.3                                     | 18,728.3   | 24,523.0                   | None                       |   |
| Revenue Miles                    | 420,009.0                                    | 335,938.9  | 481,289.0                  | None                       |   |
| Total Miles                      | 447,136.0                                    | 355,397.8  | 504,023.0                  | None                       |   |
| Operating Costs                  | \$2,567,639                                  | \$1,772,201  | \$2,610,230                | None                       |   |
| Passenger Revenue                | \$235,430                                    | \$177,922  | \$281,000                  | None                       |   |
| Operating Subsidy                | \$2,332,210                                  | \$1,594,279  | \$2,329,230                | None                       |   |
| Operating Costs Per Revenue Hour | \$103.65                                     | \$97.20  | \$110.36                   | <= \$100.60                | Fails to Meet Target                      |
| Operating Cost Per Revenue Mile  | \$6.11                                       | \$5.28   | \$5.42                     | None                       |   |
| Operating Costs Per Passenger    | \$12.98                                      | \$12.23  | \$15.79                    | None                       |   |
| Farebox Recovery Ratio           | 9.17%  | 10.04%   | 10.76%                     | >= 10.0%                   | Meets Target                              |
| Subsidy Per Passenger            | \$11.79                                      | \$11.01  | \$14.09                    | >= \$9.36 and <= \$12.66   | Better Than Target                        |
| Subsidy Per Passenger Mile       | \$2.47                                       | \$2.30   | \$1.62                     | >= \$1.96 and <= \$2.65    | Fails to Meet Target                      |
| Subsidy Per Revenue Hour         | \$94.15                                      | \$87.44  | \$98.48                    | >= \$74.32 and <= \$100.56 | Meets Target                              |
| Subsidy Per Revenue Mile         | \$5.55                                       | \$4.75   | \$4.84                     | >= \$4.04 and <= \$5.46    | Meets Target                              |
| Passengers Per Revenue Hour      | 8.00   | 7.90   | 6.99                       | >= 6.72 and <= 9.09        | Meets Target                              |
| Passengers Per Revenue Mile      | 0.47   | 0.43   | 0.34                       | >= 0.37 and <= 0.49        | Fails to Meet Target                      |

a) The Plan Performance Scorecard column is the result of comparing the FY 2019/20 Plan to the FY 2019/20 Primary Target.

|  | <b>FY 2017/18<br/>Audited</b> | <b>FY 2018/19<br/>Audited</b> | <b>FY 2019/20<br/>Plan</b> | <b>FY 2019/20<br/>3rd Qtr Actual</b> | <b>FY 2020/21<br/>Plan</b> |
|--|-------------------------------|-------------------------------|----------------------------|--------------------------------------|----------------------------|
| <b>Fleet Characteristics</b>           |                               |                               |                            |                                      |                            |
| Peak-Hour Fleet                        | 9                             | 9                             | 12                         | 9                                    | 13                         |
| <b>Financial Data</b>                  |                               |                               |                            |                                      |                            |
| Total Operating Expenses               | \$2,567,639                   | \$2,095,927                   | \$2,610,230                | \$1,344,999                          | \$2,775,646                |
| Total Passenger Fare Revenue           | \$235,430                     | \$195,722                     | \$281,000                  | \$122,839                            | \$307,338                  |
| Net Operating Expenses (Subsidies)     | \$2,332,210                   | \$1,900,205                   | \$2,329,230                | \$1,222,159                          | \$2,468,308                |
| <b>Operating Characteristics</b>       |                               |                               |                            |                                      |                            |
| Unlinked Passenger Trips               | 197,775                       | 179,735                       | 165,316                    | 103,433                              | 169,846                    |
| Passenger Miles                        | 945,103                       | 859,407                       | 1,436,725                  | 494,205                              | 1,477,908                  |
| Total Actual Vehicle Revenue Hours (a) | 24,771.8                      | 21,749.7                      | 23,653.0                   | 16,691.8                             | 26,560.0                   |
| Total Actual Vehicle Revenue Miles (b) | 420,009.0                     | 397,911.9                     | 481,289.0                  | 355,656.0                            | 567,924.0                  |
| Total Actual Vehicle Miles             | 447,136.0                     | 420,755.8                     | 504,023.0                  | 370,667.0                            | 590,904.0                  |
| <b>Performance Characteristics</b>     |                               |                               |                            |                                      |                            |
| Operating Cost per Revenue Hour        | \$103.65                      | \$96.37                       | \$110.36                   | \$80.58                              | \$104.50                   |
| Farebox Recovery Ratio                 | 9.17%                         | 9.34%                         | 10.76%                     | 9.13%                                | 11.07%                     |
| Subsidy per Passenger                  | \$11.79                       | \$10.57                       | \$14.09                    | \$11.82                              | \$14.53                    |
| Subsidy per Passenger Mile             | \$2.47                        | \$2.21                        | \$1.62                     | \$2.47                               | \$1.67                     |
| Subsidy per Revenue Hour (a)           | \$94.15                       | \$87.37                       | \$98.48                    | \$73.22                              | \$92.93                    |
| Subsidy per Revenue Mile (b)           | \$5.55                        | \$4.78                        | \$4.84                     | \$3.44                               | \$4.35                     |
| Passenger per Revenue Hour (a)         | 8.0                           | 8.3                           | 7.0                        | 6.2                                  | 6.4                        |
| Passenger per Revenue Mile (b)         | 0.47                          | 0.45                          | 0.34                       | 0.29                                 | 0.30                       |

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

|  | <b>FY 2017/18<br/>Audited</b> | <b>FY 2018/19<br/>Audited</b> | <b>FY 2019/20<br/>Plan</b> | <b>FY 2019/20<br/>3rd Qtr Actual</b> | <b>FY 2020/21<br/>Plan</b> |
|--|-------------------------------|-------------------------------|----------------------------|--------------------------------------|----------------------------|
| <b>Fleet Characteristics</b>           |                               |                               |                            |                                      |                            |
| Peak-Hour Fleet                        | 8                             | 8                             | 11                         | 8                                    | 11                         |
| <b>Financial Data</b>                  |                               |                               |                            |                                      |                            |
| Total Operating Expenses               | \$2,259,302                   | \$2,020,974                   | \$2,380,230                | \$1,169,016                          | \$2,471,923                |
| Total Passenger Fare Revenue           | \$215,369                     | \$192,625                     | \$258,000                  | \$112,698                            | \$283,338                  |
| Net Operating Expenses (Subsidies)     | \$2,043,934                   | \$1,828,349                   | \$2,122,230                | \$1,056,318                          | \$2,188,585                |
| <b>Operating Characteristics</b>       |                               |                               |                            |                                      |                            |
| Unlinked Passenger Trips               | 187,489                       | 171,634                       | 156,187                    | 97,887                               | 160,782                    |
| Passenger Miles                        | 899,947                       | 823,843                       | 1,388,341                  | 469,858                              | 1,429,869                  |
| Total Actual Vehicle Revenue Hours (a) | 21,606.1                      | 19,288.0                      | 20,866.0                   | 15,015.9                             | 23,844.0                   |
| Total Actual Vehicle Revenue Miles (b) | 380,714.0                     | 367,033.0                     | 446,602.0                  | 333,928.0                            | 532,748.0                  |
| Total Actual Vehicle Miles             | 404,305.0                     | 386,657.3                     | 465,746.0                  | 346,932.0                            | 552,664.0                  |
| <b>Performance Characteristics</b>     |                               |                               |                            |                                      |                            |
| Operating Cost per Revenue Hour        | \$104.57                      | \$104.78                      | \$114.07                   | \$77.85                              | \$103.67                   |
| Farebox Recovery Ratio                 | 9.53%                         | 9.53%                         | 10.83%                     | 9.64%                                | 11.46%                     |
| Subsidy per Passenger                  | \$10.90                       | \$10.65                       | \$13.59                    | \$10.79                              | \$13.61                    |
| Subsidy per Passenger Mile             | \$2.27                        | \$2.22                        | \$1.53                     | \$2.25                               | \$1.53                     |
| Subsidy per Revenue Hour (a)           | \$94.60                       | \$94.79                       | \$101.71                   | \$70.35                              | \$91.79                    |
| Subsidy per Revenue Mile (b)           | \$5.37                        | \$4.98                        | \$4.75                     | \$3.16                               | \$4.11                     |
| Passenger per Revenue Hour (a)         | 8.7                           | 8.9                           | 7.5                        | 6.5                                  | 6.7                        |
| Passenger per Revenue Mile (b)         | 0.49                          | 0.47                          | 0.35                       | 0.29                                 | 0.30                       |

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

|  | <b>FY 2017/18<br/>Audited</b> | <b>FY 2018/19<br/>Audited</b> | <b>FY 2019/20<br/>Plan</b> | <b>FY 2019/20<br/>3rd Qtr Actual</b> | <b>FY 2020/21<br/>Plan</b> |
|--|-------------------------------|-------------------------------|----------------------------|--------------------------------------|----------------------------|
| <b>Fleet Characteristics</b>           |                               |                               |                            |                                      |                            |
| Peak-Hour Fleet                        | 1                             | 1                             | 1                          | 1                                    | 2                          |
| <b>Financial Data</b>                  |                               |                               |                            |                                      |                            |
| Total Operating Expenses               | \$308,337                     | \$74,952                      | \$230,000                  | \$175,982                            | \$303,723                  |
| Total Passenger Fare Revenue           | \$20,061                      | \$3,097                       | \$23,000                   | \$10,141                             | \$24,000                   |
| Net Operating Expenses (Subsidies)     | \$288,276                     | \$71,855                      | \$207,000                  | \$165,841                            | \$279,723                  |
| <b>Operating Characteristics</b>       |                               |                               |                            |                                      |                            |
| Unlinked Passenger Trips               | 10,286                        | 8,101                         | 9,129                      | 5,546                                | 9,064                      |
| Passenger Miles                        | 45,156                        | 35,563                        | 48,384                     | 24,347                               | 48,039                     |
| Total Actual Vehicle Revenue Hours (a) | 3,165.7                       | 2,461.7                       | 2,787.0                    | 1,676.0                              | 2,716.0                    |
| Total Actual Vehicle Revenue Miles (b) | 39,295.0                      | 30,878.9                      | 34,687.0                   | 21,728.0                             | 35,176.0                   |
| Total Actual Vehicle Miles             | 42,831.0                      | 34,098.5                      | 38,277.0                   | 23,735.0                             | 38,240.0                   |
| <b>Performance Characteristics</b>     |                               |                               |                            |                                      |                            |
| Operating Cost per Revenue Hour        | \$97.40                       | \$30.45                       | \$82.53                    | \$105.00                             | \$111.83                   |
| Farebox Recovery Ratio                 | 6.51%                         | 4.13%                         | 10.00%                     | 5.76%                                | 7.90%                      |
| Subsidy per Passenger                  | \$28.03                       | \$8.87                        | \$22.67                    | \$29.90                              | \$30.86                    |
| Subsidy per Passenger Mile             | \$6.38                        | \$2.02                        | \$4.28                     | \$6.81                               | \$5.82                     |
| Subsidy per Revenue Hour (a)           | \$91.06                       | \$29.19                       | \$74.27                    | \$98.95                              | \$102.99                   |
| Subsidy per Revenue Mile (b)           | \$7.34                        | \$2.33                        | \$5.97                     | \$7.63                               | \$7.95                     |
| Passenger per Revenue Hour (a)         | 3.2                           | 3.3                           | 3.3                        | 3.3                                  | 3.3                        |
| Passenger per Revenue Mile (b)         | 0.26                          | 0.26                          | 0.26                       | 0.26                                 | 0.26                       |

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

|  | <b>FY 2017/18<br/>Audited</b> | <b>FY 2018/19<br/>Audited</b> | <b>FY 2019/20<br/>Plan</b> | <b>FY 2019/20<br/>3rd Qtr Actual</b> | <b>FY 2020/21<br/>Plan</b> |
|--|-------------------------------|-------------------------------|----------------------------|--------------------------------------|----------------------------|
| <b>Fleet Characteristics</b>           |                               |                               |                            |                                      |                            |
| Peak-Hour Fleet                        | 3                             | 2                             | 4                          | 4                                    | 5                          |
| <b>Financial Data</b>                  |                               |                               |                            |                                      |                            |
| Total Operating Expenses               | \$984,718                     | \$460,249                     | \$1,364,146                | \$892,388                            | \$1,359,487                |
| Total Passenger Fare Revenue           | \$44,807                      | \$14,420                      | \$123,109                  | \$42,561                             | \$117,500                  |
| Net Operating Expenses (Subsidies)     | \$939,911                     | \$445,829                     | \$1,241,037                | \$849,827                            | \$1,241,987                |
| <b>Operating Characteristics</b>       |                               |                               |                            |                                      |                            |
| Unlinked Passenger Trips               | 18,923                        | 7,344                         | 63,111                     | 30,730                               | 52,476                     |
| Passenger Miles                        | 90,830                        | 35,251                        | 848,500                    | 147,504                              | 801,695                    |
| Total Actual Vehicle Revenue Hours (a) | 6,912.1                       | 2,849.2                       | 12,751.0                   | 9,703.2                              | 16,116.0                   |
| Total Actual Vehicle Revenue Miles (b) | 165,555.0                     | 76,021.0                      | 343,950.0                  | 253,639.0                            | 425,086.0                  |
| Total Actual Vehicle Miles             | 173,479.0                     | 77,316.0                      | 352,253.0                  | 259,410.0                            | 434,330.0                  |
| <b>Performance Characteristics</b>     |                               |                               |                            |                                      |                            |
| Operating Cost per Revenue Hour        | \$142.46                      | \$161.54                      | \$106.98                   | \$91.97                              | \$84.36                    |
| Farebox Recovery Ratio                 | 4.55%                         | 3.13%                         | 9.02%                      | 4.77%                                | 8.64%                      |
| Subsidy per Passenger                  | \$49.67                       | \$60.71                       | \$19.66                    | \$27.65                              | \$23.67                    |
| Subsidy per Passenger Mile             | \$10.35                       | \$12.65                       | \$1.46                     | \$5.76                               | \$1.55                     |
| Subsidy per Revenue Hour (a)           | \$135.98                      | \$156.48                      | \$97.33                    | \$87.58                              | \$77.07                    |
| Subsidy per Revenue Mile (b)           | \$5.68                        | \$5.86                        | \$3.61                     | \$3.35                               | \$2.92                     |
| Passenger per Revenue Hour (a)         | 2.7                           | 2.6                           | 5.0                        | 3.2                                  | 3.3                        |
| Passenger per Revenue Mile (b)         | 0.11                          | 0.10                          | 0.18                       | 0.12                                 | 0.12                       |

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

|  | <b>FY 2017/18<br/>Audited</b> | <b>FY 2018/19<br/>Audited</b> | <b>FY 2019/20<br/>Plan</b> | <b>FY 2019/20<br/>3rd Qtr Actual</b> | <b>FY 2020/21<br/>Plan</b> |
|--|-------------------------------|-------------------------------|----------------------------|--------------------------------------|----------------------------|
| <b>Fleet Characteristics</b>           |                               |                               |                            |                                      |                            |
| Peak-Hour Fleet                        | 6                             | 8                             | 8                          | 9                                    | 8                          |
| <b>Financial Data</b>                  |                               |                               |                            |                                      |                            |
| Total Operating Expenses               | \$1,582,922                   | \$1,790,050                   | \$1,246,084                | \$1,344,999                          | \$1,416,159                |
| Total Passenger Fare Revenue           | \$190,623                     | \$186,495                     | \$157,891                  | \$122,839                            | \$189,838                  |
| Net Operating Expenses (Subsidies)     | \$1,392,298                   | \$1,603,555                   | \$1,088,193                | \$1,222,159                          | \$1,226,321                |
| <b>Operating Characteristics</b>       |                               |                               |                            |                                      |                            |
| Unlinked Passenger Trips               | 178,852                       | 173,634                       | 102,205                    | 103,433                              | 117,370                    |
| Passenger Miles                        | 854,272                       | 830,122                       | 588,225                    | 494,205                              | 676,213                    |
| Total Actual Vehicle Revenue Hours (a) | 17,859.8                      | 19,420.8                      | 10,902.0                   | 16,691.8                             | 10,444.0                   |
| Total Actual Vehicle Revenue Miles (b) | 254,454.0                     | 336,659.9                     | 137,339.0                  | 355,656.0                            | 142,838.0                  |
| Total Actual Vehicle Miles             | 273,657.0                     | 358,389.8                     | 151,770.0                  | 370,667.0                            | 156,574.0                  |
| <b>Performance Characteristics</b>     |                               |                               |                            |                                      |                            |
| Operating Cost per Revenue Hour        | \$88.63                       | \$92.17                       | \$114.30                   | \$80.58                              | \$135.60                   |
| Farebox Recovery Ratio                 | 12.04%                        | 10.42%                        | 12.67%                     | 9.13%                                | 13.40%                     |
| Subsidy per Passenger                  | \$7.78                        | \$9.24                        | \$10.65                    | \$11.82                              | \$10.45                    |
| Subsidy per Passenger Mile             | \$1.63                        | \$1.93                        | \$1.85                     | \$2.47                               | \$1.81                     |
| Subsidy per Revenue Hour (a)           | \$77.96                       | \$82.57                       | \$99.82                    | \$73.22                              | \$117.42                   |
| Subsidy per Revenue Mile (b)           | \$5.47                        | \$4.76                        | \$7.92                     | \$3.44                               | \$8.59                     |
| Passenger per Revenue Hour (a)         | 10.0                          | 8.9                           | 9.4                        | 6.2                                  | 11.2                       |
| Passenger per Revenue Mile (b)         | 0.70                          | 0.52                          | 0.74                       | 0.29                                 | 0.82                       |

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

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**Table 2.2A Excluded Routes**

Excluded routes are new routes or new service extensions that are eligible for exemptions from the farebox recovery requirements

| Route #   | Mode (FR/DAR) | Service Type (DO/CO) | Route Description  | Date of Implementation | Exemption End Date |
|-----------|---------------|----------------------|--|------------------------|--------------------|
| Route 2   | FR            | DO                   | Monday - Friday: Downtown to Walmart with Express Service to Cabazon | August 2019            | August 2022        |
| Route 3/4 | FR            | DO                   | Saturday & Sunday Service: Walmart to Cherry Valley via Downtown     | August 2019            | August 2022        |
| Route 120 | FR            | DO                   | Monday - Saturday Service: Walmart to San Bernardino Transit Center  | August 2019            | August 2022        |
| Route 125 | FR            | DO                   | Monday - Friday Service: Walmart to Loma Linda Veterans Hospital     | September 2018         | September 2021     |



**Data Elements**

| Route #                        | Day Type | Peak Vehicles | Passengers | Passenger Miles | Revenue Hours | Total Hours | Revenue Miles | Total Miles | Operating Cost | Passenger Revenue | Net Subsidy |
|--------------------------------|----------|---------------|------------|-----------------|---------------|-------------|---------------|-------------|----------------|-------------------|-------------|
| BEA-120                        | All Days | 2             | 19,358     | 522,666         | 8,014.0       | 8,456.0     | 244,234.0     | 250,344.0   | \$639,503      | \$58,342          | \$581,161   |
| BEA-125                        | Weekday  | 1             | 5,720      | 120,120         | 3,403.0       | 3,557.0     | 96,558.0      | 97,788.0    | \$272,455      | \$12,450          | \$260,005   |
| BEA-2                          | Weekday  | 1             | 20,618     | 119,585         | 3,535.0       | 3,638.0     | 66,614.0      | 67,836.0    | \$355,145      | \$32,501          | \$322,644   |
| BEA-3                          | Weekday  | 1             | 32,194     | 186,725         | 3,118.0       | 3,294.0     | 42,562.0      | 44,462.0    | \$379,424      | \$47,232          | \$332,192   |
| BEA-3/4                        | All Days | 1             | 6,780      | 39,324          | 1,164.0       | 1,260.0     | 17,680.0      | 18,362.0    | \$92,384       | \$14,207          | \$78,177    |
| BEA-4                          | Weekday  | 1             | 30,280     | 175,624         | 3,391.0       | 3,497.0     | 44,804.0      | 45,828.0    | \$333,582      | \$36,016          | \$297,566   |
| BEA-7                          | Weekday  | 3             | 32,568     | 188,894         | 805.0         | 1,280.0     | 14,744.0      | 20,408.0    | \$253,945      | \$54,011          | \$199,934   |
| BEA-9                          | Weekday  | 1             | 13,264     | 76,931          | 414.0         | 654.0       | 5,552.0       | 7,636.0     | \$145,485      | \$28,579          | \$116,906   |
| BEA-DAR                        | All Days | 2             | 9,064      | 48,039          | 2,716.0       | 3,050.0     | 35,176.0      | 38,240.0    | \$303,723      | \$24,000          | \$279,723   |
| <b>Service Provider Totals</b> |          | 13            | 169,846    | 1,477,908       | 26,560.0      | 28,686.0    | 567,924.0     | 590,904.0   | \$2,775,646    | \$307,338         | \$2,468,308 |

**Performance Indicators**

| Route #                        | Day Type | Operating Cost Per Revenue Hour | Operating Cost Per Revenue Mile | Cost Per Passenger | Farebox Recovery Ratio | Subsidy Per Passenger | Subsidy Per Passenger Mile | Subsidy Per Revenue Hour | Subsidy Per Revenue Mile | Passengers Per Hour | Passengers Per Mile |
|--------------------------------|----------|---------------------------------|---------------------------------|--------------------|------------------------|-----------------------|----------------------------|--------------------------|--------------------------|---------------------|---------------------|
| BEA-120                        | All Days | \$79.80                         | \$2.62                          | \$33.04            | 9.12%                  | \$30.02               | \$1.11                     | \$72.52                  | \$2.38                   | 2.4                 | 0.08                |
| BEA-125                        | Weekday  | \$80.06                         | \$2.82                          | \$47.63            | 4.56%                  | \$45.46               | \$2.16                     | \$76.40                  | \$2.69                   | 1.7                 | 0.06                |
| BEA-2                          | Weekday  | \$100.47                        | \$5.33                          | \$17.22            | 9.15%                  | \$15.65               | \$2.70                     | \$91.27                  | \$4.84                   | 5.8                 | 0.31                |
| BEA-3                          | Weekday  | \$121.69                        | \$8.91                          | \$11.79            | 12.44%                 | \$10.32               | \$1.78                     | \$106.54                 | \$7.80                   | 10.3                | 0.76                |
| BEA-3/4                        | All Days | \$79.37                         | \$5.23                          | \$13.63            | 15.37%                 | \$11.53               | \$1.99                     | \$67.16                  | \$4.42                   | 5.8                 | 0.38                |
| BEA-4                          | Weekday  | \$98.37                         | \$7.45                          | \$11.02            | 10.79%                 | \$9.83                | \$1.69                     | \$87.75                  | \$6.64                   | 8.9                 | 0.68                |
| BEA-7                          | Weekday  | \$315.46                        | \$17.22                         | \$7.80             | 21.26%                 | \$6.14                | \$1.06                     | \$248.37                 | \$13.56                  | 40.5                | 2.21                |
| BEA-9                          | Weekday  | \$351.41                        | \$26.20                         | \$10.97            | 19.64%                 | \$8.81                | \$1.52                     | \$282.38                 | \$21.06                  | 32.0                | 2.39                |
| BEA-DAR                        | All Days | \$111.83                        | \$8.63                          | \$33.51            | 7.90%                  | \$30.86               | \$5.82                     | \$102.99                 | \$7.95                   | 3.3                 | 0.26                |
| <b>Service Provider Totals</b> |          | \$104.50                        | \$4.89                          | \$16.34            | 11.07%                 | \$14.53               | \$1.67                     | \$92.93                  | \$4.35                   | 6.4                 | 0.30                |

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**Table 3 Highlights**

- Implementation of a Free Fare promotion.
- Redevelopment of the Walmart Transportation hub.
- Completion of the Comprehensive Operations Analysis (COA).
- Fare elasticity analysis as part of the COA.
- Construction of a compressed natural gas fueling station.
- Construction of a fleet maintenance and operations building.
- Procurement of two electric vehicle shuttles.

| Type                             | FY2016/2017<br>Audited | FY2017/2018<br>Audited | FY2018/2019<br>Estimated | FY2019/20<br>Estimated<br>(Based on 3rd Qtr actuals<br>and annualized) | FY2020/21<br>Planned |
|----------------------------------|------------------------|------------------------|--------------------------|--|----------------------|
| System-Wide Ridership            | 194,720                | 197,775                | 202,698                  | 131,571  | 169,846              |
| Operating cost per revenue hours | 117.72                 | 129.11                 | 117.14                   | 113.46   | 104.53               |
| Expenses                         | 2,990,217              | 3,198,214              | 2,796,318                | 2,525,161  | 2,776,096            |
| Revenue Hours                    | 25,402                 | 24,772                 | 23,871                   | 22,255   | 26,558               |

**City of Beaumont**  
**FY 2020/2021**  
**Summary of Funds Requested**  
**Short Range Transit Plan**

**Table 4 - Summary of Funds Requested for FY-2020/2021**

| Project Description                                 |                            | Total Amount of Funds | LTF                 | STA                 |                            | Measure A   | LCTOP            | SGR               | Fare Box          | Interest        |
|---|----------------------------|-----------------------|---------------------|---------------------|----------------------------|-------------|------------------|-------------------|-------------------|-----------------|
| Operations with LCTOP 19/20 Free Fare Project       |                            | \$ 1,756,361          | \$ 1,559,415        |                     |                            |             | \$ 63,346        |                   | \$ 133,600        |                 |
| Commuter 120  |                            | \$ 708,845            | \$ 640,503          |                     |                            |             | \$ 20,000        |                   | \$ 48,342         |                 |
| Commuter 125  |                            | \$ 284,455            | \$ 272,455          |                     |                            |             | \$ 10,000        |                   | \$ 12,000         |                 |
| Dial A Ride   |                            | \$ 323,723            | \$ 303,723          |                     |                            |             |                  |                   | \$ 20,000         |                 |
| Interest & Other Income                             |                            | \$ 1,000              |                     |                     |                            |             |                  |                   |                   | \$ 1,000        |
| <b>Subtotal: Operating</b>                          |                            | <b>\$ 3,084,384</b>   | <b>\$ 2,776,096</b> | <b>\$ -</b>         |                            | <b>\$ -</b> | <b>\$ 93,346</b> | <b>\$ -</b>       | <b>\$ 213,942</b> | <b>\$ 1,000</b> |
| Project Description                                 | Capital Project Number (1) | Total Amount of Funds | LTF                 | STA                 | STA-OB (Obligated Balance) | Measure A   | LCTOP            | SGR               | Fare Box          | Interest        |
| CNG Station   | 21-01                      | \$ 500,000            |                     | \$ 500,000          |                            |             |                  |                   |                   |                 |
| Fleet Maintenance & Operations Facility (SGR 18/19) | 21-02                      | \$ 671,246            |                     | \$ 500,000          | \$ 121,360.83              |             |                  | \$ 49,885         |                   |                 |
| Bus Stop Signage and Amenities (SGR 19/20)          | 21-03                      | \$ 51,999             |                     |                     |                            |             |                  | \$ 51,999         |                   |                 |
| 2- Electric Shuttle EV Star                         | 21-04                      | \$ 220,000            |                     | \$ 220,000          |                            |             |                  |                   |                   |                 |
| New Vehicle Communications Installation             | 21-05                      | \$ 57,498             |                     |                     | \$ 57,497.74               |             |                  |                   |                   |                 |
| GPS System on Buses                                 | 12-01                      |                       |                     |                     | \$ (4,117.75)              |             |                  |                   |                   |                 |
| Building Improvements                               | 13-01                      |                       |                     |                     | \$ (10,086.83)             |             |                  |                   |                   |                 |
| Building D Improvement                              | 14-03                      |                       |                     |                     | \$ (11,274.00)             |             |                  |                   |                   |                 |
| 2 Type 7 Buses for Replacement/Expansion            | 15-01                      |                       |                     |                     | \$ (29,725.82)             |             |                  |                   |                   |                 |
| 2 Security Cameras for the Above Project            | 15-02                      |                       |                     |                     | \$ (5,236.67)              |             |                  |                   |                   |                 |
| Bus Yard Parking Lot with Security Gates            | 17-01                      |                       |                     |                     | \$ (100,000.00)            |             |                  |                   |                   |                 |
| Type H EZ Rider II Vehicle                          | 19-02                      |                       |                     |                     | \$ (18,417.50)             |             |                  |                   |                   |                 |
| <b>Subtotal: Capital</b>                            |                            | <b>\$ 1,500,743</b>   | <b>\$ -</b>         | <b>\$ 1,220,000</b> | <b>\$ -</b>                |             | <b>\$ -</b>      | <b>\$ 101,884</b> | <b>\$ -</b>       | <b>\$ -</b>     |
| <b>Total: Operating &amp; Capital</b>               |                            | <b>\$ 4,585,127</b>   | <b>\$ 2,776,096</b> | <b>\$ 1,220,000</b> | <b>\$ -</b>                |             | <b>\$ 93,346</b> | <b>\$ 101,884</b> | <b>\$ 213,942</b> | <b>\$ 1,000</b> |

\*Reprogram 13-1, 14-3 and 17-1 to 21-02

\*\*Reprogram 15-1, 12-1, 19-2, 15-2 to new project 21-05

## Table 4A- Capital Project Justifications

**Project Number:** 2021-01

**Project Name:** CNG Station

**Project Description:** Design and construction of CNG Station at the property located at 4<sup>th</sup> & Veile Ave.

**Project Justification:** More than half of Beaumont’s bus fleet is CNG fueled. All vehicles purchased must be CNG or other alternative fuel to comply with RCTC policy. However, there is not a reliable CNG Station in the Pass Area. Staff often must fuel buses out of town and is costly to operations funding and resources.

**Project Schedule:** Current to June 2021

**Project Funding Sources (Requesting FY 20):**

| Fund Type | Fiscal Year | Amount     |
|-----------|-------------|------------|
| STA       | 20-21       | \$ 500,000 |
|           | Total       | \$ 500,000 |

**Prior year projects of a similar nature with unexpended balance:**

| Project Number | Project Name             | Unexpended Balance as of 4/16/20 |
|----------------|--------------------------|----------------------------------|
| 19-01          | CNG Station Improvements | \$ 241,795.10                    |
| 20-01          | CNG Station Improvements | \$ 1,500,000.                    |

## Table 4A- Capital Project Justifications

**Project Number:** 2021-02

**Project Name:** Fleet Maintenance and Operations Facility

**Project Description:** Design and construction of operations and maintenance facility at 4<sup>th</sup> and Veile Ave.

**Project Justification:** Operations and maintenance are in two different locations and have outgrown their facilities. Buses are parked in both locations because all buses do not fit entirely at one location. The separation of the department is creating increased operational expenses. A parcel has been purchased at a new location in FY 20 and this project will help to develop it.

A portion of the requested funding is a previously awarded grant project from State of Good Repair (SGR) in FY 18/19. Since RCTC disperses funds, it is required the project be listed on the capital projects list.

**STA Obligated Balance:** Prior year unexpended STA Obligated Balances (STA-OB) projects are being reprogrammed to this project.

**Project Schedule:** Current to June 2022

### Project Funding Sources (Requesting FY 21):

| Fund Type | Fiscal Year | Amount     |
|-----------|-------------|------------|
| STA       | 20-21       | \$ 500,000 |
| SGR       | 18-19       | \$ 49,885  |
|           | Total       | \$ 549,885 |

### Reprogramming Request from Prior Year to This FY 21 Project:

|        |       |               |
|--------|-------|---------------|
| STA-OB | 12-13 | \$ 10,086.83  |
| STA-OB | 13-14 | \$ 11,274     |
| STA-OB | 16-17 | \$ 100,000    |
|        | Total | \$ 121,360.83 |

### Prior year projects of a similar nature with unexpended balance:

| Project Number | Project Name   | Unexpended Balance as of 4/16/20 |
|----------------|----------------|----------------------------------|
| 20-02          | Admin Facility | \$ 481,760                       |

# Table 4A- Capital Project Justifications

**Project Number:** 2021-03

**Project Name:** Bus Stop Signage and Amenities (SGR 19/20)

**Project Description:** Design, purchase and install bus stop signage and add additional amenities.

**Project Justification:** This is a previously awarded grant project from State of Good Repair (SGR) in FY 19/20. Since RCTC disperses funds, it is required the project be listed on the capital projects list. Bus stop signage is over 10 years old. Most are faded and unreadable. This project will help to design, purchase and install new bus stop signs. In addition, where stops are without adequate lighting or seating for passengers, this project will help to install amenities.

**Project Schedule:** Current to June 2022

**Project Funding Sources (Requesting FY 21):**

| Fund Type | Fiscal Year | Amount    |
|-----------|-------------|-----------|
| SGR       | 19-20       | \$ 51,999 |
|           | Total       | \$ 51,999 |

**Prior year projects of a similar nature with unexpended balance:**

| Project Number | Project Name | Unexpended Balance as of 4/16/20 |
|----------------|--------------|----------------------------------|
| None           |              |                                  |

## Table 4A- Capital Project Justifications

**Project Number:** 2021-04

**Project Name:** 2- Electric Vehicle Shuttle EV Star

**Project Description:** Purchase of 2 electric shuttle vehicles for use on paratransit.

**Project Justification:** Beaumont has secured a grant through Volkswagen Mitigation Trust Fund in the amount of \$160,000 per vehicle. This requested amount will cover the difference in the cost of the shuttle. These vehicles will replace unleaded gas buses, as required by the grant, and will be used on local paratransit service. Beaumont will have a completed electric vehicle charging station by June 2020.

**Project Schedule:** Current to June 2021

**Project Funding Sources (Requesting FY 21):**

| Fund Type | Fiscal Year | Amount     |
|-----------|-------------|------------|
| STA       | 20-21       | \$ 220,000 |
|           | Total       | \$ 220,000 |

**Prior year projects of a similar nature with unexpended balance:**

| Project Number | Project Name | Unexpended Balance as of 4/16/20 |
|----------------|--------------|----------------------------------|
| None           |              |                                  |



# Table 4A- Capital Project Justifications

**Project Number:** 2021-05

**Project Name:** New Vehicle Communications Installation

**Project Description:** Purchase and installation of GPS, camera and radio communications on vehicles

**Project Justification:** This is a reprogramming request of prior year STA obligated balances (STA-OB) to this new project. Three new vehicles were purchased in FY 19 and will be delivered before end of FY 21. In addition, 2 electric shuttles are proposed for FY 21. These five new vehicles will need to have security and communications purchased and installed.

**Project Schedule:** Current to June 2022

**Reprogramming Request from Prior Year to This FY 21 Project:**

|        |       |                 |
|--------|-------|-----------------|
| STA-OB | 11-12 | \$ 4,117.75     |
| STA-OB | 14-15 | \$ 29,725.82    |
| STA-OB | 14-15 | \$ 5,236.67     |
| STA-OB | 18-19 | \$ 18,417.50    |
|        | Total | \$ \$ 57,497.74 |

**Prior year projects of a similar nature with unexpended balance:**

| Project Number | Project Name | Unexpended Balance as of 4/16/20 |
|----------------|--------------|----------------------------------|
| None           |              |                                  |

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**Table 4B Fare Revenue Calculations**

(Consistent with RCTC Commission Farebox Recovery Policy 3/12/2008)

| # | Revenue Sources included in Farebox Calculation | Actuals from FY2018/19 Not |                     |                    |
|---|---|----------------------------|---------------------|--------------------|
|   |   | Audited                    | FY2019/20 Estimated | FY2020/21 Plan     |
| 1 | Charge for Service                              | 229,112                    | 223,761             | 213,942            |
| 2 | Bus Outlet Sales                                | 740                        | 460                 | 500                |
| 3 | Sale of Property                                | 4,169                      | 30                  | 0                  |
| 4 | Interest  | 2,784                      | 1,931               | 500                |
| 5 | Other Income/Transfers In                       | 466                        | 0                   | 0                  |
| 6 | LCTOP   | 83,368                     | 0                   | 93,346             |
|   | <b>Total Revenue (1-6)</b>                      | <b>\$320,638</b>           | <b>\$226,182</b>    | <b>\$308,288</b>   |
|   | <b>Total Operating Expense</b>                  | <b>\$2,796,317</b>         | <b>\$2,525,161</b>  | <b>\$2,776,096</b> |
|   | <b>Farebox Recovery Ratio</b>                   | <b>11.47%</b>              | <b>8.96%</b>        | <b>11.11%</b>      |

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**Table 4.1**  
 Fiscal Year 2021/2022

| Operating Purpose                             | Total Amount        | LTF                 | LCTOP            | STA                | SGR         | Measure A<br>Operating<br>Assistance | Other<br>Funding | Farebox           | Other<br>Revenue |
|---|---------------------|---------------------|------------------|--------------------|-------------|--------------------------------------|------------------|-------------------|------------------|
| Operations and Fixed Route                    | 1,803,143           | 1,606,197           | 17,946           |                    |             |                                      |                  | 179,000           |                  |
| Operations and Commuter Link 120              | 728,068             | 659,718             | 13,350           |                    |             |                                      |                  | 55,000            |                  |
| Operations and Commuter Link 125              | 318,629             | 280,629             | 10,500           |                    |             | 16,000                               |                  | 11,500            |                  |
| Dial A Ride                                   | 332,835             | 312,835             |                  |                    |             |                                      |                  | 20,000            |                  |
| Interest and other income                     | 1,000               |                     |                  |                    |             |                                      |                  |                   | 1,000            |
| <b>Total Operating Request</b>                | <b>\$ 3,183,675</b> | <b>\$ 2,859,379</b> | <b>\$ 41,796</b> | <b>\$ -</b>        | <b>\$ -</b> | <b>\$ 16,000</b>                     | <b>\$ -</b>      | <b>\$ 265,500</b> | <b>\$ 1,000</b>  |
| Capital Purpose                               | Total Amount        | LTF                 | LCTOP            | STA                | SGR         | Measure A<br>Operating<br>Assistance | Other<br>Funding | Farebox           | Other<br>Revenue |
| CNG Station                                   | 500,000             |                     |                  | 500,000            |             |                                      |                  |                   |                  |
| Fleet Maintenance and Operations Facility     | 500,000             |                     |                  | 500,000            |             |                                      |                  |                   |                  |
| Bus Wraps                                     | 100,000             |                     |                  | 100,000            |             |                                      |                  |                   |                  |
| 3- Ford Entourage Type E Replacement Vehicles | 700,000             |                     |                  | 700,000            |             |                                      |                  |                   |                  |
|   | 0                   |                     |                  |                    |             |                                      |                  |                   |                  |
|   | 0                   |                     |                  |                    |             |                                      |                  |                   |                  |
|   | 0                   |                     |                  |                    |             |                                      |                  |                   |                  |
|   | 0                   |                     |                  |                    |             |                                      |                  |                   |                  |
|   | 0                   |                     |                  |                    |             |                                      |                  |                   |                  |
|   | 0                   |                     |                  |                    |             |                                      |                  |                   |                  |
| <b>Total Capital Request</b>                  | <b>\$1,800,000</b>  | <b>\$0</b>          | <b>\$0</b>       | <b>\$1,800,000</b> | <b>\$0</b>  | <b>\$0</b>                           | <b>\$0</b>       | <b>\$0</b>        | <b>\$0</b>       |
| <b>Grand Total Operating &amp; Capital</b>    | <b>\$4,983,675</b>  | <b>\$2,859,379</b>  | <b>\$41,796</b>  | <b>\$1,800,000</b> | <b>\$0</b>  | <b>\$16,000</b>                      | <b>\$0</b>       | <b>\$265,500</b>  | <b>\$1,000</b>   |

City of Beaumont  
 Short Range Transit Plan  
 FY 2020/2021 - 2022/2023



**Table 4.2**  
 Fiscal Year 2022/2023

| Operating Purpose                          | Total Amount        | LTF                 | LCTOP       | STA                | SGR         | Measure A<br>Operating<br>Assistance | Other<br>Funding | Farebox           | Other<br>Revenue |
|--|---------------------|---------------------|-------------|--------------------|-------------|--------------------------------------|------------------|-------------------|------------------|
| Operations and Fixed Route                 | 1,851,329           | 1,654,383           |             |                    |             |                                      |                  | 196,946           |                  |
| Operations and Commuter Link 120           | 772,860             | 679,510             |             |                    |             | 25,000                               |                  | 68,350            |                  |
| Operations and Commuter Link 125           | 327,528             | 289,048             |             |                    |             | 16,480                               |                  | 22,000            |                  |
| Dial A Ride                                | 342,220             | 322,220             |             |                    |             |                                      |                  | 20,000            |                  |
| Interest and other income                  | 1,000               |                     |             |                    |             |                                      |                  |                   | 1,000            |
| <b>Total Operating Request</b>             | <b>\$ 3,294,936</b> | <b>\$ 2,945,160</b> | <b>\$ -</b> | <b>\$ -</b>        | <b>\$ -</b> | <b>\$ 41,480</b>                     | <b>\$ -</b>      | <b>\$ 307,296</b> | <b>\$ 1,000</b>  |
| Capital Purpose                            | Total Amount        | LTF                 | LCTOP       | STA                | SGR         | Measure A<br>Operating<br>Assistance | Other<br>Funding | Farebox           | Other<br>Revenue |
| CNG Station                                | 500,000             |                     |             | 500,000            |             |                                      |                  |                   |                  |
| Passenger Amenities                        | 100,000             |                     |             | 100,000            |             |                                      |                  |                   |                  |
| 3- Replacement Vehicles                    | 700,000             |                     |             | 700,000            |             |                                      |                  |                   |                  |
|  | 0                   |                     |             |                    |             |                                      |                  |                   |                  |
|  | 0                   |                     |             |                    |             |                                      |                  |                   |                  |
|  | 0                   |                     |             |                    |             |                                      |                  |                   |                  |
|  | 0                   |                     |             |                    |             |                                      |                  |                   |                  |
|  | 0                   |                     |             |                    |             |                                      |                  |                   |                  |
|  | 0                   |                     |             |                    |             |                                      |                  |                   |                  |
|  | 0                   |                     |             |                    |             |                                      |                  |                   |                  |
| <b>Total Capital Request</b>               | <b>\$1,300,000</b>  | <b>\$0</b>          | <b>\$0</b>  | <b>\$1,300,000</b> | <b>\$0</b>  | <b>\$0</b>                           | <b>\$0</b>       | <b>\$0</b>        | <b>\$0</b>       |
| <b>Grand Total Operating &amp; Capital</b> | <b>\$4,594,936</b>  | <b>\$2,945,160</b>  | <b>\$0</b>  | <b>\$1,300,000</b> | <b>\$0</b>  | <b>\$41,480</b>                      | <b>\$0</b>       | <b>\$307,296</b>  | <b>\$1,000</b>   |

City of Beaumont  
 Short Range Transit Plan  
 FY 2020/2021 - 2022/2023



**Table 4.3 TDA Triennial**

| Audit Recommendations   | Action Taken and Results  |
|---|---|
| Prepare and submit separate State Controller Transit Operators Financial Transactions Reports for general public transit and specialized service. | Beaumont continues to strive for timely completion of SCO reports. Additional staff in the finance department has been added to help prevent delays.  |
| Continue to work with RTA and Mt. San Jacinto College on fare revenue reimbursement from the College GO-PASS Revenue Agreement.                   | Beaumont will explore the Go-Pass program and reach out to San Jacinto College to engage students for a student body vote to implement fare program for Beaumont Transit, independent from RTA. |
| Include a link to Banning Transit on the Beaumont Transit web page.   | Completed   |
| Report mechanical road calls and other vehicle operation metrics in TransTrack Manager.   | Completed   |
|   |   |

City of Beaumont  
 Short Range Transit Plan  
 FY 2020/2021 - 2022/2023



Table 4.4 Open Projects Prior to FY2020/2021

| Project Name                             | SRTP Capital Project No's | Project Element | Funding Category | Beg to End - Project Timeline | Total Project Cost | Unfunded Balance |
|--|---------------------------|-----------------|------------------|-------------------------------|--------------------|------------------|
| CNG Station Improvements                 | 19-01                     | 4               | 2                | Current - 2023                | 4,500,000          | 1,500,000        |
| CNG Station Improvements                 | 20-01                     | 4               | 2                |                               |                    |                  |
| Mobile Bus Lift, Jack Stands, and Tools  | 17-2                      | 3               | 1                |                               | 85,000             | 0                |
| Shop Building Maintenance                | 17-4                      | 7               | 1                |                               | 75,000             | 0                |
| SGR Modernization of Vehicle Maintenance | 19-04                     | 7               | 1                |                               | 66,478             | 0                |
| Fleet & Operations Facility              | 20-02                     | 4               | 2                |                               | 1,671,246          | 1,171,246        |
| Brand & Logo Update                      | 20-03                     | 7               | 2                |                               | 200,000            | 100,000          |
| Passenger Amenities (LCTOP)              | 20-04                     | 6               | 1                |                               | 129,943            | 0                |
| EV Charging Station                      | 20-07                     | 4               | 1                |                               | 310,000            | 0                |
| 3- Ford Entourage Type E Buses           | 20-06                     | 1               | 1                |                               | 700,000            | 0                |

**Legend**

Project Elements:

- 1 Revenue Vehicle Purchase - FY
- 2 Non-Revenue Vehicle Purchase - FY
- 3 Vehicle Systems and Equipment - FY
- 4 Building, Land and Facilities - FY
- 5 Communication and Information Technology Systems - FY
- 6 Debt Service - FY
- 7 Maintenance - FY

Funding Category:

- 1 Fully Funded
- 2 Partially Funded



## Staff Report

**TO:** Mayor, and City Council Members  
**FROM:** Elizabeth Gibbs, Community Services Director  
**DATE:** April 21, 2020  
**SUBJECT:** **A Resolution of the City Council of the City of Beaumont for Authorization of the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for the Following Project: Free Fare Promotion, \$93,346**

---

### **Background and Analysis:**

The City of Beaumont Transit Services is eligible for grant funds from the Low Carbon Transit Operations Program (LCTOP) in the amount of \$93,346 for Fiscal Year 2019-2020. The purpose of LCTOP is to provide incentives, such as free fares to passengers, to promote the use of public transportation and transit connectivity.

Staff is recommending this grant fund free fares for separate programs: seniors, disabled, and veterans on all fixed routes for one year; and general passengers on all fixed routes for three months. Free fares would not be offered on paratransit services.

To proceed with securing funds for the project, the City must submit the following documents, which are attached for your review:

1. Authorized City Council Resolution (Attachment A),
2. Certifications and Assurances (Attachment B), and
3. Authorized Agent (Attachment C).

### **Fiscal Impact:**

This grant will have no impact on the General Fund.

**Recommended Action:**

Waive the full reading and adopt by title only “A Resolution of the City Council of the City of Beaumont for Authorization of the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for the Following Project: Free Fare Promotion, \$93,346;”  
Authorize the Execution of the Certifications and Assurances; and  
Authorize the Execution of the Authorized Agent Forms for LCTOP for Free Fare Promotion, in the amount of \$93,346.

**Attachments:**

- A. Resolution
- B. Certifications and Assurances
- C. Authorized Agent Forms



**RESOLUTION # 20-**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BEAUMONT FOR  
AUTHORIZATION OF THE EXECUTION OF THE  
CERTIFICATIONS AND ASSURANCES AND AUTHORIZED AGENT FORMS  
FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)  
FOR THE FOLLOWING PROJECT:  
FREE FARE PROMOTION, \$93,346**

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

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

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

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

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

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

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

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

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Beaumont that it hereby authorizes the submittal of the following project nomination(s) and allocation request(s) to the Department in FY19-2020 LCTOP funds:

Name of Project: Free Fare Promotion

Funds Requested from LCTOP: \$93,346

Short Description: One (1) year of free fare systemwide (except Dial-A-Ride) for Seniors, Disabled and Veterans; and Three (3) months of free fare systemwide (except Dial-A-Ride) for general passengers.

Benefit to Priority Population: Project provides incentives to disadvantaged community, promotes the use of public transportation, and promotes transit connectivity.

**MOVED, PASSED, and ADOPTED** this 21st day of April, 2020 by the following roll call vote:

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

\_\_\_\_\_  
Rey Santos, Mayor

ATTEST:

\_\_\_\_\_  
Steve Mehlman, City Clerk



**FY 2019-2020 LCTOP  
Certifications and Assurances**

**Lead Agency:** City of Beaumont

**Project Title:** Free Fare Promotion

**Prepared by:** Celina Cabrera

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

**A. General**

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

**B. Project Administration**

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

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

### **C. Reporting**

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

### **D. Cost Principles**

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

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

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

**A. Record Retention**

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



## FY 2019-2020 LCTOP

Item No.8.

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

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

### F. Special Situations

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

I certify all of these conditions will be met.

Elizabeth Gibbs

(Print Authorized Agent)

Community Services Director

(Title)

(Signature)

(Date)



FY 2019-2020 LCTOP
Authorized Agent

AS THE Mayor
(Chief Executive Officer/Director/President/Secretary)

OF THE City of Beaumont
(Name of County/City/Transit Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Rail and Mass Transportation. I understand that if there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

Todd Parton, City Manager OR
(Name and Title of Authorized Agent)

Kristine Day, Assistant City Manager OR
(Name and Title of Authorized Agent)

Elizabeth Gibbs, Community Services Director OR
(Name and Title of Authorized Agent)

Doug Story, Assistant Community Services Director OR
(Name and Title of Authorized Agent)

Rey Santos Mayor
(Print Name) (Title)

(Signature)

Approved this 7 day of April, 2020



## Staff Report

**TO:** Mayor, and City Council Members

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

**DATE:** April 21, 2020

**SUBJECT:** **Award a Professional Services Agreement to SKM Engineering, LLC for Engineering Design Services of the Programmable Logic Controller (PLC) Upgrade Design for the Various Lift Stations in the Wastewater System (CIP2019-018) in an Amount Not to Exceed \$49,910**

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### Background and Analysis:

During the budget process for Fiscal Year 2019-2020, the City Council appropriated funds in the 5-year capital improvement project (CIP) list for the design and construction of various programmable logic controller (PLC) upgrades to lift stations in the wastewater system.

A PLC is a digital computer used for automation of electromechanical processes. The PLC receives information from connected sensors or input devices, processes the data, and triggers outputs based on pre-programmed parameters. PLCs are a critical element in operation of the City's wastewater system facilities controlling various items such as pumps, valves, etc. Additionally, the PLC communication methods are used to relay information back to the City's supervisory control and data and acquisition (SCADA) system and provide short-term and long-term remote monitoring of each station.

The PLC systems, currently in use at the lift stations, have reached the obsolescent phase of the equipment life cycle. Additionally, there is no continuity between PLC systems at each lift station and the wastewater treatment facility, causing the City's SCADA system to be ineffective remotely and in turn requiring additional funds to be spent in the event of a power outage or PLC failure. New equipment and programming are included as part of the City's wastewater expansion project. This project will focus on the lift station specifications as well as integration with the new system at the plant.



This project will consider two approaches to the lift station communication system. The first approach will include a traditional PLC similar to what is currently specified for the wastewater treatment plant project. The second approach will consider up to three different types of “plug and play” systems. Staff will evaluate both for cost effectiveness as well as functionality.

The PLC Upgrade Design Project was advertised on February 18, 2020, and bids were received and opened on March 16, 2020. The project had an original due date of March 9, 2020, but was postponed to encourage additional bidders, however, staff received only one (1) sealed bid from SKM Engineering, LLC, (SKM) with a not to exceed fee proposal of \$76,724. City management and staff negotiated the scope and fee proposal with SKM for a final negotiated price of \$49,910. Based on the final negotiated price being consistent with requested scope and within the project budget, staff determined that a rebid would not provide additional benefit to the City and only delay the project. Staff determined that SKM has demonstrated competence and has the professional qualifications necessary for the satisfactory performance of the services required, and at a fair and reasonable cost to the City. Additionally, SKM is the firm currently working on the wastewater plant SCADA and PLC project.

**Fiscal Impact:**

The cost associated with preparing this staff report is \$750. CIP 2019-018 has a current appropriation of \$50,000 and this contract will come in under budget. Additional construction funds are available once design is complete.

**Recommended Action:**

Award a Professional Services Agreement to SKM Engineering, LLC, for Engineering Design Services of the PLC Upgrade Design for the various Lift Stations in the Wastewater System (CIP2019-018) in an Amount Not to Exceed \$49,910.

**Attachments:**

- A. Professional Services Agreement – SKM Engineering, LLC
  - Exhibit “A”: SKM Proposal
  - Exhibit “B”: Insurance Certificate

**AGREEMENT FOR PROFESSIONAL SERVICES BY INDEPENDENT CONTRACTOR**

THIS AGREEMENT FOR PROFESSIONAL SERVICES BY INDEPENDENT CONTRACTOR is made and effective as of the \_\_\_\_\_ day of \_\_\_\_\_, 2020, by and between the CITY OF BEAUMONT (“CITY”) whose address is 550 E. 6<sup>th</sup> Street, Beaumont, California 92223 and SKM Engineering, LLC, a \_\_\_\_\_ limited liability company whose address is 533 W 2600 S Suite 25, Bountiful, UT 84010 (“CONTRACTOR”).

**RECITALS**

This Agreement is entered into on the basis of the following facts, understandings and intentions of the parties to this Agreement:

- A. CITY desires to engage CONTRACTOR to provide Professional Engineering Services for PLC Upgrade Design CIP 2019-018; and
- B. CONTRACTOR has made a proposal (“Proposal”) to the CITY to provide such professional services, which Proposal is attached hereto as Exhibit “A”; and
- C. CONTRACTOR agrees to provide such services pursuant to, and in accordance with, the terms and conditions of this Agreement, and represents and warrants to CITY that CONTRACTOR possesses the necessary skills, licenses, certifications, qualifications, personnel and equipment to provide such services.

**AGREEMENT**

NOW, THEREFORE, in consideration of the foregoing Recitals and mutual covenants contained herein, CITY and CONTRACTOR agree as follows:

- 1. Term of Agreement. This Agreement is effective as of the date first above written and shall continue until terminated as provided for herein. Notwithstanding anything in this Agreement to the contrary, this Agreement shall automatically terminate after one (1) year unless extended by the parties with the approval of the City Council of the CITY.
- 2. Services to be Performed. CONTRACTOR agrees to provide the services (“Services”) as follows: Professional Engineering Services for PLC Upgrade Design CIP 2019-018 per Exhibit “A”. All Services shall be performed in the manner and according to the timeframe set forth in the Proposal. CONTRACTOR designates Mark Jeppsen as CONTRACTOR’S professional responsible for overseeing the Services provided by CONTRACTOR.
- 3. Associates and Subcontractors. CONTRACTOR may, at CONTRACTOR’S sole cost and expense, employ such competent and qualified independent associates, subcontractors and consultants as CONTRACTOR deems necessary to perform the Services; provided, however, that CONTRACTOR shall not subcontract any of the Services without the written consent of CITY.
- 4. Compensation.
  - 4.01 CONTRACTOR shall be paid at the rates set forth in the Proposal and shall

not increase any rate without the prior written consent of the CITY. Notwithstanding anything in this Agreement to the contrary, total fees and charges paid by CITY to CONTRACTOR under this Agreement shall not exceed forty-nine thousand nine hundred ten dollars (\$49,910).

4.02 CONTRACTOR shall not be compensated for any Services rendered nor reimbursed for any expenses incurred in excess of those authorized unless approved in advance by the CITY, in writing.

4.03 CONTRACTOR shall submit to CITY, on or before the fifteenth (15<sup>th</sup>) of each month, itemized invoices for the Services rendered in the previous month. The CITY shall not be obligated to pay any invoice that is submitted more than sixty (60) days after the due date of such invoice. CITY shall have the right to review and audit all invoices prior to or after payment to CONTRACTOR. This review and audit may include, but not be limited to CITY's:

- a. Determination that any hourly fee charged is consistent with this Agreement's approved hourly rate schedule;
- b. Determination that the multiplication of the hours billed times the approved rate schedule dollars is correct;
- c. Determination that each item charged is the usual, customary, and reasonable charge for the particular item. If CITY determines an item charged is greater than usual, customary, or reasonable, or is duplicative, ambiguous, excessive, or inappropriate, CITY shall either return the bill to CONTRACTOR with a request for explanation or adjust the payment accordingly, and give notice to CONTRACTOR of the adjustment.

4.04 If the work is satisfactorily completed, CITY shall pay such invoice within thirty (30) days of its receipt. Should CITY dispute any portion of any invoice, CITY shall pay the undisputed portion within the time stated above, and at the same time advise CONTRACTOR in writing of the disputed portion.

5. Obligations of CONTRACTOR.

5.01 CONTRACTOR agrees to perform all Services in accordance with the terms and conditions of this Agreement and the Proposal. In the event that the terms of the Proposal shall conflict with the terms of this Agreement, or contain additional terms other than the Services to be rendered and the price for the Services, the terms of this Agreement shall govern and said additional or conflicting terms shall be of no force or effect.

5.02 Except as otherwise agreed by the parties, CONTRACTOR will supply all personnel, materials and equipment required to perform the Services. CONTRACTOR shall provide its own offices, telephones, vehicles and computers and set its own work hours. CONTRACTOR will determine the method, details, and means of performing the Services under this Agreement.

5.03 CONTRACTOR shall keep CITY informed as to the progress of the Services by means of regular and frequent consultations. Additionally, when requested by CITY, CONTRACTOR shall prepare written status reports.

5.04 CONTRACTOR is responsible for paying, when due, all income and other taxes, fees and withholding, including withholding state and federal taxes, social security, unemployment and worker's compensation, incurred as a result of the compensation paid under this Agreement. CONTRACTOR agrees to indemnify, defend and hold harmless CITY for any claims, costs, losses, fees, penalties, interest, or damages suffered by CITY resulting from CONTRACTOR's failure to comply with this provision.

5.05 In the event CONTRACTOR is required to prepare plans, drawings, specifications and/or estimates, the same shall be furnished in conformance with local, state and federal laws, rules and regulations.

5.06 CONTRACTOR represents that it possesses all required licenses necessary or applicable to the performance of Services under this Agreement and the Proposal and shall obtain and keep in full force and effect all permits and approvals required to perform the Services herein. In the event CITY is required to obtain an approval or permit from another governmental entity, CONTRACTOR shall provide all necessary supporting documents to be filed with such entity. . CONTRACTOR shall perform all Services under this Agreement in a skillful and competent manner, consistent with the standards generally recognized as being employed by professionals in the same discipline in the State of California. CONTRACTOR represents and maintains that it is skilled in the professional calling necessary to perform the Services. CONTRACTOR warrants that all employees and subcontractors shall have sufficient skill and experience to perform the Services assigned to them. Finally, CONTRACTOR represents that it, its employees and subcontractors have all licenses, permits, qualifications and approvals of whatever nature that are legally required to perform the Services, and that such licenses and approvals shall be maintained throughout the term of this Agreement.

5.07 CONTRACTOR shall be solely responsible for obtaining Employment Eligibility Verification information from CONTRACTOR's employees, in compliance with the Immigration Reform and Control Act of 1986, Pub. L. 99-603 (8 U.S.C. 1324a), and shall ensure that CONTRACTOR's employees are eligible to work in the United States.

5.08 In the event that CONTRACTOR employs, contracts with, or otherwise utilizes any CalPers retirees in completing any of the Services performed hereunder, such instances shall be disclosed in advance to the CITY and shall be subject to the CITY's advance written approval.

5.09 Drug-free Workplace Certification. By signing this Agreement, the CONTRACTOR hereby certifies under penalty of perjury under the laws of the State of California that the CONTRACTOR will comply with the requirements of the Drug-Free Workplace Act of 1990 (Government Code, Section 8350 et seq.) and will provide a drug-free workplace.

5.10 CONTRACTOR shall comply with all applicable local, state and federal laws, rules, regulations, entitlements and/or permits applicable to, or governing the Services authorized hereunder.

6. Insurance. CONTRACTOR hereby agrees to be solely responsible for the health and safety of its employees and agents in performing the Services under this Agreement and shall comply with all laws applicable to worker safety including but not limited to Cal-OSHA. Therefore, throughout the duration of this Agreement, CONTRACTOR hereby covenants and agrees to maintain insurance in conformance with the requirements set forth below. Attached hereto as **Exhibit “B”** are copies of Certificates of Insurance and endorsements as required by Section 7.02. If existing coverage does not meet the requirements set forth herein, CONTRACTOR agrees to amend, supplement or endorse the existing coverage to do so. CONTRACTOR shall provide the following types and amounts of insurance:

6.01 Commercial general liability insurance in an amount of not less than \$1,000,000 per occurrence and \$2,000,000 in the aggregate; CONTRACTOR agrees to have its insurer endorse the general liability coverage required herein to include as additional insured’s CITY, its officials, employees and agents. CONTRACTOR also agrees to require all contractors and subcontractors to provide the same coverage required under this Section 6.

6.02 Business Auto Coverage in an amount no less than \$1 million per accident. If CONTRACTOR or CONTRACTOR’s employees will use personal autos in performance of the Services hereunder, CONTRACTOR shall provide evidence of personal auto liability coverage for each such person.

6.03 Workers’ Compensation coverage for any of CONTRACTOR’s employees that will be providing any Services hereunder. CONTRACTOR will have a state-approved policy form providing statutory benefits as required by California law. The provisions of any workers’ compensation will not limit the obligations of CONTRACTOR under this Agreement. CONTRACTOR expressly agrees not to use any statutory immunity defenses under such laws with respect to CITY, its employees, officials and agents.

6.04 Optional Insurance Coverage. Choose and check one: Required X /Not Required \_\_\_; Errors and omissions insurance in a minimum amount of \$2 million per occurrence to cover any negligent acts or omissions committed by CONTRACTOR, its employees and/or agents in the performance of any Services for CITY.

7. General Conditions pertaining to Insurance Coverage

7.01 No liability insurance coverage provided shall prohibit CONTRACTOR from waiving the right of subrogation prior to a loss. CONTRACTOR waives all rights of subrogation against CITY regardless of the applicability of insurance proceeds and shall require all contractors and subcontractors to do likewise.

7.02. Prior to beginning the Services under this Agreement, CONTRACTOR shall furnish CITY with certificates of insurance, endorsements, and upon request, complete copies of all policies, including complete copies of all endorsements. All copies of policies

and endorsements shall show the signature of a person authorized by that insurer to bind coverage on its behalf.

7.03. All required policies shall be issued by a highly rated insurer with a minimum A.M. Best rating of “A:VII”). The insurer(s) shall be admitted and licensed to do business in California. The certificates of insurance hereunder shall state that coverage shall not be suspended, voided, canceled by either party, or reduced in coverage or in limits, except after thirty (30) days' prior written notice has been given to CITY.

7.04 Self-insurance does not comply with these insurance specifications. CONTRACTOR acknowledges and agrees that that all insurance coverage required to be provided by CONTRACTOR or any subcontractor, shall apply first and on a primary, non-contributing basis in relation to any other insurance, indemnity or self-insurance available to CITY.

7.05 All coverage types and limits required are subject to approval, modification and additional requirements by CITY, as the need arises. CONTRACTOR shall not make any reductions in scope of coverage (e.g. elimination of contractual liability or reduction of discovery period) that may affect CITY’s protection without CITY’s prior written consent.

7.06 CONTRACTOR agrees to provide immediate notice to CITY of any claim or loss against CONTRACTOR or arising out of the Services performed under this Agreement. CITY assumes no obligation or liability by such notice, but has the right (but not the duty) to monitor the handling of any such claim or claims if they are likely to involve CITY.

8. Indemnification.

8.01 CONTRACTOR and CITY agree that CITY, its employees, agents and officials should, to the extent permitted by law, be fully protected from any loss, injury, damage, claim, lawsuit, cost, expense, attorneys’ fees, litigation costs, defense costs, court costs or any other costs arising out of or in any way related to the performance of this Agreement by CONTRACTOR or any subcontractor or agent of either as set forth herein. Accordingly, the provisions of this indemnity are intended by the parties to be interpreted and construed to provide the fullest protection possible under the law to CITY. CONTRACTOR acknowledges that CITY would not enter into this Agreement in the absence of the commitment of CONTRACTOR to indemnify and protect CITY as set forth herein.

a. To the fullest extent permitted by law, CONTRACTOR shall defend, indemnify and hold harmless CITY, its employees, agents and officials, from any liability, claims, suits, actions, arbitration proceedings, administrative proceedings, regulatory proceedings, losses, expenses, damages or costs of any kind, whether actual, alleged or threatened, actual attorneys’ fees incurred by CITY, court costs, interest, defense costs, including 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 performance of this Agreement. CONTRACTOR's obligation to defend, indemnify and hold harmless shall include any and all claims, suits and proceedings in which CONTRACTOR (and/or CONTRACTOR's agents and/or employees) is alleged to be an employee of CITY. All obligations under this provision are to be paid by CONTRACTOR as they are incurred by CITY.

b. Without affecting the rights of CITY under any provision of this Agreement or this Section, CONTRACTOR shall not be required to indemnify and hold harmless CITY as set forth above for liability attributable solely to the fault of CITY, provided such fault is determined by agreement between the parties or the findings of a court of competent jurisdiction.

9. Additional Services, Changes and Deletions.

9.01 In the event CONTRACTOR performs additional or different services than those described herein without the prior written approval of the City Manager and/or City Council of CITY, CONTRACTOR shall not be compensated for such services. CONTRACTOR expressly waives any right to be compensated for services and materials not covered by the scope of this Agreement or authorized by the CITY in writing.

9.02 CONTRACTOR shall promptly advise the City Manager and Finance Director of CITY as soon as reasonably practicable upon gaining knowledge of a condition, event or accumulation of events which may affect the scope and/or cost of Services. All proposed changes, modifications, deletions and/or requests for additional services shall be reduced to writing for review and approval by the CITY and/or City Council.

10. Termination of Agreement.

10.01 Notwithstanding any other provision of this Agreement, CITY, at its sole option, may terminate this Agreement with or without cause, or for no cause, at any time by giving twenty (20) days' written notice to CONTRACTOR.

10.02 In the event of termination, the payment of monies due CONTRACTOR for undisputed Services performed prior to the effective date of such termination shall be paid within thirty (30) business days after receipt of an invoice as provided in this Agreement. Immediately upon termination, CONTRACTOR agrees to promptly provide and deliver to CITY all original documents, reports, studies, plans, specifications and the like which are in the possession or control of CONTRACTOR and pertain to CITY.

11. Status of CONTRACTOR.

11.01 CONTRACTOR shall perform the Services in CONTRACTOR's own way as an independent contractor, and in pursuit of CONTRACTOR's independent calling, and not as an employee of CITY. However, CONTRACTOR shall regularly confer with CITY's City Manager as provided for in this Agreement.

11.02 CONTRACTOR agrees that it is not entitled to the rights and benefits

afforded to CITY's employees, including disability or unemployment insurance, workers' compensation, retirement, CalPers, medical insurance, sick leave, or any other employment benefit. CONTRACTOR is responsible for providing, at its own expense, disability, unemployment, workers' compensation and other insurance, training, permits, and licenses for itself and its employees and subcontractors.

11.03 CONTRACTOR hereby specifically represents and warrants to CITY that it possesses the qualifications and skills necessary to perform the Services under this Agreement in a competent, professional manner, without the advice or direction of CITY and that the Services to be rendered pursuant to this Agreement shall be performed in accordance with the standards customarily applicable to an experienced and competent professional rendering the same or similar services in the same geographic area where the CITY is located. Further, CONTRACTOR represents and warrants that the individual signing this Agreement on behalf of CONTRACTOR has the full authority to bind CONTRACTOR to this Agreement.

12. Ownership of Documents; Audit.

12.01 All draft and final reports, plans, drawings, studies, maps, photographs, specifications, data, notes, manuals, warranties and all other documents of any kind or nature prepared, developed or obtained by CONTRACTOR in connection with the performance of Services performed for the CITY shall become the sole property of CITY, and CONTRACTOR shall promptly deliver all such materials to CITY upon request. At the CITY's sole discretion, CONTRACTOR may be permitted to retain original documents, and furnish reproductions to CITY upon request, at no cost to CITY.

12.02 Subject to applicable federal and state laws, rules and regulations, CITY shall hold all intellectual property rights to any materials developed pursuant to this Agreement. CONTRACTOR shall not such use data or documents for purposes other than the performance of this Agreement, nor shall CONTRACTOR release, reproduce, distribute, publish, adapt for future use or any other purposes, or otherwise use, any data or other materials first produced in the performance of this Agreement, nor authorize others to do so, without the prior written consent of CITY.

12.03 CONTRACTOR shall retain and maintain, for a period not less than four years following termination of this Agreement, all time records, accounting records and vouchers and all other records with respect to all matters concerning Services performed, compensation paid and expenses reimbursed. At any time during normal business hours and as often as CITY may deem necessary, CONTRACTOR shall make available to CITY's agents for examination all of such records and shall permit CITY's agents to audit, examine and reproduce such records.

13. Miscellaneous Provisions.

13.01 This Agreement, which includes all attached exhibits, supersedes any and all previous agreements, either oral or written, between the parties hereto with respect to the rendering of Services by CONTRACTOR for CITY and contains all of the covenants and agreements between the parties with respect to the rendering of such Services in any



manner whatsoever. Any modification of this Agreement will be effective only if it is in writing signed by both parties.

13.02 CONTRACTOR shall not assign or otherwise transfer any rights or interest in this Agreement without the prior written consent of CITY. Unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under this Agreement.

13.03 CONTRACTOR shall timely file FPPC Form 700 Conflict of Interest Statements with CITY if required by California law and/or the CITY's conflict of interest policy.

13.04 If any legal action or proceeding, including an action for declaratory relief, is brought to enforce or interpret the provisions of this Agreement, the prevailing party will be entitled to reasonable attorneys' fees and costs, in addition to any other relief to which that party may be entitled.

13.05 This Agreement is made, entered into and shall be performed in the County of Riverside in the State of California and shall in all respects be interpreted, enforced and governed under the laws of the State of California.

13.06 CONTRACTOR covenants that neither it nor any officer or principal of its firm has any interest, nor shall they acquire any interest, either directly or indirectly, which will conflict in any manner or degree with the performance of their Services hereunder. CONTRACTOR further covenants that in the performance of this Agreement, no person having such interest shall be employed by it as an officer, employee, agent, or subcontractor.

13.07 CONTRACTOR has read and is aware of the provisions of Section 1090 et seq. and Section 87100 et seq. of the Government Code relating to conflicts of interest of public officers and employees. CONTRACTOR agrees that they are unaware of any financial or economic interest of any public officer or employee of the CITY relating to this Agreement. It is further understood and agreed that if such a financial interest does exist at the inception of this Agreement, the CITY may immediately terminate this Agreement by giving notice thereof. CONTRACTOR shall comply with the requirements of Government Code section 87100 et seq. and section 1090 in the performance of and during the term of this Agreement.

13.08 Improper Consideration. CONTRACTOR shall not offer (either directly or through an intermediary) any improper consideration such as, but not limited to, cash, discounts, services, the provision of travel or entertainment, or any items of value to any officer, employee or agent of the CITY in an attempt to secure favorable treatment regarding this Agreement or any contract awarded by CITY. The CITY, by notice, may immediately terminate this Agreement if it determines that any improper consideration as described in the preceding sentence was offered to any officer, employee or agent of the CITY with respect to the proposal and award process of this Agreement or any CITY contract. This prohibition shall apply to any amendment, extension or evaluation process once this Agreement or any CITY contract has been awarded. CONTRACTOR shall

immediately report any attempt by any CITY officer, employee or agent to solicit (either directly or through an intermediary) improper consideration from CONTRACTOR.

13.09 Severability. If any portion of this Agreement is declared invalid, illegal or otherwise unenforceable by a court of competent jurisdiction, the entire balance of this Agreement not so affected shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereby have made and executed this Agreement to be effective as of the day and year first above-written.

**CITY:**

CITY OF BEAUMONT

By: \_\_\_\_\_  
Rey Santos, Mayor

**CONTRACTOR:**

SKM Engineering, LLC

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

Print Name: \_\_\_\_\_

Title: \_\_\_\_\_

**EXHIBIT "A"**

**PROPOSAL**

**(insert behind this page)**

**EXHIBIT "B"**

**CERTIFICATES OF INSURANCE AND ENDORSEMENTS A**

**(insert behind this page)**



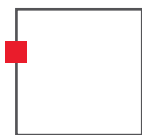
save **time** — save **energy** — save **money**

## Professional Engineering Services Proposal

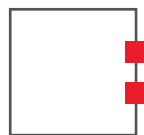


City of Beaumont  
Lift Stations PLC Project

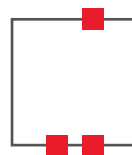
March 2020



Electrical



Instrumentation



Controls



SCADA



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Jeff Hart, Director of Public Works  
City of Beaumont  
550 E 6th Street  
Beaumont, California 92223

March 6, 2020

**RE: Cover Letter | Executive Summary  
Professional Engineering Services Proposal for the Lift Stations PLC Project**

Dear Mr. Hart,


Thank you for the opportunity to present our proposal to provide the City of Beaumont with professional engineering services. We are qualified and committed to providing you with electrical engineering for PLC replacements with regard to the ten (10) Lift Stations identified in the Scope of Services.

Our team is at your service. We value our relationships with our clients and will work hard to give you the support you need to see effective and sustainable results. We employ clear and concise communication throughout the entire engineering process to manage resources well and identify opportunities to improve systems and inefficiencies. We have enjoyed working with the City for the past few years and hope to continue working together to provide electrical and controls solutions and support. SKM is distinguished by its reputation of providing exceptional technical engineering services directly to Cities and Districts and also as a subconsultant to a number of civil engineering firms. We ensure the highest level of expertise while maintaining low overhead that keeps us agile and innovative in our workflows. We are determined to provide the City with the best possible electrical and control engineering services possible and appreciate your consideration in selecting SKM.

In response to the City's request, our proposal outlines our understanding and approach to successfully completing the scope of work. SKM has extensive experience in these areas and has the capabilities to properly execute key objectives. We are intimately familiar with each lift station and fully understand the current conditions and needs for improvement. Each lift station should have a control system that operates reliably, is easily monitored and controlled, and is simple to configure, troubleshoot and maintain. The communications methods used to relay information back to the City's SCADA system are critical for long-term monitoring of each station. Our team understands the various hardware, software, and communications options available and will assist the City in making these critical decisions. We will work together with your staff to come up with the best solution for the City that takes into account reliability, ease of use, maintenance and cost.

We look forward to working with you to improve the reliability and control of your critical lift station infrastructure. SKM is the right partner to help the City modernize and take advantage of exciting and new technologies. We appreciate this opportunity and hope to continue to work with the City with electrical and control needs.

Sincerely,



Principal





# INTRODUCTION / INFORMATION

In 1999 SKM began providing electrical engineering services to Aqua Engineering in Bountiful, Utah to help fill a gap with various wastewater projects. We quickly learned that there was a need for quality electrical engineering and system integration, particularly for smaller municipalities and districts. Over the following twenty years we have slowly grown our firm with a focus on quality and reliability. Our staff of 23 provides services for over 100 clients of all sizes as well as to various civil engineering firms. As an engineer, we are uniquely qualified to design control systems largely because of our abilities as a system integrator. As a system integrator, we are uniquely qualified to implement systems well, largely because of our background as electrical engineers.

For the City of Beaumont and its critical lift station infrastructure, we will be able to assist the City in making sound decisions based upon our unique background as an engineer and system integrator. We have a deep understanding of electrical gear, motor controllers, programmable controllers, communications networks, control system software and hardware as well as vendors and market share and trends. Our team will know when and why certain products will be a good option and we'll be able to exercise caution when a product has a really great sales pitch but may not be a good fit.

If selected, SKM will first provide the lift station evaluation and assessment to better understand short term and long term needs. We already are very familiar with the lift stations having visited each one as well as studied the current control logic. SKM will take the lead on the electrical, instrumentation and controls evaluation. We will be subcontracting Aqua Engineering and Webb Associates to take the lead on evaluating the lift stations from a process and capacity standpoint. Our team will work closely with City Staff and together we'll develop recommendations to move forward towards modernizing each lift station. Together we'll evaluate current technology and products and look for a solution that is robust, reliable, simple to use, easy to maintain and cost effective.

## Information

Firm: SKM Engineering, LLC

Contact: Mark Jeppsen, PE | mark.jeppsen@skmeng.com | 801-683-3760

Address: 533 W 2600 S, Suite 25, Bountiful, UT 84010

Telephone: 801-677-0011

## Subconsultants

Firm: Aqua Engineering, LLC

Contact: Justin Logan, PE | justin.logan@aquaeng.com | 801-683-3743

Address: 533 W 2600 S, Suite 275, Bountiful, UT 84010

Telephone: 801-299-1327

Firm: Albert A. Webb Associates

Contact: Brian Knoll, PE | brian.knoll@webbassociates.com | 951-248-4279

Address: 3788 McCray Street, Riverside, CA 92506

Telephone: 951-686-1070



# PROJECT APPROACH

## **Our Approach | Scope of Work**

The scope of work has been divided into three tasks, 1) Project Management; 2) Data Collection and Assessment of Existing Lift Stations; and 3) Recommended Upgrades, Improvements and Alternatives.

### **Task 1 - Project Management**

SKM will have a project manager who will manage the project, develop the project schedule, track progress and ensure collaboration between our staff and City Staff.

#### **Task 1.1 - Project Kick off Meeting**

Following selection and contract negotiation, our team will start the project with a kickoff meeting with City Staff. The Kickoff meeting is our opportunity to hear the concerns, issues and desires of each staff member as well as a time for any technical questions the staff may have. It is important that operators, managers and IT staff attend this meeting.

### **Task 2 - Data Collectin & Assessment**

After the kickoff meeting, the data collection and assessment of each station will commence. SKM has already been to each lift station, has existing drawings, photos and programming files. We understand that the current radio system has obsolete hardware and requires multiple repeaters which increases the number of single points of communication failure. We know that the PLC's and touch screens are aged and obsolete. In addition, some of the control circuits are limited (such as the physical HOA switch status isn't tied into the PLC) and should be updated. Our team will spend additional time evaluating existing starters, soft starters and VFD's, most of which are also aged and due for replacement. We will evaluate existing instrumentation and redundancies.

Lastly, we will include a high-level evaluation of the structural, mechanical and pumping systems with the assistance of City Staff, Aqua Engineering and Webb Associates. Our team will produce a report that summarizes the findings for each site. The report will be submitted to the City and shall include the overall evaluation of the lift stations along with immediate needs, future needs and operational requirements.

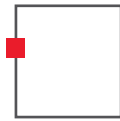
### **Task 3 - Recommended Upgrades, Improvements and Alternatives**

After the City has reviewed the report, we will have our second project meeting where the findings are discussed along with potential remedies and solutions that will kickoff the final task. Our team will present current technologies for communications, hardware, software and plug & play options. We will be prepared to discuss pros, cons and costs of each option as well as have references of other municipalities that have actually implemented that option. Where possible, we will setup nearby site visits where City Staff will be able to see how others are implementing these solutions. Consequently a third workshop will be held to further discuss specifics for each possible solution and to finalize our recommendations. This workshop will be used to also formulate final recommendations for each lift station including recommendations related to equipment, power, instrumentation, communications, process and future considerations. A final project report will then be developed that provides all of the recommendations along with recommended project execution and phasing as well as an associated construction cost estimate.

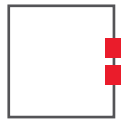
# PROJECT APPROACH

## Task 3.1 - Recommended Upgrades Implementation | System Integration

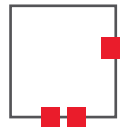
After our team has delivered the project report with recommendations along with phasing requirements and cost estimates, we will assist the City in determining the best course of action to implement the recommendations. We will conduct a final workshop where various implementation options are discussed. One option that SKM has proven to be efficient and cost effective is to have our team perform the system integration for the project under the design and construction management contract. This method eliminates the problems that arise from trying to get a Contractor to program the system exactly how the City envisions it. It allows the integrator to have been in all of the discussions from the inception of the project.



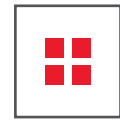
Electrical



Instrumentation



Controls



SCADA

|   |                                   |                               |                    |
|---|-----------------------------------|-------------------------------|--------------------|
| Operator Interfaces                       | Network Design and Implementation | Radio Communications          | Alarm Dialers      |
| Process Diagrams                          | Drafting                          | Power Design and Distribution | 3D HMI Graphics    |
| Telemetry                                 | Loop Drawings                     | Electrical Panels Design      | System Integration |
| Control System Master Planning and Design | PLC Programming                   | HMI Programming               | Instrumentation    |
| Facility Maintenance & On-Call Service    | Motor Controls                    | Communications Monitoring     | Security Systems   |



# FIRM PROFILE

SKM Engineering LLC (SKM) was founded on the principle of providing sound and proven electrical, instrumentation and control (EI&C) engineering, along with dependable and prompt service at the best value. The SKM team possesses the knowledge, training, and hands-on experience required to meet EI&C needs for your facilities. We possess a unique and fresh perspective and are recognized by our clients for our ability to solve challenging technical problems quickly with simple and cost effective solutions.

## History

Established in 1989, SKM began providing these services primarily for power plants and oil refineries in the Rocky Mountain area. In the early 90s, we expanded our services to include water and wastewater facilities. In 1999 we began providing services to Aqua Engineering and permanently established our offices in Bountiful, Utah. Since then, we have provided our services to many other engineering firms and clients. We have had great success in the water/wastewater industry which now constitutes approximately 80% of our work. SKM now provides services for over 100 clients throughout the United States and Canada.

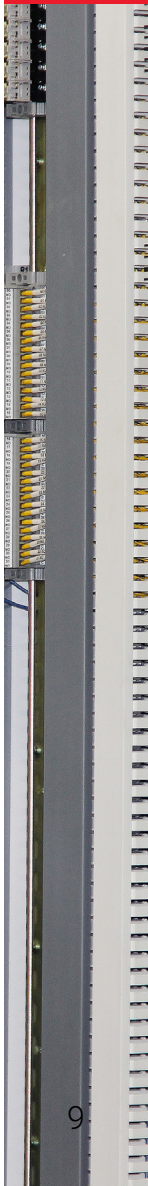
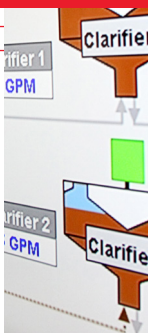
We have progressively built a well-rounded staff of engineers, designers, programmers, and field technicians who together are capable of providing a complete solution from design to integration to maintenance. We currently employ 23 full-time employees and two contract employees. About forty percent of our workload is providing EI&C design/engineering services. Forty percent of our workload is providing EI&C systems integration/ programming services and 20% is providing maintenance and on-call support for existing EI&C systems.

## Dedicated to Client Service

With our extensive experience and expertise in PLC Programming and SCADA system engineering, SKM is prepared to meet the City of Beaumont's electrical engineering needs. SKM employs a staff of highly trained and experienced electrical and control engineers with experience in electrical design, instrumentation and controls as well as technical expertise in PLC programming, HMI programming, design and implementation of SCADA/Telemetry systems and a variety of operator interfaces. SKM has developed a reputation of excellent customer service, resourcefulness, and sound engineering while servicing clients primarily in Utah, Nevada, Arizona, Idaho, California, Colorado, Wyoming and New Mexico. We believe in providing the client with the most innovative and cost-effective solutions for their system in order to optimize the process and maximize operator effectiveness. Our exclusive focus on wastewater and water systems provides clients with extensive process knowledge and understanding. We are dedicated to listening to our clients and working together we evaluate and select innovative and effective solutions.

## Quality Control

SKM's program to produce a quality project includes client progress meetings to achieve consensus and avoid surprises. It also includes regular independent reviews by a senior engineer not associated with the project. The project manager is responsible for the quality of the deliverables. They oversee project schedules, project scope and budget, review the project regularly and monitor quality control procedures. Reviews are performed by the project manager to insure the work effort is appropriate and technically sound and meets requirements.



# AREAS OF EXPERTISE

## PLC Programming

Our expertise includes programming of various manufacturers and models of PLCs. We have a sound understanding of how PLCs function and how to maximize their performance as well as the best methods of accessing data to/from operator interfaces and HMIs. We hold integrator service agreements and are particularly experienced with the following PLC families:

Allen-Bradley – GE – Modicon – Control Microsystems – Automation Direct – Siemens

## HMI Programming

With a Variety of HMIs on the market, our expertise is with multiple HMI software packages. Each of these packages has distinct strengths and weaknesses applicable to larger control systems. We stress the importance of making the HMI simple for operators to use and visually obvious so learning new functionalities is quick for every operator, regardless of computer abilities. We are fully capable of implementing the following HMIs:

Proficy iFix – Proficy iHistorian – ClearSCADA – Wonderware – Allen-Bradley FactoryTalk View – Ignition Inductive Automation

## Operators Interfaces

Operator interfaces play a key role in the local operation of water and wastewater systems. Operator interfaces enable operators to see data that is displayed on the SCADA at the local pump house. We have used and installed a variety of operator interfaces, including color and monochrome touch screens, text panels, and set point panels. We have installed from the following manufacturers:

Allen-Bradley – Modicon – Siemens – AutomationDirect – Red Lion – GE

## Network Design and Implementation

Complex SCADA systems require the design of complex networks for communications. These networks are the backbone for the SCADA system, and reliability is always the key concern. We have designed many of these networks using the following:

Fiber Optics – Ethernet – RS-232 & 485 – Manufacturer Protocols (Like Modbus Plus)

## Radio Communications

Wireless capabilities in the past decade have improved dramatically and are easily implemented into SCADA systems. We have used licensed and unlicensed radios to acquire data from remote locations, depending on distances and line-of-sight restraints. We understand the benefits and limitations of wireless communications and are capable of making reasonable recommendations. We have installed radios from the following manufacturers:

Microwave Data Systems (MDS) – Trio – Freewave – Radwin – Cambium – Ubiquiti





# AREAS OF EXPERTISE

Item No.9.

## Electrical Panels Design

We have the capability of designing SCADA control panels as well as motor control panels with integrated PLCs. We use local panel shops and competitively bid out the panels to provide the client with the best possible price.

## Alarm Dialers

Dialers have become an important part of SCADA systems with the recent homeland security policies. We include security features and alarming on failure of the SCADA system. These features coupled with traditional alarming make the control system function independently of external alarm systems.

Ignition – Win911 – Sensaphone – Raco

## Drafting

We have a staff of CAD designers who have aided in the design of many control systems. They have experience with process and instrumentation diagrams, control diagrams, onelines, control panel design, and all associated power and control diagrams.

## Instrumentation

We can recommend the selection of key instruments and manufacturers for a control system. We have installed, calibrated, and troubleshot many instruments a variety of systems. Below is a partial list of instruments we have experience with:

Flow Meters – Level Sensors – Pressure Sensors – Temperature Sensors – Chlorination & De-Chlorination – Water Quality Analyzers

## Power Design and Distribution

SKM is capable of full power distribution and motor control design, including variable frequency drives, reduced voltage soft starts, motor starters, transformers, standby generators and more.

## 3D HMI Graphics

We offer the option of using unique three-dimensional graphics for your HMI. This makes the operator experience much more dynamic and user-friendly than typical two-dimensional graphics. By converting your facility to 3D, you can visualize each room in each building as it exists. The 3D look is clean, accurate, cost effective and produced as quickly as 2D interfaces.





# KEY STAFF QUALIFICATIONS



## Mark Jeppsen, P.E. — Principal | Project Manager

Mr. Jeppsen has experience as an electrical, instrumentation and controls engineer in power design, controls engineering, process and instrumentation design, construction oversight, radio and telemetry systems, SCADA system design and integration and PLC and HMI design and integration for multiple wastewater collection and treatment systems. He is responsible for project development, management, schedule coordination and completion. He has worked as electrical design engineer and/or project manager for projects ranging from \$10,000 to over \$100 million.

**Education:**

BS Electrical Engineering  
University of Utah, 2002

**Professional Engineer:**

UT, CA, NM, ID



## L. Allen Rogers, P.E. — Principal

Mr. Rogers is an engineer and designer with experience in electrical design, control systems, and Telemetry and SCADA systems. He has assisted in the design, programming, startup and maintenance on several source water, water treatment, wastewater collection, and wastewater treatment projects. He has worked with many different programmable logic controllers including Allen Bradley, Control Microsystems, and Modicon. He has used many different operator interfaces including Allen Bradley, C-More, and Maple. He has experience with GE Fanuc iFix (Intellution) HMI software. He has assisted in the design and installation of new systems, replacement of old systems, and expansion of existing systems.

**Education:**

BS Electrical Engineering  
University of Utah, 2010

**Professional Engineer:**

UT



## Ryan Pack, P.E. — Principal

Mr. Pack is an electrical and controls engineer with 20 years of experience in design, construction oversight, control systems, telemetry and SCADA systems. His experience includes source water, pressure systems, water treatment, industrial and waste water facilities. He has worked with OEMs developing their standard control systems and has aided in implementation in hundreds of facilities across the western hemisphere. Ryan has experience working with National and International clients specializing in aeration system controls. He is responsible for project development, management, schedule coordination and completion. He has managed design and control projects.

**Education:**

BS Electrical Engineering  
University of Utah, 2002  
MBA  
Weber State University, 2005

**Professional Engineer:**

UT, NV, ID, WY, CO, HI, NM



## Mark Taylor — Principal

Mr. Taylor is a programmer and field technician with experience in control systems design and integration, as well as control systems maintenance and support. His experience includes source water, irrigation, water treatment, wastewater collection, and wastewater treatment. In each of these areas, he has been responsible for SCADA system programming, implementation, commissioning, and maintenance. Mr. Taylor has also been responsible for operator coordination and training for many of these projects. He has designed and installed new systems, replaced old systems, and expanded existing control systems. Mr. Taylor has worked with communications systems including radio, fiberoptic, ethernet, serial, and proprietary communications systems such as controlnet.

**Education:**

B.S. Electronics Engineering Technology  
Weber State University, 2002

# KEY STAFF QUALIFICATIONS



## **Tovey Ashby** – Senior Programmer

Mr. Ashby is a senior programmer with experience in control system design, integration, and support. His experience includes source water, irrigation, water treatment, wastewater collection, and wastewater treatment. He has been responsible for the SCADA system programming, implementation, commissioning, and maintenance. Mr. Ashby has also been on the forefront of developing programming standards implemented across SKM to help streamline project development and reduce programming bugs. This includes custom function blocks for repeatable code used in many systems and templates for HMI/SCADA systems software.

### **Education:**

A.S. Electrical Automation and Robotics Technology, Utah Valley University, 2004  
B.S. Technology Management, Utah Valley University, 2006



## **Justin Fryar** – Controls Engineer

Mr. Fryar has worked in the traffic industry developing traffic control systems for large metropolitan cities. Started working in QA testing the reliability between our software and controller hardware. Eventually moved into software development working closely with team members to maintain legacy products for current customers. Has taken on multiple projects from customer ranging from simple reporting fixes to implementing new reports involving data analysis. Currently creating a new version of Ignition for use on mobile devices enabling customers to see data, statistics, and event control their plants wherever they are. Mr. Fryar's experience in software development and quality assurance gives important insight into how unreliable software can directly affect people's lives. As a result, he spends a lot of effort ensuring proper functionality and accuracy. It is vitally important to have industrial control systems working as they were intended.

### **Education:**

Computer Science, Brigham Young University-Idaho, 2018



## **Adam Russell** – Controls Engineer

Mr. Russell has experience with many different aspects of SCADA systems. Has worked with many programmable logic controllers including Allen Bradley, Control Microsystems, Siemens, AutomationDirect Koyo, and others. Has worked with many operator interfaces including Allen Bradley, Schneider Electric, Siemens, and AutomationDirect. Has extensive experience with Inductive Automation Ignition, and other human machine interfaces including GE Proficy iFix and CLEARScada.

### **Education:**

BS Electronics Engineering Technology,  
Weber State University, 2014

### **Certification:**

Inductive Automation Ignition 7.9



## **Daniel Leavitt** – Senior Designer / Drafter / 3D Graphic Artist

Mr. Leavitt is an electrical drafter and 3D graphic artist with experience in electrical design, control systems, process, instrumentation and PLC design. His experience includes water treatment, wastewater collection and wastewater treatment. He has drafted power distribution of 120V and 480V systems, created lighting plans, schematics, conduit development, process and instrumentation diagrams and lighting panel schedules. He has also developed 3D graphics of many different mechanical process areas for controls for the PLC at multiple plants.

### **Education:**

Salt Lake Community College, Architectural Drafting  
ITT Technical Institute, AAS, Computer Drafting and Design



**Justin Logan, P.E. — AQUA Engineering | Principal**

Mr. Logan is a Vice President and Principal at AQUA Engineering. Justin leads AQUA's efforts in water and wastewater treatment. He focuses on treatment facility planning, design and construction projects, with emphasis on providing clients effective and affordable solutions to their individual challenges. Justin has worked on more than 50 treatment facilities, developing his extensive experience with a variety of processes and equipment. His responsibilities include project master planning, facility evaluations, process development, design layout, plant configuration, design efficiency and construction drawing development of water and wastewater treatment facilities.

**Education:**

B.S. Civil & Environmental Engineering, Brigham Young University, 1998  
M.S. Civil & Environmental Engineering, Brigham Young University, 1999



**Brian Knoll, P.E. — Webb & Associates | Senior Vice President**

Brian Knoll is a Vice President at WEBB specializing in Water Agencies/Special Districts. He has been responsible for the design and direction of capital improvement projects throughout southern California. Brian's expertise lies in planning, design, and construction oversight of water and wastewater facilities. Brian has been involved in numerous large multi-discipline water and wastewater projects including the City of Riverside's 26 MGD expansion of their water quality control plant, the 14 MGD expansion of the Western Riverside Wastewater Treatment Plant, and the 6 MGD expansion of the Calipatria Water Treatment Plant. He has worked extensively with the City of Imperial, Western Municipal Water District, Golden State Water Company, the City of Corona, Crestline Lake Arrowhead Water Agency, Eastern Municipal Water District, the City of Riverside, and WRCRWA. Brian has also worked closely with other engineering partners such as CDM Smith, Black & Veatch, and CH2M Hill. His macro style in water resources leadership coupled with a practical approach, enhances Brian's standing within the firm and the industry.

**Education:**

MS, Civil Engineering, Brigham Young University  
BS, Civil Engineering, Brigham Young University



**David Algranti, P.E. — Webb & Associates | Chief Design Engineer**

David (Dave) Algranti, Chief Design Engineer at WEBB, has more than 40 years of experience in the planning, design, and construction of water resources projects. With such deep knowledge of water-related systems, he assists as technical advisor for all WEBB teams handling such projects for clients. Dave helped develop WEBB's quality management program, enabling him to coordinate and directly perform project quality control and assurance - making sure project technical issues are recognized early and resolved efficiently by an expert in the firm.

**Education:**

BS, Civil Engineering, California Polytechnic University, Pomona



# REFERENCES

The highest compliment a company can receive is a referral from a respected client. We appreciate and recognize our client relationships and are grateful for their confidence in us.

Dean Standing Warrior  
Western Municipal Water  
District  
16451 El Sobrante Road  
Riverside, CA 92503  
951-789-5113

Jackie Loper  
City of Imperial  
420 S Imperial Ave.  
Imperial, CA 92251  
760-355-3336

Lance Wood, Manager  
Central Weber Sewer I.D.  
2618 West Pioneer Road  
Ogden, UT 84404  
(801) 731-3011

Jamey West,  
Project Manager  
Salt Lake City WRF  
2400 N 1365 W  
Salt Lake City, UT 84116  
(801) 799-4083

Doug Evans  
Engineering Manager  
Mountain Regional Water  
PO Box 982320  
Park City, Ut 84098  
(435) 940-1916

Jill Jones, Manager  
Central Davis Sewer District  
2627 Shepherd Lane  
Kaysville  
UT 84037  
(801) 451-2190

Scott Rogers, President  
Aqua Engineering  
533 W. 2600 S. 275  
Bountiful, UT 84010  
(801) 299-1327

Juan Garrido,  
Superintendent  
Springville City  
50 South Main Street  
Springville, UT 84663  
(801) 420-1272

Keith J. Hanson, Manager  
Salt Lake County Service  
Area #3 P.O. Box 920067  
Snowbird, Utah 84092-0067  
(801) 278-9660

Byrce Kimber, Public Works  
City of West Wendover  
1875 Florence Way  
West Wendover, NV 89883  
(775) 664-3363

Ray Henniger,  
Superintendent Tooele City  
WWTP  
90 N. Main  
Tooele, UT 84074  
(435) 241-0204

Corey Pierce,  
Superintendent  
Spanish Fork City  
40 South Main  
Spanish Fork, UT 84660  
(801) 804-4466

Jeff Hiatt, Superintendent  
Payson City  
1050 North Main Street  
Payson, UT 84651  
(801) 465-5277

David Richards,  
Superintendent  
Idaho Falls Water  
Department P.O. Box 50220  
Idaho Falls, ID 83405  
(208) 612-8472

Mark Slagowski,  
Superintendent  
Bountiful City Water  
Department 245 West 1050  
South  
Bountiful, UT 84010  
(801) 298-6180

Mike Gill, BCWTP Lead  
Plant Operator  
Salt Lake City Dept of Public  
Utilities  
1350 W. Temple  
Salt Lake City, UT 84115  
(801)582-2816

Joel Kertamus,  
Public Works  
Grantsville City  
429 E. Main  
Grantsville, UT 84029  
(435) 884-3411





# SCOPE OF SERVICES

We have developed this scope and the attached fee proposal based upon the following assumptions.

- ✓ If our team is selected, we will together with the City fine tune this scope of services and fee proposal after further discussions and negotiation.
- ✓ This project is focused primarily on electrical, instrumentation and controls. While we will be providing some high level recommendations, we have not included time and effort for complete master planning at each lift station. It is assumed that this will be handled by a separate project.
- ✓ The scope of services has been developed based upon the 10 lift stations listed in the RFP. The City will provide all available as-builts, drawings and documents for the lift stations to aid our team in the evaluation of each station.
- ✓ The City will escort our team members to each lift station on an as needed basis throughout the project. Our team will coordinate with City Staff in advance for each visit.
- ✓ Our work will include four formal meetings and additional informal meetings as required.

The following scope of services has been divided into three tasks as outlined in the RFP.

**Task 1 - Project Management** SKM will develop an internal Project Management Plan (PMP) to guide the project team through its work. The PMP will identify format and schedules for technical workshops, progress meetings, project deliverables, and quality control. It will also outline team responsibilities, project communications, Quality Management procedures, budget tracking, project schedule, and accountability reporting.

**Task 2 - Data Collection and Assessment of Existing Lift Stations** Members of our team will gather information about each lift station by obtaining record documents, interviewing City Staff and by visiting each station. We will also look at historical data that has been collected by the SCADA systems over the years. We will document the electrical, instrumentation and controls components currently in use and evaluate their current condition. We will determine if hydrogen sulfide has been present and document the extent of corrosion that has occurred at each station. We will identify how each station is operated, what redundancies are in place, what deficiencies may exist, and overall station capacity versus actual flows. To conclude this task, a report will be produced that describes our findings which will be submitted to the City for review. A formal meeting will be conducted shortly thereafter to discuss our findings and launch into the next task.

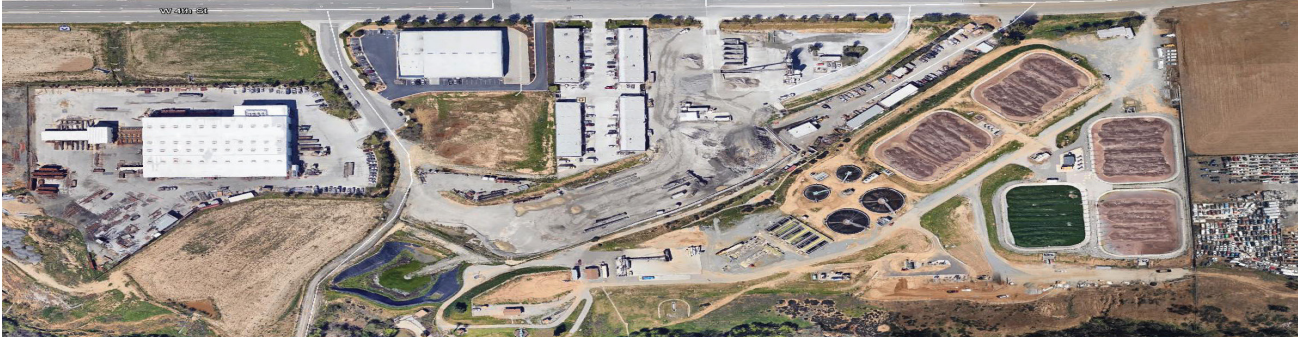
**Task 3 - Recommended Upgrades, Improvements and Alternatives** Based upon the findings from Task 2, our team will begin to develop recommendations for improvements that should be made at each lift station. We will present to the City options based upon current technologies for communications, hardware and software. Options will include the traditional PLC type solution as well as off-the-shelf plug-and-play solutions. Pros and cons for each solution will be presented along with a cost-benefit analysis. Together with the City we will narrow down the selection to several options and then further evaluate those options. We will obtain references from other municipalities who are implementing the selected options. If possible we will visit nearby facilities and interview operators using these options. A workshop will then be held to finalize our recommendations that will then be documented into a final report. The report shall include recommended project phasing and a construction cost estimate. A final workshop will be held with the City to conclude the work. In this workshop we will discuss the City's options for implementing the recommendations that have been made.





# WORK EXPERIENCE

Item No.9.



## Beaumont Treatment Plant Expansion & Salt Mitigation

The team of Webb, Aqua and SKM recently designed and is currently participating in the construction of the City of Beaumont's Wastewater Treatment Plant Expansion and Salt Mitigation Project. The existing facility had become antiquated, unreliable and had no means of removing brine. Brine disposal was an integral part of this project and a key driver in the selection of the new process. Without a safe, reliable, and cost effective way to dispose of the brine, this project could not move forward and compliance with the Basin Plan would be impossible. The brine pipeline connecting to the Inland Empire Brine Line (IEBL) was determined to be the best option during the feasibility study, due to cost and certainty of operation. The brine line has been sized at 12-inches and will be approximately 23-miles long. The pipeline begins at the City's WWTP and ends near the City of San Bernardino's WWTP on Waterman Avenue.

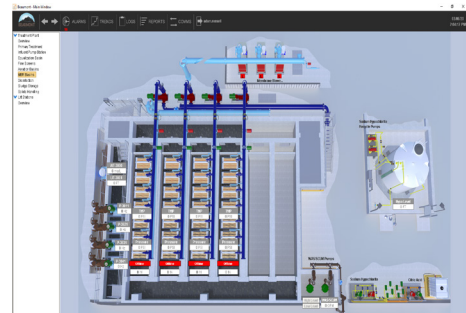
The work consists of a first phase which includes improvements at the headworks, influent pump station, new fine screens, a new aeration basin and a new MBR process. Following the completion of the first phase a second and final phase will add raw water equalization and solids handling which includes two centrifuges.

### Details

Owner: City of Beaumont  
Reference: Thaxton Van Belle, Plant Manager  
Phone: 909-496-5689 | TVanBelle@beaumontca.gov  
Location: Beaumont, California  
Completion: 2019

### Features

- ✓ Feasibility Study
- ✓ Brine disposal
- ✓ Design & Construction



# WORK EXPERIENCE

Item No.9.



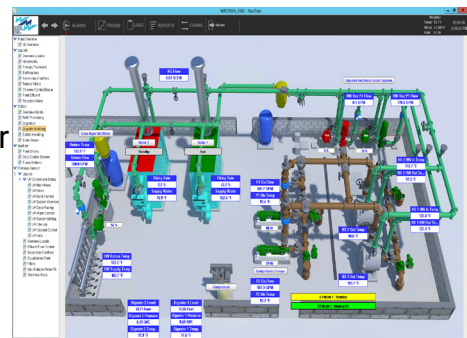
## Western Riverside County Regional Wastewater

AQUA Engineering, teamed with Webb and Associates, assisted the Authority with the planning, design, construction, and commissioning of this 14 MGD overall plant upgrade. The solids process included the addition of solids thickening for both primary and secondary solids wasted from the liquid treatment stream. The existing, two (2) aerobic digesters were converted to anaerobic digesters, which included adding lids, jet mixing equipment, gas safety systems, and so forth. In addition, systems were designed and installed to clean and dry the gas for use in the plant's boilers for both heating the digesters and to provide heat to the solar drying facility. The existing dewatering equipment was replaced with three (3) new centrifuges to improve dewatering of the digested solids. The solids were then automatically conveyed and delivered to a solar drying greenhouse, where the solids were further processed to 85% dry. The solar dryer included floor heating to augment the process in cooler or inclement weather periods as well as odor control to mitigate this potential issue. The solids handling process produces a Class A biosolids and reduced the overall solids disposal from the facility by more than 5 times, as they went from hauling about 40 yards of solids per day to about 40 yards per week, saving the Authority over \$700,000 per year.

SKM provided electrical, controls and instrumentation design for the second phase of an expansion project bringing the facility from 8 to 14 MGD. The plant will be upgraded and expanded to meet future needs and improve treatment. Improvements include headworks, primary clarification, flow equalization, bio-reactor expansion, secondary clarification, tertiary filtration, chlorination, WAS thickening, conversion to anaerobic digestion, solar drying and odor control. SKM's design efforts included rerouting the utility feed to the facility, modifications and additions to the existing power distribution, network and controls upgrades and efforts to enclose existing outdoor MCC's and control cabinets.

### Details

Owner: Western Riverside County Regional WW  
Reference: Tony Pollack, Wastewater Operations Manager  
Phone: 951-789-5114  
Location: Riverside, California  
Completion: 2019





## City of Rexburg, Wastewater Collection SCADA System

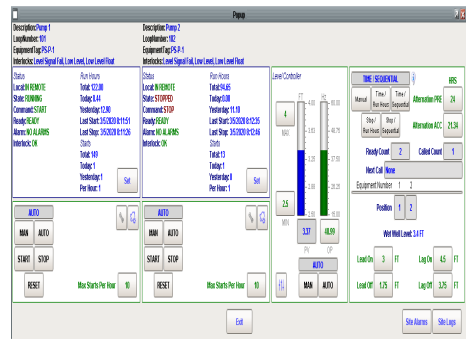
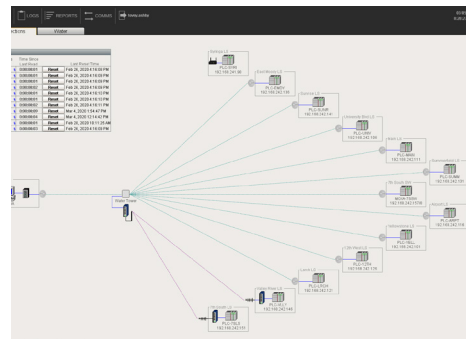
In Rexburg, SKM cutover 13 lift stations. SKM used hybrid radio system of 5.8 GHz, 900 MHz and cellular to hit all 13 locations. As part of the project an emergency back-up float system was installed with the PLC for redundancy of pump control. Part of the float system a separate intrinsic barrier box was installed to meet code requirements. Downtime of the lift stations was minimized as much as possible by ensuring all work that could be done with lift stations operational was completed prior to working inside the pump control panels. That work included all physical installation of any needed conduit, panels, radios and landing all terminations in the PLC panels. Downtime was coordinated carefully with the City and a plan put in place for each lift station that took into account worker safety and the need to prevent any flooding from potential downtime of the stations.

### Details

Owner: City of Rexburg  
Reference: Jared Gunderson, Wastewater Dept.  
Phone 208-372-2441 | Cell: 208-716-1323  
Email jared.gunderson@rexburg.org  
Type: SCADA Upgrade, Lift Stations, PLC  
Location: Rexburg, Idaho  
Timeline: Current

### Features

- ✓ Replacement of SCADA System
- ✓ 13 Lift Stations; Minimal Downtime
- ✓ Emergency Back-up Float System



# WORK EXPERIENCE

Item No.9.



## John Jones Water Treatment Plant

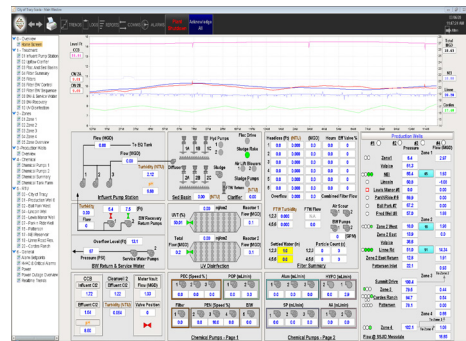
The City of Tracy John Jones Water Treatment Plant (WTP) is a 30 mgd capacity surface water treatment plant. The existing plants SCADA system was out of date and SKM was selected to update the existing Wonderware system with Ignition HMI software. Several older controllers were also replaced to give more visibility to existing hardware. In addition to the plant, 15 remote sites were pulled in the existing SCADA system that included boosters, wells, and major PRVs.

### Details

Owner: City of Tracy, Utilities Dept.  
Reference: Dave Carter, Water Production Supervisor  
Phone 209-831-6302 | [dave.carter@ci.tracy.ca.us](mailto:dave.carter@ci.tracy.ca.us)  
Type: SCADA Upgrade  
Location: Tracy, California  
Timeline: Current

### Features

- ✓ Replacement of SCADA System
- ✓ SNMP Monitoring of Servers
- ✓ SCADA System Training



# WORK EXPERIENCE

Item No.9.



## Central Weber Sewer Improvement District

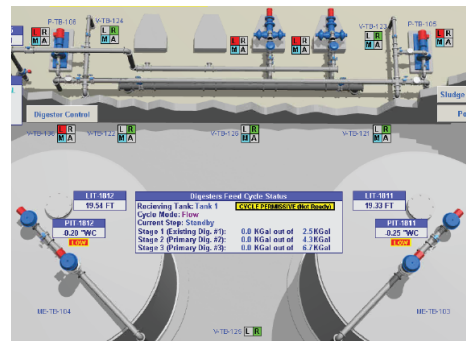
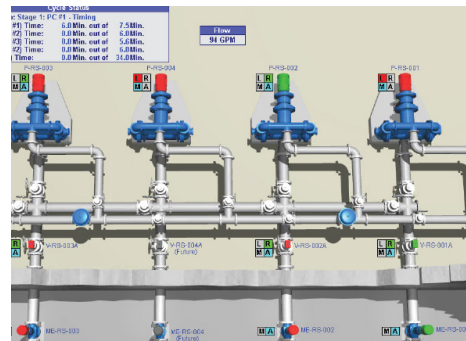
**Location:** Ogden, UT      **Duration:** 2004 - Present  
**Value:** \$2.1 M

### Wastewater System Integration (2004-2019)

SKM has been the Systems Integrator for Central Weber for the past 10 years. Over those years we have upgraded their antiquated PLC's, upgraded HMI software performed a 60MGD plant expansion and we upgraded their solids handling/dewatering controls. SKM successfully tied the SCADA system to their CMMS software. The SCADA system was setup with a redundant ring style network and we are utilizing Ignition for launching HMI clients over secure WiFi connections to tablets.

### Wastewater Treatment Plant Expansion (2007-2012)

SKM joined with MWH and performed instrumentation and controls engineering for a new activated sludge plant that was constructed adjacent to the existing plant. SKM provided construction management services for the project and is also acting as systems integrator. SKM will provide 19 PLC panels and network cabinets. As the systems integrator, SKM programmed the PLCs and the HMIs throughout the plant and seamlessly integrated the new plant with the existing plant. Along with the process control SKM was also contracted to do the HVAC controls for the new plant expansion. The project included 14 air handling units in eight buildings. Allen-Bradley ControlLogix were used in each building. Several buildings utilized AB Flex remote IO drops for air handling units. Operators were able to use Allen-Bradley OITs at each building to completely control the HVAC system. The HVAC system was also put on their overall SCADA system using the GE iFix platform.



**Reference:**  
Lance Wood, (801) 731-3011,  
lwood@centralweber.com



# WORK EXPERIENCE

SKM received the Firebrand Award Winner at the 2018 Inductive Automation conference. To learn more about the projects, visit:



“Two Customers See Big Improvements, Can Share Data”

## Mountain Regional Water SCADA System Installation

**Location:** Summit County, UT | **Duration:** Under Service Contract  
**Reference:** Doug Evans | (435) 940-1916 | doug@mtregional.org

In 2012 SKM worked with MRW to come up with criteria to upgrade their existing SCADA system. It was decided to stay with their current hardware platform due to the drastically lower costs of installation. Over the course of two years we installed and upgraded 55 remote sites and one water treatment plant. This was a turn-key project where we supplied the hardware, installation, programming, and training. A major portion of this project was to implement energy saving programs. Because of changes in logic we were able to adjust the rate structures at several facilities and have since paid for the cost of the SCADA upgrade. Since then we

have worked with MRW to implement other cost saving programming such as mass balance work to identify water leaks before they are found by operators.

- ✓ 65,000 tags – 52 devices (40 SCADA Packs, 3 AB Logix PLCs, 9 Mod-bus Ethernet IO Units)
- ✓ Up to 15 clients at a time
- ✓ Redundant Architecture
- ✓ MSSQL DB
- ✓ 4,000 configured alarms
- ✓ 3,000 historicized data points
- ✓ 25 main screens
- ✓ 120 pop-ups

## Park City Water – SCADA Upgrade

**Location:** Park City, UT | **Duration:** Under Service Contract  
**Reference:** Chad Busch | (435) 659-7372 | chad.busch@parkcity.org

Park City was in dire need of upgrading their current control system. They were operating on three separate control systems across their water department and were using antiquated equipment that wasn't supplying the City with their control and data acquisition needs. SKM teamed with Carollo Engineers to design a new system and with a design build approach implemented a state of the art control system. The overall integration included 70 remote sites and two full water treatment plants. Ignition software, Allen-Bradley hardware, a Cisco network, and a Radwin radio system were used at the city to complete the approach. The construction took place during a six-month period where

sites were slowly transitioned over to the new system. This was done without causing downtime and operational stress to the city so that they could continue to operate reliably through their high demand season.

- ✓ 135,000 tags – 103 devices (60 radios, 37 AB Logix Series PLCs, 5 Mod-bus devices)
- ✓ Up to 20 clients at a time
- ✓ Redundant Architecture with fallback
- ✓ MSSQL Cluster DB
- ✓ 6,000 configured alarms
- ✓ 5,000 historicized tags
- ✓ 35 main screens
- ✓ 150 pop-ups

# WORK EXPERIENCE

## Snyderville Basin

**Location:** Park City, UT | **Duration:** Under Service Contract

The Snyderville Basin Water Reclamation District (SBWRD) provides wastewater treatment for Park City, UT. Their system consists of two water reclamation facilities and 10 lift stations. SKM began providing services to SBWRD in 2008 by providing on-call services and support for their SCADA system. In 2012 we provided the system integration for their East Canyon plant expansion. Similarly, in 2018 we did the same for the Silver Creek plant. In 2019 we replaced the collections system monitoring and controls with a cellular based system utilizing Ignition Edge.



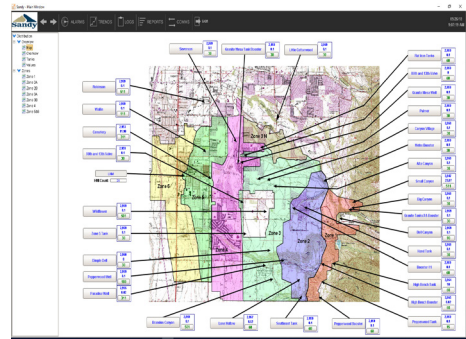
**Reference:**

Chad Burrell | (435) 649-7993

## Sandy City Electrical & Controls

**Location:** Sandy City, UT | **Duration:** Under Service Contract

SKM is currently under maintenance contract with Sandy City Water and has been providing maintenance services since 2004. With an antiquated tome telemetry system, the City of Sandy put out requests for a new SCADA system utilizing radio technology. 39 sites were integrated into the new SCADA system using Allen-Bradley PLCs, MDS licensed and unlicensed radios, and Intellution iFIX and iHistorian as an HMI. SKM provided the complete and operational SCADA System for Sandy City's Water System that was completed in 2005. Since then, SKM has provided incremental additions, improvements and maintenance including a new storm water system. The system consists of nearly 40 remote sites that consist of tanks, boosters and wells. In 2016 SKM provided an HMI system upgrade for the water and storm water systems.



**Reference:**

Mike Campbell | (801) 509-1056

# WORK EXPERIENCE | Select Project Experience

Item No.9.

|  | Contract Duration | Planning & Programming | Integration | Software Application | Hardware Manufacturing | Training | Startup & Commissioning | Turn-Key Project | Consultant | Implementation | System Wide |
|--|-------------------|------------------------|-------------|----------------------|------------------------|----------|-------------------------|------------------|------------|----------------|-------------|
| Idaho Falls Water System Expansion<br>Idaho Falls, ID                    | Current           | ✓                      | ✓           | ✓                    | ✓                      | ✓        | ✓                       | ✓                | ✓          | ✓              | ✓           |
| Salt Lake City SCADA Consulting Services<br>Salt Lake City, UT           | Current           | ✓                      | ✓           |                      |                        | ✓        | ✓                       | ✓                | ✓          | ✓              |             |
| Salt Lake City Big Cottonwood SCADA Upgrade<br>Salt Lake City, UT        | 2018              | ✓                      | ✓           |                      |                        | ✓        | ✓                       | ✓                | ✓          | ✓              |             |
| Snyderville Basin East Canyon Water Reclamation Facility Summit County   | 2017              | ✓                      | ✓           |                      |                        | ✓        | ✓                       | ✓                | ✓          | ✓              |             |
| Ogden City Water System SCADA Upgrade<br>Ogden, UT                       | 2016-2017         | ✓                      | ✓           | ✓                    | ✓                      | ✓        | ✓                       |                  | ✓          | ✓              |             |
| Sandy City SCADA Upgrade<br>Sandy, UT                                    | 2016              | ✓                      | ✓           | ✓                    |                        | ✓        | ✓                       | ✓                | ✓          | ✓              | ✓           |
| Park City Water SCADA Upgrade   Park City, UT                            | 2015-2016         | ✓                      | ✓           | ✓                    | ✓                      | ✓        | ✓                       | ✓                | ✓          | ✓              | ✓           |
| Idaho Falls Water System SCADA Upgrade<br>Idaho Falls, ID                | 2015-2016         | ✓                      | ✓           | ✓                    | ✓                      | ✓        | ✓                       | ✓                | ✓          | ✓              | ✓           |
| Salt Lake City WRF SCADA Upgrade<br>Salt Lake City, Utah                 | 2013-2015         | ✓                      | ✓           |                      |                        | ✓        | ✓                       |                  | ✓          | ✓              |             |
| Mountain Regional Water SSD SCADA System Installation<br>Park City, Utah | 2013-2015         | ✓                      | ✓           | ✓                    | ✓                      | ✓        | ✓                       | ✓                | ✓          | ✓              | ✓           |
| Quinn's Junction<br>Park City, Utah                                      | 2013              |                        | ✓           | ✓                    |                        | ✓        | ✓                       |                  |            | ✓              |             |
| Central Weber SID WWTP Expansion<br>Ogden, Utah                          | 2007-2012         | ✓                      | ✓           | ✓                    |                        | ✓        | ✓                       |                  | ✓          | ✓              | ✓           |







## Mark P. Jeppsen, P.E. - Principal

(801) 694-4529 - mark.jeppsen@skmeng.com

Mr. Jeppsen is an electrical, instrumentation and controls engineer with 19 years of experience in power design, controls engineering, process and instrumentation design, industrial network design, construction oversight, radio and telemetry systems, SCADA system design and integration and PLC and HMI design and integration. He has designed and integrated multiple potable water, secondary water, water treatment, wastewater collection and wastewater treatment systems. Design tasks include facility power, motor power and control, SCADA systems, instrumentation selection and control, process and instrumentation diagrams, communications networks and systems, control loop diagrams and descriptions. Integration tasks include control and PLC panel design and construction, PLC, OIT and HMI programming and commissioning, radio system integration and testing, instrument calibration, automated reporting systems and operator training and documentation.

### Project Role

Electrical & Controls Engineer

### Work Experience

21 Years

### Education

BS Electrical Engineering  
University of Utah, 2002

### Registration

Professional Engineer:

Utah

### Licenses

Licensed P.E.

Utah

### Specialties

- Radio and Telemetry Systems
- Construction Oversight
- PLC & HMI Design & Integration
- Industrial Network Design
- Controls Engineering
- Power Design
- Process & Instrumentation
- Design
- SCADA System Design & Integration

### Project Experience

#### 2004 – Present:

##### Central Weber Sewer Improvement District, UT - Electrical and Controls Engineer

SKM has been working for Central Weber Sewer Improvement District (CWSID) since 2004 by providing electrical designs, controls upgrades and system maintenance. Mark has managed upgrades at the plant as they have come, including upgrades for the influent pump building, utility water pump building and PLC & HMI upgrades. In 2006 design began for a complete 60 MGD plant expansion and SKM was an integral part of the design and integration team. Construction for this project began in 2008 and was completed in 2012.

#### 2006 – Present:

##### Salt Lake City, UT - Electrical and Controls Engineer

SKM has been providing services to Salt Lake City for their various water and wastewater facilities since 2006. Mark is currently overseeing the implementation of a complete control system upgrade at the 50 MGD Water Reclamation Facility which includes control panel upgrades, PLC replacements and new HMI screens. SKM has designed a new WAS thickening facility and is currently designing a new Headworks facility. Mark is the lead engineer and project manager for electrical and controls upgrades at the 20 MGD Big Cottonwood Water Treatment Plant that will be completed in 2018.

#### 2003 – Present:

##### Park City, UT - Electrical and Controls Engineer

SKM began working for Park City by providing the system integration for an iron, arsenic and manganese removal process at the Spiro Water Treatment Plant in 2003. In 2012, SKM provided the complete and operational SCADA System for the Quinn's Junction Water Treatment Plant, a microfiltration membrane process. This included PLC & HMI programming, custom reports and historical data gathering and startup and commissioning. In 2016 SKM upgraded Park City's complete SCADA system which included their two water treatment plants and approximately 70 remote boosters, tanks, metering stations, PRV stations and well houses.

#### 1998 – Present:

##### West Wendover, NV - Electrical and Controls Engineer

Since 1998 SKM has been providing services to the City of West Wendover for their water and wastewater systems. In 1999-2000 SKM performed a SCADA System replacement for both systems that incorporated new radios and equipment for their well field and pipeline located 20 miles from the City. In 2011-2012 SKM provided the design engineering and integration for a new MBR facility at the Water Reclamation Facility.

#### 2004 – Present:

##### Sandy City, UT - Electrical and Controls Engineer

SKM provided the complete and operational SCADA System for Sandy City's Water System that was completed in 2005. Since then, SKM has provided incremental additions, improvements and maintenance including a new storm water system. The system consists of nearly 40 remote sites that consist of tanks, boosters and wells. In 2016 SKM provided an HMI system upgrade for the water and storm water systems.

#### 2003 – Present:

##### City of Tooele, UT - Electrical and Controls Engineer

Mark began working for the City of Tooele by providing electrical and controls maintenance at the City's Water Reclamation Facility. In 2011 Mark was the lead electrical engineer for the design, construction and integration of a plant expansion at the Water Reclamation Facility. In 2015 SKM began providing electrical and controls services for the City's culinary water system.

## Mark P. Jeppsen, P.E. - Principal

### Project Experience (continued)

#### 1999 – Present:

##### Springville City, UT - Electrical and Controls Engineer

Mark successfully designed and implemented the electrical and controls for two plant expansions at the Springville Wastewater Treatment Plant. The first expansion was in 1999 and the second in 2009. The expansions consisted of a new electrical service, new SCADA system and PLC replacements. SKM has been providing integration and maintenance services to the City since 1999.

#### 1999 – Present:

##### Spanish Fork City, UT - Electrical and Controls Engineer

In 1999 SKM began working for Spanish Fork City by upgrading the electrical and controls system for their primary pump station at the Wastewater Treatment Plant. In 2004, the plant was expanded and Mark was the lead electrical and controls engineer for the project. He successfully implemented the electrical design for the project, oversaw the construction, and integrated the control system. A new fiber optic network was successfully installed and improved the operation and reliability of the SCADA system.

#### 2002 – Present:

##### City of Payson, UT - Electrical and Controls Engineer

The Payson Wastewater Treatment Plant was upgraded in 2002. Mark successfully implemented the electrical design for the project, oversaw the construction, and integrated the control system. A new fiber optic network was successfully installed and improved the operation and reliability of the SCADA system.

### Other Project Experience

Present: Beaumont City, CA. WWTP MBR and RO Expansion

Present: Las Gallinas, CA. WWTP Expansion

Present: City of Imperial, CA. WWTP MBR Facility Expansion

Present: WRCRWA, Riverside, CA. WWTP Expansion

Present: Central Davis Sewer District, Kaysville, UT. WAS Thickening Addition

2016: Ogden City, UT. Water System SCADA Upgrade

2016: Provo City, UT. WWTP UV Building Addition and Headworks Upgrade

2015: Ogden City, UT. WTP Microfiltration Upgrade

2015: Provo City, UT. WWTP Master Plan

2014: Imperial, CA. WTP Controls Upgrade

2013: City of Elko, NV. WWTP Upgrade

2013: Fort Shafter Flats, HI. WWTP MBR Facility

2011: Las Gallinas, CA. WWTP Microfiltration Addition

2011: Provo City, UT. WWTP Centrifuge Facility Upgrade

2011: Orem City, UT. WWTP Expansion

2010: Taos, NM: WWTP MBR Facility Expansion

2010: Moroni, NM: WWTP MBR Facility

2009: Brigham City, UT. WWTP Expansion

2008: Heber, CA. WWTP Expansion

2008: Inscription Canyon Ranch, AZ. WWTP MBR Plant

2008: Edgewood City, NM. WWTP MBR Facility

2007: Gallup, NM. WWTP Expansion

2006: Jerome City, ID. WWTP MBR Facility

2005: Hyrum City, UT. WWTP MBR Facility

2003: Oakley City, UT. WWTP MBR Facility

2002 – Present: Central Davis Sewer District, Kaysville, UT. WWTP Upgrades



## L. Allen Rogers, P.E. - Principal

(801) 497-6847 - allen.rogers@skmeng.com

Mr. Rogers is a programmer and designer with experience in electrical design, control systems, and Telemetry and SCADA systems. Mr. Rogers has assisted in the design, programming, startup and maintenance on several source water, water treatment, wastewater collection, and wastewater treatment projects. Mr. Rogers has experience with many different aspects of SCADA systems. He has worked with many different programmable logic controllers including Allen Bradley, Control Microsystems, and Modicon. He has used many different operator interfaces including Allen Bradley, C-More, and Maple. He has experience with GE Fanuc iFix (Intellution) HMI software. He has assisted in the design and installation of new systems, replacement of old systems, and expansion of existing systems. Mr. Rogers has worked with several different communication systems including radio, Ethernet, serial, and proprietary communication systems. Mr. Rogers has also assisted in several path studies using licensed and unlicensed radios.

### Work Experience

10 Years

### Education

BS Electrical Engineering  
University of Utah, 2010

### Registration

Professional Engineer:

Utah

### Specialties

- Programming
- Project Management
- Design
- Electrical Design, Control
- Systems, Telemetry and SCADA
- systems
- Programmable Logic Controllers
- HMI
- Radios

### Project Experience

#### Gallup Water SCADA Replacement, Gallup, NM: Programmer

Mr. Rogers assisted in the programming of the HMI and PLCs of the city's SCADA system. The project replaced over twenty remote sites during an installation time of two weeks.

#### Gallup Wastewater Expansion, Gallup, NM: Programmer

Mr. Rogers assisted in the programming of plant PLCs and the creation of loop diagrams for additions to the wastewater plant.

#### Lost Creek and Rockport Boosters, Summit County, UT Programmer

Mr. Rogers programmed the PLCs, operator interfaces, and HMI for the Lost Creek Booster expansion and the Rockport Booster stations. The main pump station had 10 pumps running at 500 PSI.

#### Mountain Regional Water, Summit County, UT Programmer/Project Manager

The system includes 40 remote sites, a treatment plant, and large booster pump system. Mr. Rogers is currently involved in setting up new radio networks and upgrading hardware and HMI software for the system.

#### Elko WWTP Upgrade, Elko, NV. Designer

Mr. Rogers assisted in the electrical design, load calculations, conduit schedules, and lighting plan for the Elko WWTP Headworks expansion project.

#### Elko WWTP Reporting, Elko, NV. Programmer

Mr. Rogers was responsible for the design and programming of a complete reporting package that integrated all reporting aspects of the plant from the lab, operator field readings, and HMI historical data into one database. Reports were then automatically generated from information contained in the database.

#### CWSID WWTP Upgrade, Ogden, Ut. Designer

Mr. Rogers assisted in the design of the control system of the Central Weber Sewer Improvement District WWTP 60 MGD upgrade. He was responsible for developing many control loop specifications and aided in the creation of the process and instrumentation diagrams.

#### Intrepid Potash, Carlsbad, NM. Programmer

Mr. Rogers was responsible for a large portion of the programming of an underground stacker/reclaimer system that involved a stacker, several conveyer belt systems, and a loading system.

#### Quinns Junction WTP, Park City, UT. Project Manager

Mr. Rogers was in charge of the integration of the Quinn's plant which included programming the plant PLC, HMI Software, and reporting for the plant. Mr. Rogers's was also responsible for integrating the OEM Pall system into the plant HMI to create a seamless operating experience for the plant staff.

#### Salt Lake City WRF, Salt Lake City, UT. Project Manager

Mr. Rogers just completed a network upgrade at the plant that installed a new fiber backbone throughout the plant and new CTC cabinets using Layer 2 and 3 Cisco switches in nineteen locations. Mr. Rogers is currently designing the replacement of the antiquated remote IO system throughout the plant with new PLCs.

#### Las Gallinas Re-use Water Project, San Rafael, CA. Project Manager

Mr. Rogers led the design team for the closed filter re-use water project in Las Gallinas. The system consisted of treating effluent with a GE Zpak system for irrigation use. Mr. Rogers recently finished construction oversight on the electrical portion of the project.



## Ryan Pack, P.E. - Principal

(801) 599-4628 - ryan.pack@skmeng.com

Mr. Pack has experience with many components of SCADA and controls. He has worked with controls as simple as relay logic and PID loop controllers thru complex radio controlled SCADA systems. He has worked with many different programmable logic controllers and Operator interfaces including Allen Bradley, Control Microsystems, GE, Koyo, Modicon, Siemens, and others. He has utilized many software packages for human machine interface including Allen Bradley, GE Proficy (Intellution), Wonderware, and National Instruments Lookout. He has designed and installed new systems, replaced old systems, and expanded existing control systems. Mr. Pack has worked with many communications systems including radio, fiberoptics, ethernet, serial, and proprietary communications systems such as controlnet and profibus. He has conducted numerous path studies, for both licensed and non-licensed radio communications systems. He has designed and installed radio telemetry systems with over 50 remote sites.

### Work Experience

20 Years

### Education

BS Electrical Engineering  
University of Utah, 2002

MBA  
Weber State University, 2005

### Registration

Professional Engineer:

UT, ID, NV, WY, CO, HI, NM

### Specialties

- Electrical and Controls
- Design
- Construction Oversight
- Control Systems
- Telemetry and SCADA Systems
- Design
- Control Testing
- Programming
- Startup and Maintenance Contracts

### Project Experience

#### Lost Creek Project, Summit County, UT. Electrical/Controls Engineer

Mr. Pack worked on this project in all aspects from the shallow wells to the treatment facility. Ryan designed Mountain Regional Water's SCADA system, and has continued working on the system since original installation. He oversaw the programming and startup of the existing Lost Creek Canyon control system, and is extremely familiar with its layout, configuration, and applications. Ryan also worked on the design for the motor controls, power distribution, lighting, and instrumentation for this system.

#### Mountain Regional Water SCADA, Summit County, UT. Controls Engineer

SKM designed a new SCADA system for the district that included all of the water distribution, raw water collection, and treatment. He worked with the water district to design a new SCADA system that included all of the water distribution, raw water collection, and treatment. He worked with the water district to meet their monitoring, reporting, and control needs. Ryan coordinated the installation with their staff, and programmed much of the system. This included reporting, monitoring, alarming, and full control of the system. He continues to maintain the system with SKM's staff of service personnel.

#### Idaho Falls Water SCADA, Idaho Falls, ID. Controls Engineer

SKM designed a backup power generation system for the water department, as well as the control interface between the Generator and the SCADA system. Mr. Pack is currently maintaining their water system SCADA and controls, and is under contract to perform programming on their upcoming additions.

#### Santaquin SCADA, Santaquin, UT. Controls Engineer

SKM designed a new SCADA system for the city that included all of the water distribution, wastewater collection, and wastewater treatment facility. Mr. Pack worked with the city to meet their monitoring and control needs, and provide a system that would work for them. He coordinated the installation with local trades, and aided in the programming of the system. This included reporting, monitoring, alarming, and full system control.

#### Summit Park Boosters, Summit County, UT. Electrical/Controls Engineer

SKM worked on the electrical and controls design for the two pump stations, and flow control station required for this project. Mr. Pack designed the motor controls, instrumentation, and controls required to operate the facilities as required by Mountain Regional Water.

#### Bountiful City Water, Bountiful, UT. Electrical/Controls Engineer

SKM has worked on numerous projects for the City of Bountiful. Mr. Pack has designed numerous motor control and distribution systems for wells and boosters for the city. He has worked with the department head to incorporate complete system control from the motor control enclosure for each of these sites.

#### Davis and Weber Counties Canal SCADA, Weber County, UT. Controls Engineer

SKM is currently working on installation of a new SCADA monitoring system for the canal company. This includes the monitoring of all canal discharge flows, as well as monitoring of the primary canal flow. Ryan designed the radio network, control system, and aided the district in coordinating installation of required hardware.

#### East Zion SCADA, East Zion SSD, UT. Electrical/Controls Engineer.

Ryan Designed the Electrical, Controls, and SCADA system for this community's water system. This included phase conversion for the booster pumps, tank level monitoring, well control and communications between the sites. Ryan designed all of the motor controls and instrumentation for this project.





## Mark Taylor, E.I.T. - Programmer & Field Technician

(801) 694-2599 - mark.taylor@skmeng.com

Mr. Taylor is a programmer and field technician with experience in control systems design and integration, as well as control systems maintenance and support. His experience includes source water, irrigation, water treatment, wastewater collection, and wastewater treatment. In each of these areas, he has been responsible for SCADA system programming, implementation, commissioning, and maintenance. Mr. Taylor has also been responsible for operator coordination and training for many of these projects. He has designed and installed new systems, replaced old systems, and expanded existing control systems. Mr. Taylor has worked with communications systems including radio, fiberoptic, ethernet, serial, and proprietary communications systems such as controlnet. He has conducted numerous path studies, for both licensed and non-licensed radio communications systems. He has installed radio telemetry systems with over 40 remote sites.

### Work Experience

15 Years

### Education

BS Electronics Engineering  
Technology,  
Weber State University, 2002

### Registration

EIT

### Project Experience

#### **Sandy City SCADA, Sandy, UT. Programmer.**

Mr. Taylor programmed the PLCs, the HMI computers, and the operator interfaces for the city's entire freshwater system. This included reporting, monitoring, alarming, and full system control. The project involved over 40 remote sites. Mr. Taylor was also responsible for operator training and commissioning. SKM and Mr. Taylor are under contract with Sandy for SCADA system support and expansion.

#### **Toana Vista Golf Course SCADA, West Wendover, NV. Programmer/Field Technician.**

Mr. Taylor programmed the PLCs, designed the PLC panels, and programmed the HMI computer. This included reporting, monitoring, alarming, and system control. The project involved interfacing with the existing SCADA system at the wastewater plant to pump water to the golf course for water feature/irrigation purposes.

#### **Magna WWTP SCADA, Magna, UT. Programmer/Field Technician.**

Mr. Taylor programmed the PLC and operator interface for part of the plant that was being upgraded, and then did all of the programming involved in upgrading the entire plant's existing HMI. He was also responsible for commissioning and operator training. Mr. Taylor and SKM maintain the plant's SCADA and controls, and are under contract to perform programming on upcoming additions.

#### **Kennecott Daybreak SCADA, South Jordan, UT. Programmer.**

Mr. Taylor programmed the HMI computer. This included reporting, monitoring, alarming, and system control. He also picked up where a previous control system integration company had left off, and worked with the system operators to successfully commission the entire automatic control system. Mr. Taylor and SKM are currently under contract with Daybreak to maintain and expand their SCADA system.

#### **Moroni WWTP SCADA, Moroni, UT. Programmer.**

Mr. Taylor programmed the PLC and HMI computer for the entire WWTP facility. This included reporting, monitoring, alarming, and system control as well as commissioning and operator training. Mr. Taylor and SKM are currently under contract with Moroni to maintain and expand their SCADA system.

#### **Mountain Regional Water SCADA, Summit County, UT. Programmer.**

SKM designed a new SCADA system for the district that included all of the water distribution, raw water collection, and treatment. Mark assists in maintaining the system.

#### **Pureflow Filtration Systems, Whittier, CA. Programmer.**

Mr. Taylor has programmed several PLCs and operator interfaces for Pureflow Filtration System's proprietary freshwater filters. These projects often involved interfacing with existing SCADA systems and coordinating with other control system integrators, as well as system operators. SKM and Mr. Taylor are currently working with Pureflow on several new projects in several different states.

#### **West Wendover SCADA, West Wendover, NV. Programmer/Field Technician.**

Mr. Taylor performed all of the programming involved in upgrading the city's HMI computers for their existing SCADA system. The SCADA system includes the WWTP, freshwater, waste water collections, and wastewater reuse. Mr. Taylor and SKM continue to work with West Wendover, assisting them in all of their SCADA maintenance and expansion needs.

#### **Magna EDR and BioBrox Facility, Magna, UT. Programmer.**

Mr. Taylor programmed the PLC and HMI for the EDR and BioBrox facility, and was also responsible for commissioning and operator training.



## Mark Taylor, E.I.T. - Programmer & Field Technician

### Other Project Experience

Payson, UT - WWTP SCADA system support, Reuse facility programming and commissioning

Spanish Fork, UT - WWTP SCADA system support, pump station, screw press, aerator programm and commision

Davis Weber Canal Company, UT - SCADA system support and expansion

Santa Rosa, NM - SCADA System/Instrumentation upgrade

Snyderville Basin, UT - WWTP SCADA system support

Tooele, UT - WWTP SCADA system support

Central Davis SID, UT - WWTP SCADA System support and expansion

Springville, UT - Lift Station Programming/Commisioning, WWTP SCADA system support

Springer , NM - WWTP programming and commissioning

Grantsville, UT - SCADA system expansion and support

Little Mountain, UT - WWTP programming and commisioning

Orem, UT - Headworks programming, SCADA system support

Snowbird, UT - SCADA system support and expansion

Moroni City, UT - SCADA system support, HMI upgrade

EA Miller, UT - Cloth filter programming and commisiioning

Hyrum, UT - SCADA system support

Payson, UT - WWTP SCADA system support, Reuse facility programming and commissioning

Spanish Fork , UT - WWTP SCADA system support, pump station, screw press, aerator programming



## Tovey Ashby - Senior Programmer

(801) 735-5156 - tovey.ashby@skmeng.com

Mr. Ashby has experience with many different aspects of SCADA systems. He has worked with many different programmable logic controllers including Allen Bradley, AutomationDirect, Control Microsystems, Siemens, GE, ControlWave and Modicon. He has used many different operator interfaces including Allen Bradley, Schneider Electric, Siemens, and AutomationDirect. He has extensive experience with Inductive Automation Ignition, GE Proficy iFix, FactoryTalk View and Wonderware HMI software. He also has extensive experience in scripting with VBA and other languages.

### Work Experience

13 Years

### Education

AS Electrical Automation and Robotics Technology, Utah Valley University 2004

BS Technology Management, Utah Valley University 2006

### Specialties

Controls engineering; Industrial network design; Radio and telemetry systems; SCADA system design & integration; PLC and HMI design and integration

### Project Experience

#### **Salt Lake WWTP, SLC, UT—Programmer/Integrator.**

Mr. Ashby has developed streamlined templates and standards for the iFix SCADA system for SLC WWTP. The system includes a redundant SCADA as well as a separate Historian Server along with several Thin Clients. The SCADA system includes custom trending features as well as historical filtering of alarms and other data.

#### **Central Weber Sewer Improvement District, Ogden, UT—Programmer/Integrator.**

Mr. Ashby has been integral with other SKM programmers in programming this plant and was forefront on developing/updating SKM's programming standards throughout the project. This system includes a redundant EtherNet network as well as radio communications and a Redundant SCADA system including reporting, alarming, security and video monitoring.

#### **Richmond WWTP, Richmond, UT—Programmer/Integrator.**

Mr. Ashby was responsible for the programming of the PLCs, HMI, and touchscreens for the entire wastewater treatment plant. This system is a Kubota MBR. The HMI included system monitoring, reporting, alarming, and full system control.

#### **Jerome WWTP, Jerome, ID—Programmer/Integrator.**

Mr. Ashby was responsible for the programming of the PLCs, HMI, and touchscreens for the entire wastewater treatment plant including a Kubota MBR system.

#### **Wolf Creek WWTP, Eden, UT—Programmer/Integrator.**

Mr. Ashby was responsible for the programming of the PLCs, HMI, and touchscreens for the entire wastewater treatment plant. The Wolf Creek WWTP was a Zenon MBR plant and required complex programming and system controls.

#### **Rupert WWTP, Rupert, ID—Programmer/Integrator.**

Mr. Ashby was responsible for the programming of the PLCs, HMI, and touchscreens for the majority of the wastewater treatment plant and also integrating control systems from multiple vendors into the SCADA system with ControlNet. The HMI included system monitoring, reporting, alarming and full system control. The main PLC system is setup with redundant processors.

#### **Kennecott Utah Copper, Magna, UT—Programmer/Integrator.**

Mr. Ashby has been providing contract-programming services for KUCC for over 6 years. During this time he has provided general HMI maintenance, PLC maintenance to the tailings pump stations, the addition of pit area pump stations and multiple other projects. Also, he has provided general maintenance for the South Area Water system. Kennecott exclusively uses Allen Bradley control systems including PLC-5 / SLC / MicroLogix / ControlLogix / CompactLogix processors, various models of PanelView touchscreens, RSView SCADA Software and PowerFlex VFD's / Softstarts that communicate over a variety of protocols including EtherNet / DH+ / DeviceNet / RIO Modules.

#### **APG Neuros—Programmer.**

Mr. Ashby has transcribed the standard programs for APG Neuros Turbo Blowers from Allen Bradley into Siemens in various programming languages including LAD/FBD/STL/SCL.

## Tovey Ashby - Senior Programmer

### Other Project Experience

Wendover WWTP - West Wendover, NV  
Simplot Silica Sand Mine, Overton, NV  
Bear River WCD - Brigham City, UT  
JBS WWTP - Hyrum, UT  
Taos WWTP - Taos, NM  
Sedona Lift Stations - Sedona, AZ  
Blue Mountain Energy Recovery - Blue Mountain, UT  
Stansbury WWTP - Stansbury, UT  
Jurupa WWTP - Jurupa, CA  
Bear River WCD - Brigham City, UT  
Gallup Water/Wastewater - Gallup, NM  
Idaho Falls Water - Idaho Falls, ID  
JBS WWTP - Hyrum, UT



**Connect with us!**

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- Bountiful, UT 84010
- (801) 677-0011
  
- [skmeng.com](http://skmeng.com)



# Fee Estimate | Cost Proposal for the City of Beaumont Lift Station PLC Project



| <b>skm</b>   |   | <b>SKM Principal</b> | <b>SKM Controls Engineer</b> | <b>SKM Project Coordinator</b> | <b>Total Hours</b> | <b>Subtotal - Labor</b> | <b>Sub-consultant budget</b> | <b>Expenses</b> | <b>Total</b>     |
|--------------|---|----------------------|------------------------------|--------------------------------|--------------------|-------------------------|------------------------------|-----------------|------------------|
|              |   | \$ 190               | \$ 160                       | \$ 107                         |                    |                         |                              |                 |                  |
| 1            | Project Management                                  | 60                   | 40                           | 10                             | 110                | \$ 18,870               | \$ -                         | \$ -            | \$ 18,870        |
| 2            | Data Collection & Assessment                        | 8                    | 32                           |                                | 40                 | \$ 6,640                | \$ -                         | \$ 100          | \$ 6,740         |
| 3            | Recommended Upgrades, Improvements and Alternatives | 60                   | 80                           |                                | 140                | \$ 24,200               | \$ -                         | \$ 100          | \$ 24,300        |
| <b>Total</b> |   | <b>128</b>           | <b>152</b>                   | <b>10</b>                      | <b>290</b>         | <b>\$ 49,710</b>        | <b>\$ -</b>                  | <b>\$ 200</b>   | <b>\$ 49,910</b> |



# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

Item No.9.

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

**IMPORTANT:** If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

| <b>PRODUCER</b><br>Benchmark Insurance Agency<br>207 East 500 South<br>Bountiful, UT 84010<br>G Daniel Bradshaw |        | <b>801-397-3434</b> | <b>CONTACT NAME:</b> Joni Konschot<br><b>PHONE (A/C, No, Ext):</b> 801-397-3434<br><b>FAX (A/C, No):</b> 801-951-0050<br><b>E-MAIL ADDRESS:</b> joni@benchmark-insurance.com   |  |                               |        |                                       |       |                                    |       |                                       |       |   |       |             |  |             |  |
|---|--------|---------------------|--|--|-------------------------------|--------|---------------------------------------|-------|------------------------------------|-------|---------------------------------------|-------|---|-------|-------------|--|-------------|--|
| <b>INSURED</b><br>SKM Engineering LLC<br>533 West 2600 South #25<br>Bountiful, UT 84010                         |        |                     | <table border="1"> <thead> <tr> <th>INSURER(S) AFFORDING COVERAGE</th> <th>NAIC #</th> </tr> </thead> <tbody> <tr> <td>INSURER A : Hartford Casualty Company</td> <td>29424</td> </tr> <tr> <td>INSURER B : XL Specialty Insurance</td> <td>37885</td> </tr> <tr> <td>INSURER C : American Casualty Company</td> <td>20427</td> </tr> <tr> <td>INSURER D : Hartford Accident &amp; Indemnity</td> <td>22357</td> </tr> <tr> <td>INSURER E :</td> <td></td> </tr> <tr> <td>INSURER F :</td> <td></td> </tr> </tbody> </table> |  | INSURER(S) AFFORDING COVERAGE | NAIC # | INSURER A : Hartford Casualty Company | 29424 | INSURER B : XL Specialty Insurance | 37885 | INSURER C : American Casualty Company | 20427 | INSURER D : Hartford Accident & Indemnity | 22357 | INSURER E : |  | INSURER F : |  |
| INSURER(S) AFFORDING COVERAGE   | NAIC # |                     |  |  |                               |        |                                       |       |                                    |       |                                       |       |   |       |             |  |             |  |
| INSURER A : Hartford Casualty Company   | 29424  |                     |  |  |                               |        |                                       |       |                                    |       |                                       |       |   |       |             |  |             |  |
| INSURER B : XL Specialty Insurance  | 37885  |                     |  |  |                               |        |                                       |       |                                    |       |                                       |       |   |       |             |  |             |  |
| INSURER C : American Casualty Company   | 20427  |                     |  |  |                               |        |                                       |       |                                    |       |                                       |       |   |       |             |  |             |  |
| INSURER D : Hartford Accident & Indemnity   | 22357  |                     |  |  |                               |        |                                       |       |                                    |       |                                       |       |   |       |             |  |             |  |
| INSURER E :   |        |                     |  |  |                               |        |                                       |       |                                    |       |                                       |       |   |       |             |  |             |  |
| INSURER F :   |        |                     |  |  |                               |        |                                       |       |                                    |       |                                       |       |   |       |             |  |             |  |

### COVERAGES

### CERTIFICATE NUMBER:

### REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

| INSR LTR | TYPE OF INSURANCE  | ADDL INSD | SUBR WVD | POLICY NUMBER | POLICY EFF (MM/DD/YYYY) | POLICY EXP (MM/DD/YYYY) | LIMITS  |
|----------|--|-----------|----------|---------------|-------------------------|-------------------------|---|
| A        | <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY<br><input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR<br><br>GEN'L AGGREGATE LIMIT APPLIES PER:<br><input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC<br>OTHER: |           |          | 34SBAPN8942   | 02/14/2020              | 02/14/2021              | EACH OCCURRENCE \$ 2,000,000<br>DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 300,000<br>MED EXP (Any one person) \$ 10,000<br>PERSONAL & ADV INJURY \$ 2,000,000<br>GENERAL AGGREGATE \$ 4,000,000<br>PRODUCTS - COMP/OP AGG \$ 4,000,000<br>\$ |
| D        | <input type="checkbox"/> ANY AUTO OWNED AUTOS ONLY<br><input checked="" type="checkbox"/> HIRED AUTOS ONLY<br><input checked="" type="checkbox"/> SCHEDULED AUTOS<br><input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY  |           |          | 34UECZT2028   | 02/24/2020              | 02/24/2021              | COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000<br>BODILY INJURY (Per person) \$<br>BODILY INJURY (Per accident) \$<br>PROPERTY DAMAGE (Per accident) \$<br>\$   |
| A        | <input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR<br><input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE<br><input type="checkbox"/> DED <input checked="" type="checkbox"/> RETENTION \$ 10,000   |           |          | 34SBAPN8942   | 02/14/2020              | 02/14/2021              | EACH OCCURRENCE \$ 4,000,000<br>AGGREGATE \$ 4,000,000<br>\$  |
| C        | <b>WORKERS COMPENSATION AND EMPLOYERS' LIABILITY</b><br>ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y/N <input checked="" type="checkbox"/> N<br>If yes, describe under DESCRIPTION OF OPERATIONS below  |           | N/A      | 6025004807    | 10/17/2019              | 10/17/2020              | <input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER<br>E.L. EACH ACCIDENT \$ 1,000,000<br>E.L. DISEASE - EA EMPLOYEE \$ 1,000,000<br>E.L. DISEASE - POLICY LIMIT \$ 1,000,000                                       |
| B        | <b>Professional Liab</b>   |           |          | DPR9955894    | 02/19/2020              | 02/19/2021              | <b>Ea Claim</b> 2,000,000<br><b>Aggregate</b> 2,000,000   |

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

### CERTIFICATE HOLDER

### CANCELLATION

|                           |  |
|---------------------------|--|
| <b>Proof of Insurance</b> | <p>SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.</p> <p>AUTHORIZED REPRESENTATIVE<br/> <i>Joni Konschot</i></p> |
|---------------------------|--|

Policies contain severability of interest clauses with respect to each additional insured.

Additional Insured Endorsement (General Liability)

- SS0008 0405

Additional Insured Endorsement (Auto)

- HA9916 0312

Waiver of Subrogation Endorsement (General Liability)

- SS0008 0405

Waiver of Subrogation Endorsement (Auto)

- HA9916 0312

Notice of Cancellation Endorsement

- SS1223 0611





## Staff Report

**TO:** Mayor, and City Council Members  
**FROM:** Jeff Hart, Director of Public Works  
**DATE:** April 21, 2020  
**SUBJECT:** **Approval of the First Amendment to the Professional Services Agreement with Claremont Environmental Design Group for Architectural and Engineering Services of the West Side Fire Station in the Amount of \$66,101 with a Total Not to Exceed Contract Amount of \$265,301**

---

### Background and Analysis:

In May of 2018, the City Council awarded a Professional Services Agreement with Claremont Environmental Design Group (CEDG) for architectural and engineering services (A&E) of the West Side Fire Station (Project) in an amount not to exceed \$199,200.

In September 2019, the City Council approved the conceptual design of the Project and authorized the next phase, development of schematic design and construction drawings. The development of construction drawings for the Project also brings about the need for on and off-site engineering work, as well as soil investigative analysis and dry utility coordination.

CEDG has provided a fee for the additional work in an amount not to exceed \$66,101 (Attachment A). The additional work is inclusive of the following:

- Geotechnical Engineering - \$8,500,
- Dry Utility Service Coordination - \$7,650,
- Civil Engineering Services - \$27,900, and
- Architectural, Structural, and MEP Services - \$22,051.

CEDG has requested additional fees of \$22,051 shown above as the proposed fire station is 30% larger than originally contemplated by the City. The revised total contract amount of \$265,301 represents 3.75% of the total estimated project cost which is still well under the industry standard amount of 7.5%-10% of the total project cost.

**Fiscal Impact:**

The cost to prepare this staff report is estimated to be \$350.

**Recommended Action:**

Approve the First Amendment to the Professional Services Agreement with Claremont Environmental Design Group for architectural and engineering services of the West Side Fire Station in the amount of \$66,101 with a total not to exceed contract amount of \$265,301.

**Attachments:**

- A. Contract Amendment

**FIRST AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT BETWEEN CITY OF BEAUMONT AND CLAREMONT ENVIRONMENTAL DESIGN GROUP, INC., FOR ARCHITECTURAL AND ENGINEERING SERVICES FOR THE WEST SIDE FIRE STATION PROJECT**

THIS FIRST AMENDMENT TO AGREEMENT FOR PROFESSIONAL SERVICES BY INDEPENDENT CONTRACTOR is made and effective as of the 21<sup>st</sup> day of April, 2020, by and between the CITY OF BEAUMONT, a general law city, (“CITY”) whose address is 550 E. 6th Street, Beaumont, California 92223 and CLAREMONT ENVIRONMENTAL DESIGN GROUP, INCORPORATED, a California corporation whose address is 401 E. Colombia, Pomona, CA 91761 (“CONTRACTOR”) in consideration of the mutual promises and purpose contained herein, the parties agree as follow:

1. RECITALS

This First Amendment is made with respect to the following facts and purpose that the parties agree are true and correct:

A. On May 15<sup>th</sup>, 2018, the City and CLAREMONT ENVIRONMENTAL DESIGN GROUP, INCORPORATED, entered into that certain agreement entitled “Agreement for Professional Services by Independent Contractor” for ARCHITECTURAL AND ENGINEERING SERVICES FOR THE WEST SIDE FIRE STATION PROJECT (“Agreement”).

B. City has requested a further change in scope to the work under the Agreement regarding the architectural drawings, off-site engineering work, as well as soil investigative analysis and dry utility coordination, a copy of which is attached hereto as Exhibit “A”, and incorporated herein by this reference.

2. AMENDMENT

Section 2 of the Agreement is hereby amended to add to the Services those services identified in the Proposal attached hereto as Exhibit “A”.

Section 4.01 of the Agreement is hereby amended to increase the maximum compensation under the Agreement as follows: Under the original Agreement, compensation was set at One Hundred Ninety Nine Thousand Two Hundred Dollars (\$199,200). Per this First Amendment, compensation of One Hundred Ninety Nine Thousand Two Hundred Dollars (\$199,200) is increased by the maximum amount of Sixty Six Thousand One Hundred Dollars (\$66,100) as provided in the Proposal attached hereto as Exhibit “A” resulting in total compensation under the Agreement not to exceed Two Hundred Sixty Five Thousand Three Hundred One Dollars (\$265,301).

The recitals to this Amendment are deemed incorporated herein by this reference. All other terms of the Agreement not expressly amended by this Amendment shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereby have made and executed this First Amendment to Professional Services Agreement to be effective as of the day and year first above-written.

**CITY:**

**CONTRACTOR:**

CITY OF BEAUMONT

\_\_\_\_\_

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

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

Rey Santos, Mayor

Print Name: \_\_\_\_\_

ATTEST

Title: \_\_\_\_\_

\_\_\_\_\_

City Clerk

APPROVED AS TO FORM

\_\_\_\_\_

John Pinkney, City Attorney

**EXHIBIT “A”**

**PROPOSAL DATED March 19<sup>th</sup>, 2020**



ARCHITECTURE//  
BUILD//  
LANDSCAPE//  
//cedgarchitects.com

March 19, 2020

**AMENDMENT TO ARCHITECTURAL & ENGINEERING SERVICES AGREEMENT BETWEEN THE CITY OF BEAUMONT and CLAREMONT ENVIRONMENTAL DESIGN GROUP, INC.**

**Claremont Environmental Design Group, Inc.** —herein referred to as **CEDG** — agrees to provide architecture and engineering services to the **CITY OF BEAUMONT** — herein referred to as **Client**— in order to help carry out additional services to the original contract dated May 15, 2018.

**The Client desires to amend the Agreement to include an additional scope of work as follows:**

**ADDITIONAL SCOPE:**

- Geotechnical Engineering Services:** Soils Southwest, Inc.
- Dry Utilities Consultant:** TDA Consulting
- Civil Engineering Services:** Land Development Design Company, LLC (LDDC)

**Architectural, Structural and MEP Services for increased scope of work:**

**Dry Utilities Consultant:**

- Gas, Phone and Power
- Utility Coordination Services: \$7,650.00

**Geotechnical Engineering Services:**

- Percolation Test: \$4,000.00
- Geotechnical Soils Investigation: \$4,500.00

Per attached proposal from dated March 4, 2020.

**Civil Engineering Service including:**

**Preliminary Services**

- Research Plans \$400.00

|                                |              |   |
|--------------------------------|--------------|---|
| Meetings w/ arch/ staff/ etc.  | \$1200.00    | T&M- assumes 10 hours                       |
| Field survey                   | \$1000.00    | X-sect existing pavement/ verify utilities  |
| Update topo CAD files          | \$300.00     | Add x-sectioning info                       |
| Preliminary Grading            | \$1800.00    |   |
| Preliminary WQMP               | \$1000.00    |   |
| <b>Final Services</b>          |              |   |
| Calc site plan                 | \$300.00     |   |
| Precise grading plan package   |              |   |
| Grading plan                   | \$3000.00    |   |
| Drainage/BMP Plan              | \$1200.00    |   |
| Erosion Control Plan           | \$800.00     |   |
| Horizontal Control Plan        | \$800.00     |   |
| Wall Pan                       | Not included | Don't know extent of retaining walls        |
| Storm Water Documents          |              |   |
| Final WQMP                     | \$2000.00    |   |
| SWPPP                          | \$2500.00    |   |
| SMARTs login assistance        | \$400.00     |   |
| Street Improvement Plan        | \$2500.00    | Oak Knolls Road only- excludes Potrero      |
| Onsite Utility Plan            | \$1800.00    | Onsite sewer, water and fire.               |
| Public Water Plan              | \$1500.00    |   |
| Sewer Pump Plan<br>force main. | \$1500.00    | Onsite lift station and lateral to existing |
| Underground Fire Plan          | \$1200.00    |   |
| Fire flow calcs                | \$500.00     |   |
| Hydrology Study                | \$1200.00    |   |
| Processing                     | \$1000.00    | T&M- budgets 12 hours                       |
| Bond/Cost Estimates            | \$400.00     |   |
| Const. Admin                   | \$700.00     | T&M- budget 8 hours                         |

As-Builts

\$500.00

T&M- budget 5 hours

This excludes any dry utilities, designs for power pole relocations, street improvement plans for Potrero. Does include temporary asphalt tapers at intersection of Oak Knoll & Potrero.

**I. PAYMENT AND COMPENSATION BEYOND THE DECEMBER 20, 2017 AGREEMENT**

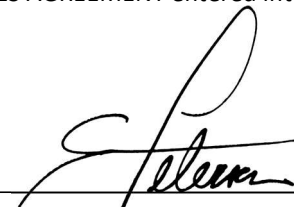
- 1. The total ADDITIONAL Services contract amount is set to be **\$66,101.00 (Sixty-Six Thousand One Hundred One Dollars)** and is computed as follows:

|   |                           |
|---|---------------------------|
| <b>Geotechnical Engineering Services:</b>                 | <b>\$8,500.00</b>         |
| <b>Dry Utilities Service Coordination:</b>                | <b>\$7,650.00</b>         |
| <b>Civil Engineering Services:</b>                        | <b>\$27,900.00</b>        |
| <b><u>Architectural, Structural and MEP Services:</u></b> | <b><u>\$22,051.00</u></b> |
| <b>Total Additional Contract Cost</b>                     | <b>\$66,101.00</b>        |

- 2. Payment: CEDG will submit an invoice at the end of each month for the work completed.

This AMENDMENT TO ARCHITECTURAL & ENGINEERING SERVICES AGREEMENT entered into as of the day and year first written above.

\_\_\_\_\_  
Signature Date

  
 \_\_\_\_\_ 3/19/2020  
 Signature Date  
 Erik G. Peterson, Principal, CEDG, Inc.





## Staff Report

**TO:** Mayor, and City Council Members  
**FROM:** Jeff Hart, Public Works Director  
**DATE:** April 21, 2020  
**SUBJECT:** Consider Adopting a List of Projects Funded by SB 1 - The Road Repair and Accountability Act

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### Background and Analysis:

The Road Repair and Accountability Act of 2017, passed by the State of California, provides the City with a funding source through the Road Maintenance and Rehabilitation Account (RMRA). The funds available through RMRA fund street, road and highway related projects.

In order to obtain RMRA funds through the California Department of Transportation (DOT), the City is required to identify the projects that will be receiving RMRA funds on the capital improvement project (CIP) list. The City has selected the following list of projects for City Council to adopt through resolution: Annual Slurry Seal FY 20-21 (Project Number 2020-001) and Annual Street Rehab FY 20-21 (Project Number 2020-002). In 2018, the City hired a consultant to conduct a pavement management system report for all City streets consisting of residential streets, collector streets, and arterial streets. The report revealed the Pavement Condition Index (PCI) for all City streets, the PCI ranges from 0 to 100. The following is a breakdown of the PCI rating of City streets:

- Category 1 (Good to Excellent) PCI Ranges From 70-100. These roads are typically applicable for slurry seal treatment.
- Category 2 and 3 (At-Risk to Fair) PCI Ranges From 50-70. These roads are typically applicable for 2 to 3 inches of asphalt rehabilitation.
- Category 4 (Poor) PCI Ranges From 25-50. These roads are typically applicable for mill and overlay with 2.5 to 3 inches of asphalt paving in addition to base failure treatments.
- Category 5 (Very Poor) PCI Ranges From 0-25. These roads are typically applicable for full reconstruction.

As part of performing maintenance on City streets, the Annual Slurry Seal Project will help extend the life of existing streets by 5 to 7 years and provide a new wearing surface for the roadway. Minor cracks in the roadway will be sealed concurrent with, or prior to, the slurry seal application. PCI ratings of roads receiving slurry seal will increase. The ideal minimum PCI rating for slurry sealing streets is 70, but roads that have PCI ratings slightly less than 70 will still be able to increase their PCI rating with the application. Attachment B shows a map of streets that are selected for slurry seal treatment. The anticipated project cost which includes design and construction for the Annual Slurry Seal FY 20-21 Project is approximately \$1,400,000, comprised of both SB-1 and Measure A funds.

Roads that have more deterioration will require asphalt rehabilitation consisting of 2 to 3 inches of asphalt removal and overlay. The Annual Street Rehab Project will consist of repaving streets that have a low PCI rating (between 25-70) as identified in the pavement management report. Local, collector, and arterial streets will be selected for asphalt rehabilitation, which will help extend the life of the road by 10 to 15 years. Included in Attachment A is a list of streets that are selected for asphalt rehabilitation. The anticipated project cost which includes design and construction for the Annual Citywide Street Rehab FY 20-21 Project is approximately \$1,000,000, comprised of both SB-1 and Measure A funds.

In conjunction to receiving SB-1 funds for FY 20-21, Measure A funds will also be allocated to the City for these pavement maintenance and rehabilitation projects.

Staff anticipates SB-1 funds in the amount of \$914,142 for FY 20-21 to be allocated as part of the Gas Tax funds identified for the following list of projects:

1. Annual Slurry Seal FY 20-21 Project (Project Number 2020-001), and
2. Annual Street Rehab FY 20-21 Project (Project Number 2020-002).

**Fiscal Impact:**

No additional funds are requested.

**Recommended Action:**

Waive the full reading and approve by title only, "A Resolution of the City Council of the City of Beaumont to Adopt a List of Projects for Fiscal year 2020-21 Funded by SB-1: The Road Repair and Accountability Act of 2017."

**Attachments:**

- A. Resolution to Adopt a List of Projects Funded by SB 1 for FY 20-21: The Road Repair and Accountability Act.
  - Exhibit "A": List of Streets Selected for the Annual Slurry Seal Project (Project Number 2020-001)
  - Exhibit "B": List of Streets Selected for the Annual Street Rehab Project (Project Number 2020-002)
- B. Exhibit of Pavement Projects FY 20-21 Partially Funded by SB-1

**RESOLUTION NO.2020-**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BEAUMONT TO ADOPT A LIST OF PROJECTS FOR FISCAL YEAR 2020-21 FUNDED BY SB 1: THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017**

**WHEREAS**, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 (Chapter 5, Statutes of 2017) was passed by the Legislature and Signed into law by the Governor in April 2017 to address the significant multi-modal transportation funding shortfalls statewide; and

**WHEREAS**, SB 1 includes accountability and transparency provisions that will ensure the residents of our City are aware of the projects proposed for funding in our community and which projects have been completed each fiscal year; and

**WHEREAS**, the City must adopt by resolution a list of projects proposed to receive fiscal year funding from the Road Maintenance and Rehabilitation Account (RMRA), created by SB 1, which must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement; and

**WHEREAS**, the City, will receive an estimated \$914,142 in RMRA funding in Fiscal Year 2020-21 from SB 1; and

**WHEREAS**, this is the fourth year in which the City is receiving SB 1 funding and will enable the City to continue essential road maintenance and rehabilitation projects, safety improvements, repairing and replacing aging bridges, and increasing access and mobility options for the traveling public that would not have otherwise been possible without SB 1; and

**WHEREAS**, the City has undergone a robust public process to ensure public input into our community's transportation priorities and the project list; and

**WHEREAS**, the City used a Pavement Management System to develop the SB 1 project list to ensure revenues are being used on the most high-priority and cost-effective projects that also meet the communities priorities for transportation investment; and

**WHEREAS**, the funding from SB 1 will help the City maintain and rehabilitate 108 streets throughout the City this year and several similar projects into the future; and

**WHEREAS**, the 2018 California Statewide Local Streets and Roads Needs Assessment found that the City streets and roads are in an "good" condition and this revenue will help us increase the overall quality of our road system and over the next decade will bring our streets and roads into a "Excellent" condition; and

**WHEREAS**, the SB 1 project list and overall investment in our local streets and roads infrastructure with a focus on basic maintenance and safety, investing in complete streets infrastructure, and using cutting-edge technology, materials and practices, will have significant positive co-benefits statewide.

**NOW, THEREFORE IT IS HEREBY RESOLVED, ORDERED AND FOUND** by the City Council of the City Beaumont, State of California, as follows:

- 1. The foregoing recitals are true and correct.
  
- 2. The following list of newly proposed projects will be funded in-part or solely with Fiscal Year 2020-21 Road Maintenance and Rehabilitation Account revenues:
  - a. Project 2020-001 - Annual Slurry Seal FY 20/21 will consist of applying slurry seal treatment to existing streets in the City consisting of residential streets, collector streets, and arterial streets that are identified in the City’s Pavement Management Report. The streets that are applicable to receive slurry seal are located in multiple areas throughout the City and are further identified in Exhibit “A” to this Resolution. Construction is anticipated to begin in March of fiscal year 20-21 and completion is anticipated within June of fiscal year 20-21. Slurry seal treatment is projected to increase the minimum useful life of streets by 5 years to a maximum useful life of 7 years.
  - b. Project 2020-002 - Annual Street Rehab FY 20/21 will consist of repaving existing streets in the City consisting of residential streets, collector streets, and arterial streets identified in the City’s Pavement Management Report. As indicated in the pavement report, streets that are applicable to receive new asphalt are located in multiple areas throughout the City as specifically identified in Exhibit “B” to this Resolution. Construction is anticipated to begin within March of fiscal year 20-21 and completion is anticipated within June of fiscal year 20-21. New asphalt surface is projected to increase the minimum useful life of streets by 15 years to a maximum useful life of 30 years.

**MOVED, PASSED, and ADOPTED** this 21<sup>st</sup> day of April, 2020, by the following vote:

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

By: \_\_\_\_\_  
Ray Santos, Mayor

## Exhibit "A"

**List of Streets Selected for the Annual Slurry Seal Project (Project  
Number 2020-001)**

| <b>Street Name</b>  | <b>From</b>         | <b>To</b>        | <b>Area (SY)</b> |
|---------------------|---------------------|------------------|------------------|
| Agnes               | Vasili              | End              | 2,020            |
| Alexe               | Vasili              | Lemon            | 2,163            |
| Anna                | Vasili              | Jon Gilbert      | 1,226            |
| Ash                 | Date                | End              | 590              |
| Avalone             | Thirteenth          | End              | 2,345            |
| Beech               | Cypress             | End              | 1,156            |
| Bryce               | Evan                | Date             | 1,227            |
| California          | Pearl               | Twelfth          | 1,748            |
| California          | Twelfth             | Elm              | 7,551            |
| California          | First               | Third            | 4,560            |
| Cherry Valley Acres | Vasili              | Palm             | 1,989            |
| Cherry Valley Acres | Palm                | Shane            | 4,878            |
| Citrus              | Evan                | Date             | 1,383            |
| Cougar              | Beaumont            | Palm             | 13,285           |
| Cougar              | Palm                | Sunnyslope       | 8,245            |
| Cougar Ranch        | Stone Creek         | Ravenswood       | 4,136            |
| Cypress             | Palm                | Bryce            | 1,710            |
| Dale                | California          | End              | 1,109            |
| Dale                | California          | Elm              | 2,398            |
| Date                | Bryce               | Brookside        | 3,777            |
| Edgar               | Eleventh            | End              | 12,802           |
| Eighth              | Beaumont            | Maple            | 5,612            |
| Eighth              | Maple               | Chestnut         | 4,372            |
| Eighth              | Chestnut            | Massachusetts    | 4,136            |
| Eighth              | Massachusetts       | Pennsylvania     | 1,681            |
| Eleventh            | Palm                | Pennsylvania     | 6,953            |
| Eleventh            | Pennsylvania        | Cherry           | 1,727            |
| Euclid              | Eleventh            | Twelfth          | 4,060            |
| Euclid              | Twelfth             | Thirteenth       | 4,732            |
| Evan                | Cherry Valley Acres | Citrus           | 2,049            |
| First               | DWY n/o Magnolia    | Pennsylvania     | 15,866           |
| First               | Seneca Springs      | Commerce         | 11,280           |
| First               | Commerce            | Highland Springs | 16,604           |
| Highland Springs    | Potrero             | Crooked Creek    | 9,920            |
| Highland Springs    | First               | Second           | 4,728            |

| Street Name      | From                | To                    | Area (SY) |
|------------------|---------------------|-----------------------|-----------|
| Highland Springs | Second              | Sixth                 | 10,554    |
| Highland Springs | First               | Potrero               | 6,502     |
| Howard           | Liam                | Brookside             | 407       |
| Jon Gilbert      | Anna                | Agnes                 | 1,627     |
| Lemon            | Alexe               | Palm                  | 2,347     |
| Liam Way         | Miranda             | Shane                 | 1,539     |
| Lions Lair       | Lemon               | Panther               | 1,690     |
| Lois             | Vasili              | End                   | 1,929     |
| Lucille          | Vasili              | End                   | 1,765     |
| Marshall         | Cougar              | Cougar Ranch          | 651       |
| Merry            | Edgar               | End                   | 1,793     |
| Michigan         | Eleventh            | tenth                 | 2,629     |
| Michigan         | Tenth               | Eighth                | 4,873     |
| Michigan         | Eighth              | Sixth                 | 4,655     |
| Miranda          | Cherry Valley Acres | Liam                  | 3,869     |
| Monika           | Vasili              | End                   | 1,916     |
| Myrl             | California          | End                   | 2,103     |
| Ninth            | Beaumont            | Orange                | 4,369     |
| Ninth            | Maple               | Palm                  | 1,917     |
| Ninth            | Palm                | Michigan              | 3,300     |
| Ninth            | Michigan            | Pennsylvania          | 3,344     |
| Oak Valley       | Desert Lawn         | 400ft w/o Desert Lawn | 6,847     |
| Oak Valley       | Oak View            | Noble Creek Channel   | 6,721     |
| Oak Valley       | Noble Creek Channel | Elm                   | 15,284    |
| Oak Valley       | Elm                 | Beaumont              | 15,574    |
| Orange           | Eleventh            | Tenth                 | 2,389     |
| Orange           | Tenth               | Ninth                 | 2,354     |
| Orange           | Ninth               | Eighth                | 2,354     |
| Orange           | Eighth              | Sixth                 | 5,292     |
| Orange           | Oak Valley          | Thirteenth            | 5,098     |
| Orange           | Thirteenth          | Twelfth               | 5,305     |
| Orange           | Twelfth             | Eleventh              | 4,392     |
| Palm             | Lemon               | Brookside             | 6,742     |
| Palm             | Cougar              | Cougar Ranch          | 559       |
| Palm             | Cougar Ranch        | End                   | 2,444     |
| Palm             | Sixth               | Eighth                | 11,068    |
| Palm             | Eighth              | Tenth                 | 12,587    |
| Palm             | Tenth               | Eleventh              | 5,917     |
| Panther          | Cherry Valley Acres | End                   | 4,124     |
| Pearl            | Wellwood            | Edgar                 | 3,063     |
| Pennsylvania     | Sixth               | Eighth                | 5,194     |
| Pennsylvania     | Eighth              | Tenth                 | 5,091     |
| Pennsylvania     | Tenth               | Twelfth               | 7,606     |
| Pennsylvania     | Thirteenth          | Oak Valley            | 5,620     |
| Pennsylvania     | Twelfth             | Thirteenth            | 5,525     |

| Street Name | From                | To           | Area (SY) |
|-------------|---------------------|--------------|-----------|
| Puma        | Palm                | End          | 538       |
| Ravenswood  | Cougar Ranch        | Stone Creek  | 3,634     |
| San Miguel  | Thirteenth          | Oak Valley   | 5,143     |
| Shane       | Cherry Valley Acres | Liam         | 3,912     |
| Sixth       | Palm                | Michigan     | 6,716     |
| Sixth       | Beaumont            | Orange       | 5,478     |
| Sixth       | Orange              | Palm         | 5,679     |
| Sixth       | Michigan            | Pennsylvania | 6,142     |
| Stone Creek | Cougar Ranch        | End          | 6,326     |
| Tenth       | Beaumont            | Orange       | 3,372     |
| Tenth       | Orange              | Maple        | 2,092     |
| Tenth       | Maple               | Palm         | 1,344     |
| Tenth       | Palm                | Michigan     | 3,296     |
| Tenth       | Michigan            | Pennsylvania | 3,754     |
| Twelfth     | Beaumont            | Edgar        | 3,356     |
| Twelfth     | Edgar               | Elm          | 5,623     |
| Vasili      | Cougar              | Cynthia      | 9,579     |
| Wellwood    | Eleventh            | Twelfth      | 3,948     |
| Wellwood    | Dale                | California   | 2,538     |



## Exhibit "B"

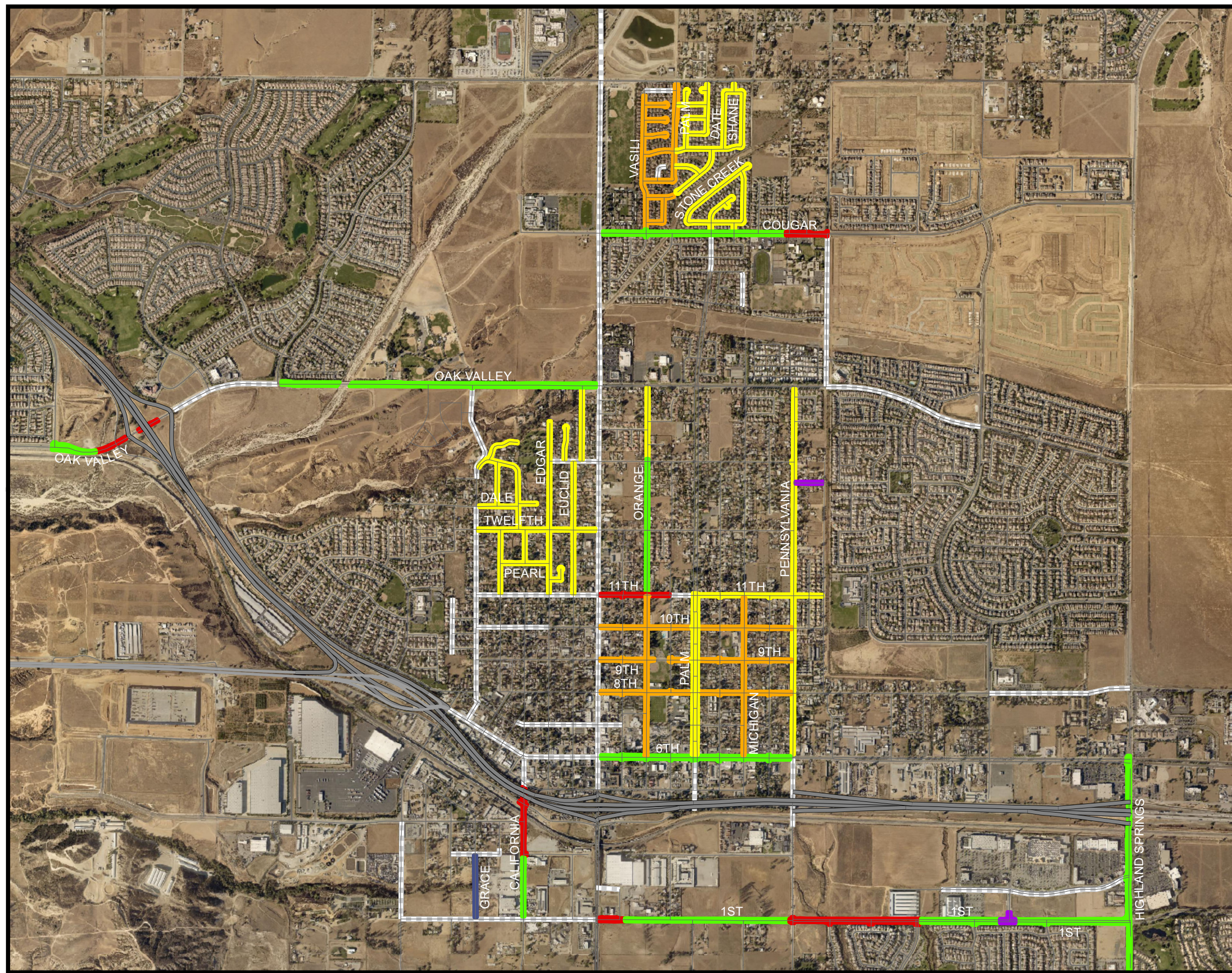
**List of Streets Selected for the Annual Street Rehab Project  
(Project Number 2020-002)**

| <b>Street Name</b> | <b>From</b>     | <b>To</b>             | <b>Area (SY)</b> |
|--------------------|-----------------|-----------------------|------------------|
| Antonell           | Pennsylvania    | Cherry                | 1,791            |
| California         | Third           | Fifth                 | 6,612            |
| Commerce           | First           | First                 | 2,891            |
| Cougar             | Sunnyslope      | Cherry                | 4,429            |
| Eleventh           | Beaumont        | Maple                 | 5,030            |
| Grace              | First           | Third                 | 4,773            |
| First              | Beaumont        | DWY n/o Magnolia      | 3,124            |
| First              | Pennsylvania    | Seneca Springs        | 18,130           |
| Oak Valley         | West I-10 Ramps | East I-10 Ramps       | 1,581            |
| Oak Valley         | West I-10 Ramps | 400ft w/o Desert Lawn | 2,509            |

# LEGEND

## Road Surface Treatment

- Type II Seal
- Type II Microseal
- Cape Seal
- Mill & Overlay
- Remove and Replace
- New Pavement
- Recent or Future Treatment



1:20,000

**CITY OF BEAUMONT**  
**Attachment B**  
**SB-1 Streets Exhibit**  
**PUBLIC WORKS DEPARTMENT**  
 Date Created: 4/8/20



## Staff Report

**TO:** Mayor, and City Council Members  
**FROM:** Jeff Hart, Director of Public Works  
**DATE:** April 21, 2020  
**SUBJECT:** **Approval of the Third Amendment to the Professional Services Agreement with Falcon Engineering Services, Inc. for Construction Management Services of the State Route 60 (SR-60) and Potrero Boulevard Interchange Project Phase 1/1A in the Amount of \$83,331.76 with the Total Not to Exceed Contract Amount of \$2,360,831.16**

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### Background and Analysis:

On October 18, 2017, City Council approved an agreement with Falcon Engineering Services, Inc. (Falcon), to provide construction management and inspection services in an amount not-to-exceed \$1,727,886.60 for the SR-60/Potrero Boulevard Interchange Project.

On January 15, 2019, City Council approved the first amendment to the professional services agreement with Falcon in the amount of \$359,800 for work associated with the installation of three 24" waterlines (two domestic and one recycled) in the Potrero bridge. The addition of this contract amendment brought the total amount of the contract to \$2,087,686.60.

On April 2, 2019, City Council approved the second amendment to the professional services agreement with Falcon in the amount of \$189,812.80 for further extension of the aforementioned waterlines north of the bridge structure. The addition of this contract amendment brought the total amount of the contract to \$2,277,499.40.

Phase 1/1A of the project included the construction of a six (6) lane bridge, with a center median and bicycle lanes; extension of Potrero Boulevard over SR-60; freeway widening of the north and south sides at Western Knolls Avenue connection; freeway widening at the Potrero bridge location (a few hundred feet east and west of the new bridge); and construction of acceleration and deceleration lanes, and median barriers on westbound SR-60.

Construction of this project has been impacted in two areas requiring approval of the third amendment to the professional services agreement with Falcon in the amount of \$83,331.76 with a total not to exceed contract amount of \$2,360,831.16. The areas impacted include:

- Additional construction management related to the installation of three new waterlines within the project footprint, and
- Additional construction management related to the full widening of Potrero Boulevard from the south edge of the bridge structure to 600 feet north of the Potrero Boulevard and Fourth Street intersection.

The total amount of this change order is \$83,331.76, with \$59,498.09 of the total amount being offset from additional funds received by the Lassen Development for the aforementioned installation of three additional waterlines. The remaining \$23,833.67 is for construction management related services for the Potrero Boulevard widening. There is sufficient contingency remaining within the project budget to cover the additional expenses.

The following table shows a cumulative summary of change orders for Falcon Engineering:

| CCO No. | Description  | Amount         | Revised Total  |
|---------|--|----------------|----------------|
|         | Original Contract                                      | \$1,727,886.60 |                |
| 1       | Waterline Installation                                 | \$359,800.00   | \$2,087,686.60 |
| 2       | Additional Waterline Installation                      | \$189,812.80   | \$2,277,499.40 |
| 3       | Additional Waterline Installation and Potrero Widening | \$83,331.76    | \$2,360,831.16 |

The following is a revised comprehensive breakdown in project costs:

| <b>Potrero</b>          | <b>Budget Amount</b>   | <b>Actual</b>          | <b>Remaining</b>    |
|-------------------------|------------------------|------------------------|---------------------|
| Design                  | \$617,277.62           | \$597,954.64           | \$19,322.98         |
| Environmental           | \$1,170,816.84         | \$1,169,763.00         | \$1,053.84          |
| Right of Way            | \$987,185.00           | \$982,603.92           | \$4,581.08          |
| Utilities               | \$438,895.08           | \$49,980.60            | \$388,914.48        |
| Construction Management | \$2,632,800.10         | \$2,629,662.37         | \$3,137.73          |
| Construction            | \$14,031,991.40        | \$14,012,491.41        | \$19,499.99         |
| Contingency             | \$5,069,632.32         | \$4,738,866.35         | \$330,765.97        |
| <b>Total</b>            | <b>\$24,948,598.36</b> | <b>\$24,181,322.29</b> | <b>\$767,276.07</b> |

**Fiscal Impact:**

The cost to prepare this staff report is estimated to be \$350.

**Recommended Action:**

Approve the Third Amendment to the Professional Services Agreement with Falcon Engineering Services, Inc., for Construction Management Services of the State Route 60 (SR-60) and Potrero Boulevard Interchange Project Phase 1/1A in the amount of \$83,331.76 with the total not to exceed contract amount of \$2,360,831.16.

**Attachments:**

- A. Contract Amendment

**THIRD AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT BETWEEN CITY OF BEAUMONT AND FALCON ENGINEERING SERVICES, INC., FOR CONSTRUCTION MANAGEMENT SERVICES FOR SR-60/POTRERO BOULEVARD INTERCHANGE PROJECT (PHASE 1)**

THIS THIRD AMENDMENT TO AGREEMENT FOR PROFESSIONAL SERVICES BY INDEPENDENT CONTRACTOR is made and effective as of the 2<sup>nd</sup> day of April, 2019, by and between the CITY OF BEAUMONT, a general law city, (“CITY”) whose address is 550 E. 6th Street, Beaumont, California 92223 and FALCON ENGINEERING SERVICES, INCORPORATED, a California corporation whose address is 341 Corporate Cir # 101, Corona CA 92879 (“CONTRACTOR”) in consideration of the mutual promises and purpose contained herein, the parties agree as follow:

1. RECITALS

This Third Amendment is made with respect to the following facts and purpose that the parties agree are true and correct:

A. On October 18<sup>th</sup>, 2017, the City and FALCON ENGINEERING, INC., entered into that certain agreement entitled “Agreement for Professional Services by Independent Contractor” for CONSTRUCTION MANAGEMENT SERVICES FOR SR-60/POTRERO BOULEVARD INTERCAHGE PROJECT (PHASE 1) Services (“Agreement”).

B. On or about, January 15<sup>th</sup>, 2019, the City and FALCON ENGINEERING, INC., entered into that certain FIRST AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT (“First Amendment”) whereby the scope of services and compensation under the Agreement was increased.

C. On or about, April 2<sup>nd</sup>, 2019, the City and FALCON ENGINEERING, INC., entered into that certain SECOND AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT (“Second Amendment”) whereby the scope of services and compensation under the Agreement was increased.

D. City has requested a further change in scope to the work under the Agreement regarding the installation of 24” water lines and widening of Potrero Boulevard and CONTRACTOR has requested that the scope of work should be increased as provided in the Proposal dated August 20, 2019, a copy of which is attached hereto as Exhibit “A”, and incorporated herein by this reference.

2. AMENDMENT

Section 2 of the Agreement is hereby amended to add to the Services those services identified in the Proposal attached hereto as Exhibit “A”.

Section 4.01 of the Agreement is hereby amended to increase the maximum compensation under the Agreement as follows: Under the original Agreement, compensation was set at One Million Seven Hundred Twenty Seven Thousand Eight Hundred and Eighty Six Dollars and sixty cents (\$1,727,886.60). Under the First Amendment compensation was increased by the maximum amount of Three Hundred Fifty Nine Thousand Eight Hundred Dollars (\$359,800.00) resulting in total compensation under the Agreement not to exceed Two Million Eighty Seven Thousand Six Hundred and Eighty Six Dollars and Sixty Cents (\$2,087,686.60).

Under the Second Amendment compensation was increased by the maximum amount of One Hundred Eighty Nine Thousand Eight Hundred Twelve Dollars and eighty cents (\$189,812.80) resulting in total compensation under the Agreement not to exceed Two Million Two Hundred Seventy Seven Thousand Four Hundred and Ninety Nine Dollars and forty Cents (\$2,277,499.40). Per this Third Amendment, compensation of Two Million Two Hundred Seventy Seven Thousand Four Hundred and Ninety Nine Dollars and forty Cents (\$2,277,499.40) is increased by the maximum amount of Eighty Three Thousand Three Hundred Thirty One Dollars and seventy six cents (\$83,331.76) as provided in the Proposal attached hereto as Exhibit "A" resulting in total compensation under the Agreement not to exceed Two Million Three Hundred Sixty Thousand Eight Hundred Thirty One Dollars and sixteen cents (\$2,360,831.16).

The recitals to this Amendment are deemed incorporated herein by this reference. All other terms of the Agreement not expressly amended by this Amendment shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereby have made and executed this Third Amendment to Professional Services Agreement to be effective as of the day and year first above-written.

**CITY:**

**CONTRACTOR:**

CITY OF BEAUMONT

\_\_\_\_\_

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

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

Rey Santos, Mayor

Print Name: \_\_\_\_\_

ATTEST

Title: \_\_\_\_\_

\_\_\_\_\_

City Clerk

APPROVED AS TO FORM

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John Pinkney, City Attorney



**EXHIBIT "A"**

**PROPOSAL DATED AUGUST 20<sup>th</sup>, 2019**

August 20, 2019  
**Attention: Jeff Hart**  
**550 E 6<sup>th</sup> Street**  
**Beaumont, Ca 92223**

**RE: Time Impacts and Contract Extension**

Dear Jeff Hart

As requested please consider this letter as Falcon's request to amend the management contract for this project. The project has been impacted by the following factors:

1. Added additional work to be performed on Change Cost Order #005 which will include paving Potrero Blvd. full width, south of the new Potrero Blvd. Over Crossing. Falcon will continue to provide management and inspection services for this work.

The scheduled completion date of is being extended to September 20<sup>th</sup>, 2019.

Falcon Management Rate \$2,083.29/day x 40 days = \$83,331.76

Total of this request is \$83,331.76  
Falcon Engineering Services

Sincerely,



Kurt Pegg, PE  
Resident Engineer  
FALCON Engineering Services, Inc.

# CITY OF BEAUMONT

Staffing Schedule & Cost Proposal for CM Inspection Services

Potrero Overcrossing at SR-60, City of Beaumont CIP

Date: July 26, 2019



## Cost to Complete

| <b>Estimated Fees</b>                    |                     |                 | Aug | Sept | Oct | Nov |                    |                   |
|--|---------------------|-----------------|-----|------|-----|-----|--------------------|-------------------|
| <b>Description</b>                       | <b>Name</b>         | Discounted Rate |     |      |     |     | <b>Total Hours</b> | <b>Total Cost</b> |
| Resident Engineer/Scheduler              | Kurt Pegg, PE       | \$220.00        | 40  | 40   | 40  | 40  | 160                | \$ 35,200.00      |
| A.RE/ASR                                 | Tariq Malik, PE     | \$182.00        | 0   |      |     | 0   | 0                  | \$ -              |
| Office Engineer                          | Sarah Alina         | \$92.42         | 40  | 40   | 40  | 20  | 140                | \$ 12,938.80      |
| SWPPP Review & Inspection (PT-As Needed) | Dion Catsro, QSD, T | \$174.56        | 8   | 4    | 4   | 0   | 16                 | \$ 2,792.96       |
| Inspector                                | Naim Abu-Laban      | \$180.00        | 60  | 60   | 40  | 20  | 180                | \$ 32,400.00      |
|  |                     |                 |     |      |     |     | 1064               | \$ 83,331.76      |
| <b>Additional Budget Needed</b>          |                     |                 |     |      |     |     |                    | \$ 83,331.76      |

**Extension: Additional waterline work and HMA paving will extend the contract completion date to September 30th, 2019. Project closeout in October and November**

- 1- Cost Proposal is based on Average number of hours per month (Working Days) as detailed above for the remaining construction duration.
- 2- Direct Costs are estimates, based on project duration. Invoicing will be based on submitted hourly rates with Overhead and Fee multipliers included.
- 3- Prevailing Wage - Wages for inspection subject to Calif. Labor Code Section 1772. Overtime will be paid in accordance with applicable labor laws.



## Staff Report

**TO:** Mayor, and City Council Members  
**FROM:** Jeff Mohlenkamp, Finance Director  
**DATE:** April 21, 2020  
**SUBJECT:** **FY 2021 Budget Discussion**

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### **Background and Analysis:**

Staff is preparing the budget for FY 2021. The process has been directly impacted by the COVID-19 emergency and the resulting economic impacts. On March 17, 2020, the City Council discussed the budget process and generally acknowledged that the City would prepare a budget that contemplated moderate economic activity, necessitating some cost reductions.

Since the March 17, 2020, meeting many events have transpired that have caused a significant deterioration in the economic outlook. Most notably, State and County officials have issued guidance and orders to achieve social distancing and to slow the rate of infection. This has resulted in the significant disruption to Beaumont's business sectors. It is unclear at this time when business will resume normal operations and the degree to which Beaumont's economy will be impacted. This lack of certainty coupled with the possibility that the Nation, State and City are at the start of a deeper economic recession, has caused management to further evaluate the budget assumptions.

The City's reserve policies have been implemented to allow the weathering of limited-scale economic downturns. However, the impacts of the COVID-19 pandemic exceed the scope and scale contemplated and it is prudent to reduce expenditures in order to ensure that critical services and operations are maintained. Further, staff has re-evaluated the General Fund long term financial forecast and identified some structural financial challenges that need to be addressed to ensure long term viability of desired levels of services.

This report provides the following sections:

- Overview of the initial General Fund budget and discussion of potential reductions to ensure a balanced budget,

- Review of the General Fund long term financial forecast and the impacts of Covid-19 on the future of the City's finances,
- Overview of the Wastewater Fund budget and discussion of options to address anticipated shortfalls, and
- Review of options to address City capital facility and infrastructure needs.

### FY 2020-21 General Fund Preliminary Budget

Staff has reviewed projected revenues and compiled the initial expense budget from the departments. The initial budget proposals, prior to management adjustments, provides for a budget deficit of (\$2.8 million). Initial departmental proposals typically outpace revenues and a comprehensive process is implemented to provide a balanced, sustainable budget pursuant to budgetary assumptions affirmed by the City Council. However, this year's deficit is magnified by the impending COVID-19 recession.

#### **Revenues**

For next year, the revenues most significantly impacted by the recession include sales tax and fees related to development activity. Sales tax is expected to drop by (22%) from the highs experienced in FY 2019. Development related fees have dropped in FY 2020 from previous highs during FYs 2018 and 2019 but are expected to remain lower due to the lasting impacts from COVID-19.

Property taxes are not impacted by COVID-19 for FY 2021 as the assessment was already completed January 1, 2020. Increases in property taxes along with growth in Community Financing District (CFD) funds provide for some overall growth in revenues.

Normal recurring revenues are expected to grow by 4.5% from \$31.6 million to \$33.0 million for FY 2021.

#### **Expenses**

Expenses are divided into personnel costs and operating costs. Personnel costs are currently budgeted to grow at a rate of 7.3% or \$1.45 million. This growth is driven by increases in wages at 5.1% and increases in non-wage costs such as workers compensation at 21.6%.

Budgetary proposals result in an increase to operating costs of 11.4% or \$ 1.5 million. This is driven by increases in contractual services.

*Note: a significant portion of the increase in operating costs is the change in how administrative charges to the wastewater fund and transit fund are handled. In prior years they were reflected as a negative expense. Beginning with FY 2021, this will be handled as a transfer in and expenditures will not be impacted.*

A summary of General Fund budgeted revenues and expenditures prior to budget reductions is included as Attachment A.

### General Fund Long Term Financial Forecast

In December 2019, staff provided the City Council a 10-year forecast for the General Fund. The forecast contemplated a moderate level recession that would occur in FY 2023. Due to the COVID-19 emergency, staff has re-evaluated this forecast to demonstrate the impacts of the recession that is beginning to materialize throughout the country.

The COVID-19 driven economic impacts are far more dramatic and sudden than the recessionary trend contemplated in the earlier forecast. Staff feels that the economic impacts will be felt over the next two fiscal years, especially as the impacts of growing unemployment and decreased property values will be fully realized in FY 2022. This will result in some lingering impacts in FY 2022.

The key takeaways from the forecast are that growth in expenses are projected to outpace growth in revenues and result in annual deficits. Even with limited growth to wages and no new positions or augmentation to services these forecasted deficits could eliminate financial reserves in a matter of 4 to 5 years. To address this structural challenge in the City's finances, it will be important for the City Council to consider adjustments in both the revenue and expense sides of the equation.

The revised General Fund Long Term Financial Forecast is included as Attachment B. The assumptions used to build the forecast are included as Attachment E.

### Possible Expense Reductions

To address the short-term financial challenges and the longer-term structural challenges, the City Council should consider adjustments to reduce expenditures. Staff

has been working on possible reduction scenarios that address both personnel and operating costs.

Since the more significant financial challenge facing the City is in the long term, management recommends the City Council consider reductions that will be sustainable and reduce the longer-term expenses of the City. This would suggest evaluating the following options:

- Evaluate services the City can reduce or eliminate – non-essential services, and
- Evaluate services the City can perform at a lower cost – either through bringing the service in-house or outsourcing.

Attachment C provides a few scenarios of possible reduction strategies. Note, that at this time staff has been focused on cuts that will reduce expenses in the short term. This is prudent as it will help to reduce use of reserves and provide additional time for management and the City Council to more fully evaluate the more sustainable, long-term adjustments.

#### Wastewater Fund Preliminary Budget

The initial Wastewater Fund budget provides for an increase in revenues of 5.2% from \$9.9 million to \$10.4 million. This is driven by a scheduled rate increase and new development. This estimate was decreased due to expected slowing of development activity and increased delinquencies.

Expenses are expected to decrease by (1.9%). This is due to savings in personnel costs and the rescheduling of capital projects, deferring them to FY 2022 and beyond. The overall budget is projected to have a surplus of \$3,311. Wastewater DIF funds of \$700,000 are scheduled for a portion of the debt service payments, as was contemplated in the Fund's fiscal forecast. Ultimately, utility rates will be required to cover the entirety of the obligation.

During FY 2021, staff will be closely reviewing the costs to operate the system and plan to re-evaluate the rate study to ensure the long-term financial stability of the fund.

An initial summary of the FY 2021 Wastewater Fund budget is included as Attachment D.

**Fiscal Impact:**

There is no fiscal impact associated with this item at this time.

**Recommended Action:**

Review the initial FY 2021 budget for the General Fund and Wastewater Fund,  
Review the revised General Fund Long Term Financial Forecast, and  
Provide guidance to staff regarding budget assumptions.

**Attachments:**

- A. FY 2021 General Fund Initial Budget Summary
- B. Revised General Fund Long Term Financial Forecast
- C. Cost Reduction Concepts
- D. FY 2021 Wastewater Fund Initial Budget Summary
- E. General Fund Long Term Financial Forecast Assumptions



**FY 2020-21 GENERAL FUND BUDGET**

City of Beaumont, CA

Initial Draft for Council Review



|  | FY 2017-18<br>Actuals | FY 2018-19<br>Actuals | FY 2019-20<br>BUDGET | FY 2019-20<br>Estimated<br>Results | FY 2020-21 Draft<br>Budget | Change from<br>FY 2020 to<br>2021 |
|--|-----------------------|-----------------------|----------------------|------------------------------------|----------------------------|-----------------------------------|
| <b>REVENUES</b>  |                       |                       |                      |                                    |                            |                                   |
| <b>Taxes</b>   |                       |                       |                      |                                    |                            |                                   |
| Property Tax   | \$ 5,199,098          | \$ 5,656,662          | \$ 5,051,562         | \$ 5,849,278                       | \$ 6,141,742               | 5.0%                              |
| Sales Tax  | \$ 5,029,443          | \$ 5,558,667          | \$ 5,436,227         | \$ 4,869,306                       | \$ 4,333,000               | -11.0%                            |
| Motor Vehicle in Lieu                                      | \$ 4,125,662          | \$ 4,517,090          | \$ 5,002,506         | \$ 4,997,852                       | \$ 5,247,745               | 5.0%                              |
| Utility Users Tax  | \$ 1,524,158          | \$ 1,584,224          | \$ 1,604,250         | \$ 1,600,128                       | \$ 1,600,000               | 0.0%                              |
| Franchise Fees   | \$ 876,551            | \$ 912,924            | \$ 853,875           | \$ 915,627                         | \$ 869,846                 | -5.0%                             |
| Franchise Fees - Waste Management                          | \$ -                  | \$ -                  | \$ 2,225,000         | \$ 2,250,000                       | \$ 2,250,000               | 0.0%                              |
| One time franchise fee                                     | \$ -                  | \$ -                  | \$ 5,000,000         | \$ 5,000,000                       | \$ -                       | -100.0%                           |
| Transient Occupancy Tax                                    | \$ 363,868            | \$ 335,304            | \$ 268,925           | \$ 251,215                         | \$ 245,000                 | -2.5%                             |
| Other Taxes  | \$ -                  | \$ 23,154             | \$ 20,700            | \$ 38,307                          | \$ 40,000                  | 4.4%                              |
| <b>Total Taxes</b>   | <b>\$ 17,118,780</b>  | <b>\$ 18,588,024</b>  | <b>\$ 25,463,045</b> | <b>\$ 25,771,713</b>               | <b>\$ 20,727,333</b>       | <b>-0.2%</b>                      |
| Business License   | \$ 242,634            | \$ 287,908            | \$ 214,221           | \$ 257,137                         | \$ 250,000                 | -2.8%                             |
| <b>Permits</b>   |                       |                       |                      |                                    |                            |                                   |
| Building Permits   | \$ 2,076,224          | \$ 3,122,755          | \$ 2,324,500         | \$ 1,846,940                       | \$ 1,800,000               | -2.5%                             |
| Public Works Inspection                                    | \$ 1,263,922          | \$ 519,597            | \$ 900,000           | \$ 150,369                         | \$ 150,000                 | -0.2%                             |
| Develop Service Plan Check                                 | \$ 237,744            | \$ 945,230            | \$ 1,025,000         | \$ 434,594                         | \$ 400,000                 | -8.0%                             |
| All other permits  | \$ 966,629            | \$ 898,443            | \$ 918,385           | \$ 476,123                         | \$ 534,599                 | 12.3%                             |
| <b>Total Permits</b>                                       | <b>\$ 4,544,519</b>   | <b>\$ 5,486,026</b>   | <b>\$ 5,167,885</b>  | <b>\$ 2,908,026</b>                | <b>\$ 2,884,599</b>        | <b>-0.8%</b>                      |
| Charges for Services                                       | \$ 1,224,365          | \$ 1,073,247          | \$ 752,950           | \$ 773,296                         | \$ 721,350                 | -6.7%                             |
| Other Revenues   | \$ 523,493            | \$ 1,137,341          | \$ 409,319           | \$ 772,276                         | \$ 665,200                 | -13.9%                            |
| Transfers In (CFD and Gas<br>Transfers In (admin coverage) | \$ 4,299,392          | \$ 5,450,787          | \$ 6,121,237         | \$ 6,121,237                       | \$ 7,041,029<br>\$ 750,000 | 15.0%                             |
| <b>Total Revenue</b>                                       | <b>\$ 27,953,183</b>  | <b>\$ 32,023,333</b>  | <b>\$ 37,914,436</b> | <b>\$ 36,603,685</b>               | <b>\$ 33,039,511</b>       | <b>4.5%</b>                       |
| <b>Expenses</b>  |                       |                       |                      |                                    |                            |                                   |
| <b>Personnel</b>   |                       |                       |                      |                                    |                            |                                   |
| Salaries   | \$ 9,590,672          | \$ 10,965,713         | \$ 11,959,929        | \$ 11,027,086                      | \$ 12,570,270              | 5.1%                              |
| Health Insurance   | \$ 1,384,031          | \$ 1,585,813          | \$ 2,272,646         | \$ 1,890,325                       | \$ 2,520,750               | 10.9%                             |
| Workers Comp/Disability/Other Compensation                 | \$ 1,108,178          | \$ 1,990,018          | \$ 2,111,924         | \$ 2,271,382                       | \$ 2,568,332               | 21.6%                             |
| Retirement   | \$ 2,244,152          | \$ 2,434,460          | \$ 3,027,640         | \$ 2,794,190                       | \$ 3,133,319               | 3.5%                              |
| Other Personnel Costs                                      | \$ 143,485            | \$ 240,681            | \$ 342,493           | \$ 242,123                         | \$ 367,970                 | 7.4%                              |
| <b>Total Personnel Services</b>                            | <b>\$ 14,470,518</b>  | <b>\$ 17,216,685</b>  | <b>\$ 19,714,632</b> | <b>\$ 18,225,106</b>               | <b>\$ 21,160,641</b>       | <b>7.3%</b>                       |

| <b>Operating</b>                   |                      |                      |                      |                      |                       |              |
|------------------------------------|----------------------|----------------------|----------------------|----------------------|-----------------------|--------------|
| CONTRACTUAL SERVICES               | \$ 5,283,353         | \$ 6,337,990         | \$ 6,534,147         | \$ 6,648,916         | \$ 7,365,714          | 12.7%        |
| UTILITIES                          | \$ 1,259,158         | \$ 1,229,357         | \$ 1,465,725         | \$ 1,189,310         | \$ 1,315,899          | -10.2%       |
| INSURANCE                          | \$ 745,750           | \$ 894,848           | \$ 1,122,602         | \$ 1,111,127         | \$ 1,200,000          | 6.9%         |
| PLAN CHECK FEES                    | \$ 770,716           | \$ 1,008,345         | \$ 750,000           | \$ 469,681           | \$ 500,000            | -33.3%       |
| INSPECTIONS                        | \$ 646,948           | \$ 521,630           | \$ 300,000           | \$ 353,679           | \$ 200,000            | -33.3%       |
| Other Operating Costs              | \$ 1,737,944         | \$ 1,778,658         | \$ 2,595,047         | \$ 2,245,811         | \$ 3,642,683          | 40.4%        |
| <b>Total Operating Costs</b>       | <b>\$ 10,443,869</b> | <b>\$ 11,770,828</b> | <b>\$ 12,767,521</b> | <b>\$ 12,018,524</b> | <b>\$ 14,224,296</b>  | <b>11.4%</b> |
| <b>Capital Costs</b>               |                      |                      |                      |                      |                       |              |
| Equipment and Furniture            | \$ 96,772            | \$ 89,040            | \$ 81,263            | \$ 116,934           | \$ 98,000             | 20.6%        |
| Vehicles                           | \$ 602,312           | \$ 209,275           | \$ 351,020           | \$ 466,169           | \$ 356,585            | 1.6%         |
| <b>Total Capital Costs</b>         | <b>\$ 720,632</b>    | <b>\$ 312,131</b>    | <b>\$ 432,283</b>    | <b>\$ 583,103</b>    | <b>\$ 454,585</b>     | <b>5.2%</b>  |
| <b>Total Expense</b>               | <b>\$ 25,635,019</b> | <b>\$ 29,299,644</b> | <b>\$ 32,914,435</b> | <b>\$ 30,826,733</b> | <b>\$ 35,839,522</b>  | <b>8.9%</b>  |
| <b>Operating Surplus/(Deficit)</b> | <b>\$ 2,318,164</b>  | <b>\$ 2,723,689</b>  | <b>\$ 5,000,000</b>  | <b>\$ 5,776,952</b>  | <b>\$ (2,800,011)</b> |              |

Notes: Solid Waste revenues and expenses eliminated/ Measure A eliminated/Admin overhead converted to transfer  
 The \$5 million solid waste retention fee is eliminated from computations of year over year change %

**City of Beaumont**

General Fund Long Term Financial Forecast

FY 2020 through FY 2029 - Amended for Covid-19 Emergency

|                                     | FY 2018 Actual       | FY 2019 Actual       | FY 2020 Estimated    | Forecasted Years        |                      |                      |                      |                      |                      |                      |                      |                      |
|-------------------------------------|----------------------|----------------------|----------------------|-------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
|                                     |                      |                      |                      | FY 2021 Budget Adjusted | FY 2022              | FY 2023              | FY 2024              | FY 2025              | FY 2026              | FY 2027              | FY 2028              | FY 2029              |
| <b>Revenue</b>                      |                      |                      |                      |                         |                      |                      |                      |                      |                      |                      |                      |                      |
| Taxes                               |                      |                      |                      |                         |                      |                      |                      |                      |                      |                      |                      |                      |
| RECESSION IMPACTED YEARS            |                      |                      |                      |                         |                      |                      |                      |                      |                      |                      |                      |                      |
| Sales Tax                           | \$ 5,029,443         | \$ 5,558,667         | \$ 4,869,306         | \$ 4,333,000            | \$ 4,933,000         | \$ 5,228,980         | \$ 5,438,139         | \$ 5,655,665         | \$ 5,881,891         | \$ 6,117,167         | \$ 6,361,854         | \$ 6,616,328         |
| Property Tax                        | \$ 5,199,098         | \$ 5,656,662         | \$ 5,849,278         | \$ 6,141,742            | \$ 5,834,655         | \$ 6,243,081         | \$ 6,555,235         | \$ 6,882,997         | \$ 7,227,146         | \$ 7,588,504         | \$ 7,967,929         | \$ 8,366,325         |
| Motor Vehicle - In Lieu             | \$ 4,125,661         | \$ 4,517,090         | \$ 4,997,312         | \$ 5,247,745            | \$ 4,985,358         | \$ 5,384,186         | \$ 5,653,396         | \$ 5,936,065         | \$ 6,232,869         | \$ 6,544,512         | \$ 6,871,738         | \$ 7,215,325         |
| Solid Waste - Franchise Fee         | \$ -                 | \$ -                 | \$ 2,225,000         | \$ 2,225,000            | \$ 2,225,000         | \$ 2,225,000         | \$ 2,225,000         | \$ 2,269,500         | \$ 2,314,890         | \$ 2,361,188         | \$ 2,408,412         | \$ 2,456,580         |
| One Time Solid Waste Retention Fee  |                      |                      | \$ 5,000,000         |                         |                      |                      |                      |                      |                      |                      |                      |                      |
| Other Franchise Fees                | \$ 876,551           | \$ 912,924           | \$ 915,627           | \$ 869,846              | \$ 887,243           | \$ 913,860           | \$ 941,276           | \$ 969,514           | \$ 998,600           | \$ 1,028,558         | \$ 1,059,414         | \$ 1,091,197         |
| Business License                    | \$ 242,634           | \$ 287,908           | \$ 257,137           | \$ 250,000              | \$ 255,000           | \$ 261,375           | \$ 267,909           | \$ 274,607           | \$ 281,472           | \$ 288,509           | \$ 295,722           | \$ 303,115           |
| Utility Users Tax                   | \$ 1,524,158         | \$ 1,584,224         | \$ 1,600,128         | \$ 1,600,000            | \$ 1,632,000         | \$ 1,672,800         | \$ 1,714,620         | \$ 1,757,486         | \$ 1,801,423         | \$ 1,846,458         | \$ 1,892,620         | \$ 1,939,935         |
| Other Taxes                         | \$ 363,868           | \$ 358,458           | \$ 315,062           | \$ 310,062              | \$ 316,263           | \$ 322,589           | \$ 329,040           | \$ 335,621           | \$ 342,334           | \$ 349,180           | \$ 356,164           | \$ 363,287           |
| Permits                             |                      |                      |                      |                         |                      |                      |                      |                      |                      |                      |                      |                      |
| Building Permits                    | \$ 2,321,187         | \$ 4,067,985         | \$ 1,846,940         | \$ 1,800,000            | \$ 1,836,000         | \$ 1,891,080         | \$ 1,947,812         | \$ 2,006,247         | \$ 2,066,434         | \$ 2,128,427         | \$ 2,192,280         | \$ 2,258,048         |
| Inspections                         | \$ 1,504,952         | \$ 653,401           | \$ 584,963           | \$ 550,000              | \$ 561,000           | \$ 577,830           | \$ 595,165           | \$ 613,020           | \$ 631,410           | \$ 650,353           | \$ 669,863           | \$ 689,959           |
| Other Permits                       | \$ 718,380           | \$ 764,639           | \$ 476,123           | \$ 534,599              | \$ 539,945           | \$ 553,444           | \$ 567,280           | \$ 581,462           | \$ 595,998           | \$ 610,898           | \$ 626,171           | \$ 641,825           |
| Charges for Services                |                      |                      |                      |                         |                      |                      |                      |                      |                      |                      |                      |                      |
| Solid Waste                         | \$ 7,267,452         | \$ 8,086,893         | \$ -                 | \$ -                    | \$ -                 | \$ -                 | \$ -                 | \$ -                 | \$ -                 | \$ -                 | \$ -                 | \$ -                 |
| Others                              | \$ 1,224,365         | \$ 1,073,247         | \$ 773,296           | \$ 721,350              | \$ 764,631           | \$ 779,924           | \$ 795,522           | \$ 811,433           | \$ 827,661           | \$ 844,214           | \$ 861,099           | \$ 878,321           |
| Other revenues                      | \$ 523,493           | \$ 1,215,140         | \$ 772,276           | \$ 665,137              | \$ 678,440           | \$ 692,009           | \$ 705,849           | \$ 719,966           | \$ 734,365           | \$ 749,052           | \$ 764,033           | \$ 779,314           |
| CFD Transfer                        | \$ 3,650,001         | \$ 4,427,745         | \$ 5,021,237         | \$ 6,064,814            | \$ 6,186,110         | \$ 6,495,416         | \$ 6,820,187         | \$ 7,161,196         | \$ 7,519,256         | \$ 7,895,218         | \$ 8,289,979         | \$ 8,704,478         |
| Gas Tax Transfer                    | \$ 680,119           | \$ 900,000           | \$ 1,100,000         | \$ 976,216              | \$ 1,005,502         | \$ 1,106,053         | \$ 1,150,295         | \$ 1,196,307         | \$ 1,244,159         | \$ 1,293,925         | \$ 1,345,682         | \$ 1,399,510         |
| Other Transfers                     | \$ 42,385            | \$ 125,000           | \$ -                 | \$ 750,000              | \$ 750,000           | \$ 780,000           | \$ 811,200           | \$ 843,648           | \$ 877,394           | \$ 912,490           | \$ 948,989           | \$ 986,949           |
| <b>Total Revenues</b>               | <b>\$ 35,293,747</b> | <b>\$ 40,189,983</b> | <b>\$ 36,603,685</b> | <b>\$ 33,039,511</b>    | <b>\$ 33,390,147</b> | <b>\$ 35,127,625</b> | <b>\$ 36,517,925</b> | <b>\$ 38,014,732</b> | <b>\$ 39,577,302</b> | <b>\$ 41,208,654</b> | <b>\$ 42,911,949</b> | <b>\$ 44,690,496</b> |
|                                     |                      |                      |                      | -9.7%                   | 1.1%                 | 5.2%                 | 4.0%                 | 4.1%                 | 4.1%                 | 4.1%                 | 4.1%                 | 4.1%                 |
| <b>Expenses</b>                     |                      |                      |                      |                         |                      |                      |                      |                      |                      |                      |                      |                      |
| Personnel Costs                     |                      |                      |                      |                         |                      |                      |                      |                      |                      |                      |                      |                      |
| Salaries                            | \$ 9,952,591         | \$ 11,395,747        | \$ 11,027,086        | \$ 12,570,270           | \$ 13,073,081        | \$ 13,596,004        | \$ 14,139,844        | \$ 14,705,438        | \$ 15,293,655        | \$ 15,905,402        | \$ 16,541,618        | \$ 17,203,282        |
| Pension Costs                       | \$ 2,244,152         | \$ 2,434,460         | \$ 2,794,190         | \$ 3,133,319            | \$ 3,352,651         | \$ 3,787,337         | \$ 4,102,451         | \$ 4,930,647         | \$ 5,425,098         | \$ 5,854,855         | \$ 6,264,695         | \$ 6,703,224         |
| Health Insurance                    | \$ 1,384,032         | \$ 1,585,813         | \$ 1,890,325         | \$ 2,520,750            | \$ 2,656,871         | \$ 2,800,342         | \$ 2,951,560         | \$ 3,110,944         | \$ 3,278,935         | \$ 3,455,998         | \$ 3,642,622         | \$ 3,839,323         |
| Other costs                         | \$ 935,865           | \$ 1,821,990         | \$ 2,513,505         | \$ 2,936,302            | \$ 2,995,028         | \$ 3,054,929         | \$ 3,116,027         | \$ 3,178,348         | \$ 3,241,915         | \$ 3,306,753         | \$ 3,372,888         | \$ 3,440,346         |
| <b>Total Personnel Costs</b>        |                      |                      | <b>\$ 18,225,106</b> | <b>\$ 21,160,641</b>    | <b>\$ 22,077,631</b> | <b>\$ 23,238,611</b> | <b>\$ 24,309,882</b> | <b>\$ 25,925,376</b> | <b>\$ 27,239,604</b> | <b>\$ 28,523,007</b> | <b>\$ 29,821,822</b> | <b>\$ 31,186,175</b> |
| Estimated Savings Budget to Actual  |                      |                      |                      | \$ (846,426)            | \$ (883,105)         | \$ (929,544)         | \$ (972,395)         | \$ (1,037,015)       | \$ (1,089,584)       | \$ (1,140,920)       | \$ (1,192,873)       | \$ (1,247,447)       |
| <b>Net Expected Personnel Costs</b> |                      |                      | <b>\$ 18,225,106</b> | <b>\$ 20,314,215</b>    | <b>\$ 21,194,525</b> | <b>\$ 22,309,067</b> | <b>\$ 23,337,487</b> | <b>\$ 24,888,361</b> | <b>\$ 26,150,019</b> | <b>\$ 27,382,087</b> | <b>\$ 28,628,949</b> | <b>\$ 29,938,728</b> |
|                                     |                      |                      |                      | 11.5%                   | 4.3%                 | 5.3%                 | 4.6%                 | 6.6%                 | 5.1%                 | 4.7%                 | 4.6%                 | 4.6%                 |
| Operating Costs                     |                      |                      |                      |                         |                      |                      |                      |                      |                      |                      |                      |                      |
| Contractual                         |                      |                      |                      |                         |                      |                      |                      |                      |                      |                      |                      |                      |
| Services                            | \$ 5,283,395         | \$ 6,128,334         | \$ 6,648,916         | \$ 7,365,214            | \$ 7,659,823         | \$ 7,966,215         | \$ 8,284,864         | \$ 8,616,259         | \$ 8,960,909         | \$ 9,319,345         | \$ 9,692,119         | \$ 10,079,804        |
| Utilities                           | \$ 1,413,378         | \$ 1,736,500         | \$ 1,189,325         | \$ 1,315,899            | \$ 1,361,955         | \$ 1,409,624         | \$ 1,458,961         | \$ 1,510,024         | \$ 1,562,875         | \$ 1,617,576         | \$ 1,674,191         | \$ 1,732,788         |

|  |               |               |               |                |                |                |                |                |                |                |                |                |
|--|---------------|---------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Insurance  | \$ 745,750    | \$ 894,848    | \$ 1,111,127  | \$ 1,200,000   | \$ 1,224,000   | \$ 1,248,480   | \$ 1,273,450   | \$ 1,298,919   | \$ 1,324,897   | \$ 1,351,395   | \$ 1,378,423   | \$ 1,405,991   |
| Plan Check Costs   | \$ 770,716    | \$ 1,008,345  | \$ 469,681    | \$ 500,000     | \$ 510,000     | \$ 520,200     | \$ 530,604     | \$ 541,216     | \$ 552,040     | \$ 563,081     | \$ 574,343     | \$ 585,830     |
| Inspection Costs   | \$ 646,948    | \$ 521,630    | \$ 353,679    | \$ 200,000     | \$ 205,000     | \$ 210,125     | \$ 215,378     | \$ 220,763     | \$ 226,282     | \$ 231,939     | \$ 237,737     | \$ 243,681     |
| Solid Waste Costs  | \$ 4,928,368  | \$ 5,504,512  | \$ -          | \$ -           | \$ -           | \$ -           | \$ -           | \$ -           | \$ -           | \$ -           | \$ -           | \$ -           |
| Other  | \$ 2,202,173  | \$ 2,269,655  | \$ 2,245,796  | \$ 3,643,183   | \$ 3,716,047   | \$ 3,790,368   | \$ 3,866,175   | \$ 3,943,498   | \$ 4,022,368   | \$ 4,102,816   | \$ 4,184,872   | \$ 4,268,570   |
| Equipment  |               |               |               |                |                |                |                |                |                |                |                |                |
| Vehicles   | \$ 602,312    | \$ 209,275    | \$ 466,169    | \$ 356,585     | \$ 363,717     | \$ 370,991     | \$ 378,411     | \$ 385,979     | \$ 393,699     | \$ 401,573     | \$ 409,604     | \$ 417,796     |
| Furniture and Equip  | \$ 96,792     | \$ 447,741    | \$ 116,934    | \$ 98,000      | \$ 99,960      | \$ 101,959     | \$ 103,998     | \$ 106,078     | \$ 108,200     | \$ 110,364     | \$ 112,571     | \$ 114,823     |
| Other  |               |               |               |                |                |                |                |                |                |                |                |                |
| <b>Total Operating Expenses and Equipment</b>              |               |               | \$ 12,601,627 | \$ 14,678,881  | \$ 15,140,501  | \$ 15,617,962  | \$ 16,111,841  | \$ 16,622,736  | \$ 17,151,270  | \$ 17,698,088  | \$ 18,263,860  | \$ 18,849,281  |
| Estimated Savings Budget to Actual Adjustment              |               |               |               | \$ (587,155)   | \$ (605,620)   | \$ (624,718)   | \$ (644,474)   | \$ (664,909)   | \$ (686,051)   | \$ (707,924)   | \$ (730,554)   | \$ (753,971)   |
| <b>Net Expected Operating Expenses and Equipment Costs</b> |               |               | \$ 12,601,627 | \$ 14,091,726  | \$ 14,534,881  | \$ 14,993,244  | \$ 15,467,367  | \$ 15,957,827  | \$ 16,465,219  | \$ 16,990,165  | \$ 17,533,306  | \$ 18,095,310  |
| <b>Total Expenses</b> (net of expected savings)            | \$ 31,206,472 | \$ 35,958,850 | \$ 30,826,733 | \$ 34,405,941  | \$ 35,729,407  | \$ 37,302,310  | \$ 38,804,854  | \$ 40,846,188  | \$ 42,615,239  | \$ 44,372,252  | \$ 46,162,255  | \$ 48,034,038  |
|  |               |               |               | 11.6%          | 3.8%           | 4.4%           | 4.0%           | 5.3%           | 4.3%           | 4.1%           | 4.0%           | 4.1%           |
| Surplus/ (Deficit)   | \$ 4,087,275  | \$ 4,231,133  | \$ 5,776,952  | \$ (1,366,430) | \$ (2,339,259) | \$ (2,174,685) | \$ (2,286,929) | \$ (2,831,456) | \$ (3,037,937) | \$ (3,163,598) | \$ (3,250,307) | \$ (3,343,543) |

**Impacts to Reserve Fund Balances (NO new positions or service level cost increases)**

|                    |               |               |               |              |              |              |              |              |              |              |  |  |
|--------------------|---------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--|--|
|                    | Beg Balance   |               |               |              |              |              |              |              |              |              |  |  |
| General Fund (1)   | \$ 12,817,953 | \$ 11,998,095 | \$ 10,594,539 | \$ 9,289,728 | \$ 7,917,571 | \$ 7,068,134 | \$ 5,549,165 | \$ 3,967,367 | \$ 2,342,213 | \$ 1,733     |  |  |
| CFD Admin Fund     | \$ 8,451,846  | \$ 7,905,274  | \$ 6,969,570  | \$ 6,099,696 | \$ 5,184,924 | \$ 4,618,633 | \$ 3,403,459 | \$ 2,138,019 | \$ 837,897   | \$ 169,188   |  |  |
| Pension Trust Fund | \$ 2,000,000  | \$ 2,100,000  | \$ 2,205,000  | \$ 2,315,250 | \$ 2,431,013 | \$ 1,015,284 | \$ 711,491   | \$ 395,131   | \$ 70,100    | \$ (264,254) |  |  |

(1) FY 2020 Ending number includes the following adjustments - \$4.5 million committed to new Fire Station, \$2 million set aside for commitment to pension trust, \$2.3 million set aside as it is in the legal reserve fund

**Assumptions - no new positions/ no funding of new Fire Dept operations/ no additional funding for equipment and maintenance**

|  |              |              |              |              |              |              |              |              |              |  |  |  |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--|--|--|
| <b>Maintain Service Levels and Maintain What we Own</b>  |              |              |              |              |              |              |              |              |              |  |  |  |
| Additional Positions to maintain Service Levels (4 annually)<br>(1.5 PD position, 1 street or park maintenance, 1.5 other) | \$ 485,000   | \$ 993,600   | \$ 1,520,001 | \$ 2,064,826 | \$ 2,628,720 | \$ 3,212,350 | \$ 3,816,407 | \$ 4,441,607 | \$ 5,088,688 |  |  |  |
| Fire Station staffing (new station) -1/3 staffing - staff moved from existing station                                      |              |              | \$ 600,000   | \$ 630,000   | \$ 661,500   | \$ 694,575   | \$ 729,304   | \$ 765,769   | \$ 804,057   |  |  |  |
| IT Equipment and Software (security/ disaster recovery/stability of network)   | \$ 175,000   | \$ 178,500   | \$ 182,070   | \$ 185,711   | \$ 189,426   | \$ 193,214   | \$ 197,078   | \$ 201,020   | \$ 205,040   |  |  |  |
| Street Maintenance Program (maintain current pavement condition level)   | \$ 600,000   | \$ 612,000   | \$ 624,240   | \$ 636,725   | \$ 649,459   | \$ 662,448   | \$ 675,697   | \$ 689,211   | \$ 702,996   |  |  |  |
| Building/Facility Maintenance Program (preventative maintenance improvements)  | \$ 275,000   | \$ 283,250   | \$ 291,748   | \$ 300,500   | \$ 309,515   | \$ 318,800   | \$ 328,364   | \$ 338,215   | \$ 348,362   |  |  |  |
| <b>Total New Costs</b>   | \$ 1,535,000 | \$ 2,067,350 | \$ 3,218,059 | \$ 3,817,762 | \$ 4,438,620 | \$ 5,081,388 | \$ 5,746,851 | \$ 6,435,822 | \$ 7,149,143 |  |  |  |

Total Deficit if Service Level Cost Increases are Included \$ (2,901,430) \$ (4,406,609) \$ (5,392,744) \$ (6,104,691) \$ (7,270,076) \$ (8,119,325) \$ (8,910,449) \$ (9,686,129) \$ (10,492,686)

**Impacts to Reserve Fund Balances if Service Level Cost Increases are Included**

|                    |               |               |              |              |              |                |  |  |  |  |  |  |
|--------------------|---------------|---------------|--------------|--------------|--------------|----------------|--|--|--|--|--|--|
|                    | Beg Balance   |               |              |              |              |                |  |  |  |  |  |  |
| General Fund (1)   | \$ 12,817,953 | \$ 11,077,095 | \$ 8,433,129 | \$ 5,197,483 | \$ 1,534,668 | \$ (1,373,362) |  |  |  |  |  |  |
| CFD Admin Fund     | \$ 8,451,846  | \$ 7,291,274  | \$ 5,528,630 | \$ 3,371,533 | \$ 929,656   | \$ (524,359)   |  |  |  |  |  |  |
| Pension Trust Fund | \$ 2,000,000  | \$ 2,100,000  | \$ 2,205,000 | \$ 2,315,250 | \$ 2,431,013 | \$ (477,018)   |  |  |  |  |  |  |

**FY 2021 Budget Development  
Expense Reduction Concepts**

|   | Reduction Value | Notes  |
|---|-----------------|--|
| <b>Personnel</b>  |                 |  |
| Hold Positions Vacant (6 position currently/ 2 more expected in the future) | \$ 1,040,000    | Average fully burdened compensation \$130K   |
| Hold Base Pay at FY 2020 Levels (freeze increases)                          | \$ 925,000      | Wages frozen at FY 2020 pay levels   |
| Retain 1/2 of planned FY 2021 Pay related increases                         | \$ 462,000      | Wage related increases reduced to 50% of planned   |
| <b>Operating</b>  |                 |  |
| 5% Savings Level  | \$ 700,000      | On a short term basis, this level of reduction could be achieved with limited disruption to operations |
| 10% Savings Level   | \$ 1,400,000    | At this level, it might be best to target reductions to reduce unintended impacts                      |
| 15% Savings Level   | \$ 2,100,000    | At this level, it might be best to identify business elements to reduce on a longer term basis         |

| Scenario 1                              |              |  |
|---|--------------|--|
| Hold Positions Vacant                   | \$ 1,040,000 | <i>Under this scenario, half of the savings is achieved through personnel cost savings and the remainder through operating cost savings.</i> |
| Freeze Wages - 1/2 of planned increases | \$ 462,000   |  |
| Operating 10% Level                     | \$ 1,400,000 | <i>No reserves are utilized in the scenario</i>  |
| Total Reductions                        | \$ 2,902,000 |  |

| Scenario 2            |              |  |
|-----------------------|--------------|--|
| Hold Positions Vacant | \$ 1,040,000 | <i>Under this scenario, most of savings are from operating cost reductions</i> |
| Operating 13% Level   | \$ 1,820,000 |  |
| Total Reductions      | \$ 2,860,000 | <i>No reserves are use in this scenario</i>                                    |

| Scenario 3            |              |  |
|-----------------------|--------------|--|
| Hold Positions Vacant | \$ 1,040,000 | <i>Under this scenario, reductions are balance between personnel and operating costs</i> |
| Operating 10% Level   | \$ 1,400,000 |  |
| Use of Reserves       | \$ 400,000   | <i>Some reserves used to balance the budget</i>  |
| Total Reductions      | \$ 2,840,000 |  |

## FY 2020-21 WASTEWATER FUND BUDGET

Initial Draft for City Council Review



|  | FY 2017-18<br>Actuals | FY 2018-19<br>Actuals | FY 2019-20<br>BUDGET | FY 2019-20<br>Estimated<br>Results | FY 2020-21<br>Draft Budget | Change from<br>FY 2020 to<br>2021 |
|--|-----------------------|-----------------------|----------------------|------------------------------------|----------------------------|-----------------------------------|
| <b>REVENUES</b>                            |                       |                       |                      |                                    |                            |                                   |
| Sewer Service Fees                         | \$ 7,967,757          | \$ 8,779,252          | \$ 9,851,375         | \$ 9,743,722                       | \$ 10,200,000              | 4.7%                              |
| Interest                                   | \$ -                  | \$ 118,335            | \$ 75,000            | \$ 86,907                          | \$ 146,000                 | 68.0%                             |
| Sewer Permits/ Application Fees            | \$ 15,993             | \$ 20,892             | \$ 11,250            | \$ 12,636                          | \$ 16,000                  | 26.6%                             |
| Cost Recovery                              | \$ 11,312             | \$ -                  | \$ -                 | \$ 6,236                           | \$ 6,300                   | 1.0%                              |
| Sewer Connection/ Standby Fees             | \$ 63,126             | \$ 2,773              | \$ -                 | \$ -                               | \$ -                       |                                   |
| Transfer In                                | \$ (3,855,106)        | \$ 221,047            | \$ -                 | \$ -                               | \$ -                       |                                   |
| Miscellaneous Revenues                     | \$ -                  | \$ 10,465             | \$ -                 | \$ 1,780                           | \$ -                       |                                   |
| <b>Total Revenue</b>                       | <b>\$ 4,203,082</b>   | <b>\$ 9,152,764</b>   | <b>\$ 9,937,625</b>  | <b>\$ 9,851,281</b>                | <b>\$ 10,368,300</b>       | 5.2%                              |
| <b>Expenses</b>                            |                       |                       |                      |                                    |                            |                                   |
| <b>Personnel</b>                           |                       |                       |                      |                                    |                            |                                   |
| Salaries                                   | \$ 205,802            | \$ 667,531            | \$ 1,208,132         | \$ 1,038,441                       | \$ 1,050,464               | -13.1%                            |
| Health Insurance                           | \$ 27,771             | \$ 77,053             | \$ 248,100           | \$ 105,238                         | \$ 211,050                 | -14.9%                            |
| Workers Comp/Disability/Other Compensation | \$ 8,794              | \$ 39,603             | \$ 97,702            | \$ 86,696                          | \$ 100,770                 | 3.1%                              |
| Retirement                                 | \$ 42,202             | \$ 124,612            | \$ 236,073           | \$ 175,797                         | \$ 251,399                 | 6.5%                              |
| Other Personnel Costs                      | \$ 3,141              | \$ 32,197             | \$ 104,212           | \$ 39,396                          | \$ 133,714                 | 28.3%                             |
| <b>Total Personnel Services</b>            | <b>\$ 287,710</b>     | <b>\$ 940,996</b>     | <b>\$ 1,894,219</b>  | <b>\$ 1,445,568</b>                | <b>\$ 1,747,397</b>        | <b>-7.8%</b>                      |
| <b>Operating</b>                           |                       |                       |                      |                                    |                            |                                   |
| Contractual Services                       | \$ 1,493,716          | \$ 1,376,890          | \$ 1,147,140         | \$ 1,129,352                       | \$ 1,062,563               | -7.4%                             |
| Utilities                                  | \$ 666,975            | \$ 770,280            | \$ 819,450           | \$ 764,774                         | \$ 819,653                 | 0.0%                              |
| Admin Overhead                             | \$ 600,000            | \$ 612,000            | \$ 650,000           | \$ 650,000                         | \$ 650,000                 | 0.0%                              |
| License Permits and Fees                   | \$ 99,600             | \$ 71,726             | \$ 62,474            | \$ 111,945                         | \$ 263,018                 | 321.0%                            |
| Special Dept Supplies                      | \$ 292,219            | \$ 276,232            | \$ 316,000           | \$ 290,341                         | \$ 374,000                 | 18.4%                             |
| Other Operating Costs                      | \$ 142,147            | \$ 370,965            | \$ 939,084           | \$ 876,836                         | \$ 920,933                 | -1.9%                             |
| <b>Total Operating Costs</b>               | <b>\$ 3,294,657</b>   | <b>\$ 3,478,093</b>   | <b>\$ 3,934,148</b>  | <b>\$ 3,823,248</b>                | <b>\$ 4,090,167</b>        | <b>4.0%</b>                       |
| <b>Capital Costs</b>                       |                       |                       |                      |                                    |                            |                                   |
| Debt Service Payment                       | \$ -                  | \$ -                  | \$ 3,738,688         | \$ 3,738,688                       | \$ 4,373,787               | 17.0%                             |
| Wastewater Equipment                       |                       |                       | \$ 198,637           | \$ 218,189                         | \$ 153,638                 |                                   |
| Capital Projects                           |                       |                       | \$ 795,000           | \$ 795,000                         | \$ -                       |                                   |
| <b>Total Expenses</b>                      | <b>\$ 3,582,367</b>   | <b>\$ 4,419,089</b>   | <b>\$ 10,560,692</b> | <b>\$ 10,020,693</b>               | <b>\$ 10,364,989</b>       | <b>-1.9%</b>                      |
| <b>Operating Surplus/(Deficit)</b>         | <b>\$ 620,715</b>     | <b>\$ 4,733,675</b>   | <b>\$ (623,067)</b>  | <b>\$ (169,412)</b>                | <b>\$ 3,311</b>            |                                   |

The Wastewater operating fund is a relatively new operation to the City as it was contracted out in the past. Capital costs and repairs have been significant and the true costs of operating the system are still being determined. The budget and actual for FY 2020 provides that \$1 million of debt service was paid using development impact fees (DIF). This process will be followed again for FY 2021, with a transfer to support debt service payments in the amount of \$700,000. Without this transfer the fund would have a deficit of approximately (\$697K). The City plans to re-evaluate rates and will have a better understanding of operating costs by the end of FY 2021. This will allow the development of a plan to move away from using DIF to support debt payments, which is not sustainable in the long term.

## Long Term Financial Forecast

Amended for Covid-19 Emergency  
Assumptions Used to Build Forecast

### General Assumptions

The Covid-19 virus forced a significant shutdown of the economy. This will have direct impacts on reducing sales tax, Measure A funding, SB-1 Funding, Gas Tax, charges for services and development related permits and fees. These impacts will impact the last 4 months of FY 2020. Further, impacts on each of these revenue areas will be felt during FY 2021. Since the State has authorized the deferral of sales tax payments and the filing of sales and use tax returns, cash flows will be delayed. Further, it is prudent to expect a reasonable level of non-payment from businesses.

This model assumes the impacts of the massive economic shutdown are felt through FY 2021 and have lingering impacts on FY 2022 in the form of reductions in property values and resulting reductions in property tax collections. Sales tax and other revenues start to rebound in FY 2022 with more robust growth in FY 2023.

### Revenues

- **Sales Tax** – FY 2020 finishes at \$4.9 million which is down from FY 2019 at \$5.6 million (12% drop). This is in-line with the HDL forecast. FY 2021 forecast is \$4.3 million which is a further (8%) drop. This is lower than the HDL forecast of \$4.8 million. FY 2023 and FY 2024 have strong growth and the rest of the forecast is for moderate 4% growth.
- **Property Tax**– FY 2021 is not impacted by the recession and finishes the year at \$6.1 million. FY 2022 is impacted as unemployment and continued economic challenges drive consumer demand down – (5%) reduction. The housing market rebounds in FY 2023 with 7% growth. 5% growth expected for the remainder of the forecast period
- **Motor Vehicle in Lieu** – rides with property tax – same forecast methodology
- **Utility User Tax** – flat in FY 2021 due to continued economic disruption, normal growth in FY 2022 with 2% growth throughout the forecast period.
- **Other Taxes** – flat in FY 2020, 2% growth assumed for the remainder of the forecast
- **Permits and Fees** – permits and development related charges have been very volatile over the past several years. In FY 2018, they totaled \$4.5 million. In FY 2019, they totaled \$5.5 million. The forecast for FY 2021 is approximately \$2.9 million. This reflects the absence of large projects such as Amazon and a reduction in planned residential permit activity. 3% growth is forecasted for the remainder of the model.
- **Charges for Services** – are expected to drop in FY 2021 due to reduction in services available. They are expected to rebound in FY 2022 and then have a general 2% growth for the remainder of the forecast.
- **Gas Tax** – drops from \$1.1 million in FY 2020 to \$976K in FY 2021. Increases begin in FY 2022 with strong growth in FY 2023 and then 4% growth through the rest of the forecast period.

- **CFD Transfer** – growth is lower in FY 2022 then 5% through the remainder of the forecast.
- **Admin Transfer** – from Wastewater and Transit – set to grow with the increase in expenditures – 4% average annual increase.

### Expenses

- Salaries – 4% annual increase ( includes both COLA and merit increases)
- Pensions – 7% increase year over year/ adjustments for Covid-19 losses
- Health Insurance – 5.4% year over year increase (demonstrated as covered by the City)
- Other personnel costs – up significantly in FY 2020, workers comp is the largest driver. 2% increases year over year for the forecast period.
- Contractual Services – large increase to FY 2020 budget driven by legal costs increases - \$650K, fire contract increases \$175K and other operating increases \$200K – 4% increases through the forecast period – higher than average due to fire contract
- All other expenses – same as old forecast
- Model works off FY 2020 proposed budget – therefore a savings factor is used for personnel and operating costs to estimate the expected actual costs.





## Staff Report

**TO:** Mayor and City Council Members  
**FROM:** Jeff Mohlenkamp  
**DATE:** April 21, 2020  
**SUBJECT:** Four Seasons Lift Station Pumps – Emergency Repairs

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### Background and Analysis:

The City's wastewater system required an emergency repair of two pumps to support the Four Seasons lift station. The repairs have been contracted on an emergency basis due to the potential failure of the pumps at a cost of \$25,433. Tax and freight associated with these repairs are listed at a price not to exceed \$2,200 for a total of \$27,633.

City staff had priced the replacement of the pumps at approximately \$80,000 but determined that the repair was appropriate at this time.

### Fiscal Impact:

The costs of the emergency repairs is \$27,633.

### Recommended Action:

Ratify costs associated with the emergency repairs to the Four Seasons lift station pump in the amount of \$27,633.

### Attachments:

- A. Invoice for services by Evans Hydro, Inc.

**EVANS HYDRO, Inc.**

18128 S. Santa Fe Ave.  
Rancho Dominguez, CA. 90221

Phone: (310) 608-5801  
Fax: (310) 608-6936



Item No. 14.

March 20, 2020

**City Of Beaumont**

550 E. 6th Street  
Beaumont, CA 92223

Attention: Kevin Lee

Subject: Flygt 3300/675-5035 submersible Pump Hp-160  
Evans Hydro Quote N° EHQ-200406  
Evans Hydro Job # 74200

Dear Kevin

Evans Hydro Inc. thanks you for your interest in our quality parts and services. We have received your pump to our service center, disassembled and inspected the unit. Please review the following proposal to repair your Flygt Submersible pump.

- ⊕ Receive pump at our shop
- ⊕ Disassemble
- ⊕ Perform dimensional inspection of all critical components and document

**Work Scope**

- ◆ Disassemble
- ◆ Clean and sand blast
- ◆ Inspect rotor
- ◆ Stator, dip and Bake
- ◆ Check and record condition of casing
- ◆ Check and record all fits and clearances

**Rotor motor, shaft**

- ◆ Polish and clean
- ◆ Prep and chromo oxide mechanical seal journal
- ◆ Inspect
- ◆ Prep for assembly

**Stator/Wind**

- ◆ Clean up
- ◆ Surge test, dip and bake
- ◆ Inspect
- ◆ Prep for assembly

**Upper Bearing housing**

- ◆ Clean up
- ◆ Skim cut mating faces and register (concentricity and perpendicular within .001")
- ◆ Inspect
- ◆ Prep for final assembly

#### Bearing housing/seal Chamber

- ◆ Clean
- ◆ Machine bore and bush (bronze)
- ◆ Inspect
- ◆ Prep for final assembly

#### Lower adapter seal Chamber

- ◆ Clean
- ◆ Prep and weld register
- ◆ Machine register and mating faces concentricity and perpendicular within .001
- ◆ Prep for final assembly

#### Impeller

- ◆ Polish
- ◆ Skim cut wear ring journal (concentricity and perpendicular within .001")
- ◆ Adapter impeller prep and weld erosion areas and clean up
- ◆ Inspect
- ◆ Prep for final assembly

#### Volute

- ◆ Clean and sandblast
- ◆ Inspect
- ◆ Prep for assembly

#### Suction plate/cover

- ◆ Sandblast and clean up
- ◆ Remove wear ring
- ◆ Prep and weld register
- ◆ Manufacture new "L" shape ring 410SS HT 40-42RC
- ◆ Install ring and secure
- ◆ Machine wear ring to proper clearance register concentricity and perpendicular within .001
- ◆ Machine register and mating face
- ◆ Inspect
- ◆ Prep for assembly

#### Rotor assembly

- ◆ Stack
- ◆ Install on rollers and Inspect TIR
- ◆ Balance to 4W/N
- ◆ Prep for final assembly

#### Assembly

- ◆ Install rotor into stator
- ◆ Check total float
- ◆ Install mechanical seals
- ◆ Hydro test
- ◆ Inspect
- ◆ Paint
- ◆ Prep for install

**Miscellaneous**

- ◆ Replace new O-rings
- ◆ Recondition two mechanical seals
- ◆ Replace Thrust and Radial Bearings
- ◆ Replace upper leak seal sensor
- ◆ Replace the board sensor connection
- ◆ Replace the ceramic connector power cable
- ◆ Supply as Build report

**PRICING**

Repair complete unit \$ 25,433.00  
**Total \$ 25,433.00**

Delivery 5-6week ARO

Payments terms: **NET30**  
Shipment: **EX-works**  
Terms and conditions: **Evans Hydro, Inc.**  
Validity: **30 Days**

Note: The prices for the above scope of work do not include any applicable taxes and/or freight.  
If you have any questions or need more information, please do not hesitate to contact us.

Sincerely,  
**Evans Hydro Inc.**



James R. Byrom  
President

cc: Alex Vago: Account Manager  
Kim Dixon



## Staff Report

**TO:** Mayor, and City Council Members  
**FROM:** Jeff Mohlenkamp, Finance Director  
**DATE:** April 21, 2020  
**SUBJECT:** Noble Creek Lift Station Pumps – Emergency Repairs

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### Background and Analysis:

The City's wastewater system required an emergency replacement of two pumps to support the Noble Creek lift station. The replacement pumps have been ordered on an emergency basis due to the direct failure of one pump and the high risk of failure of the remaining pump due to the age of the pump. The cost to replace both pumps was \$59,249.30. Staff had initially proposed to secure these pumps during the FY 2020-21 budget, however, the failure dictated the need for an emergency purchase to ensure overflows and spills did not occur.

### Fiscal Impact:

The costs of the pumps were \$59,249.30.

### Recommended Action:

Ratify costs associated with the emergency purchase of two pumps to support the Noble Creek lift station in the amount of \$59,249.30.

### Attachments:

- A. Quote from Xylem Water Solutions, Inc.



Item No. 15.

**Xylem Water Solutions USA, Inc.  
Flygt Products**

March 13, 2020

11161 Harrel Street  
Mira Loma, CA 91752  
Tel (951) 332-3668  
Fax (951) 332-3679

CITY OF BEAUMONT  
550 E 6TH ST  
BEAUMONT CA 92223

Quote # 2020-LAB-0132 Alternate 1, Version 2  
Noble LS - Essco Replacement (QTY 2)

Xylem Water Solutions USA, Inc. is pleased to provide a quote for the following Flygt equipment.

| Pumps                      |               |   |              |                     |
|----------------------------|---------------|---|--------------|---------------------|
| Qty                        | Part Number   | Description   | Unit Price   | Extended Price      |
| 2                          | 3202.095-0190 | Flygt Model NS-3202.095 8" volute Submersible pump equipped with a 460 Volt / 3 phase / 60 Hz 35 HP 1150 RPM motor, 642 impeller, 1 x 50 Ft. length of SUBCAB 4G10+S(2x0,5) submersible cable, FLS leakage detector, volute is prepared for Flush Valve | \$ 28,214.20 | \$ 56,428.40        |
| <b>Pump Price</b>          |               |   |              | <b>\$ 56,428.40</b> |
| <b>Total Project Price</b> |               |   |              | <b>\$ 56,428.40</b> |
| <b>Freight Charge</b>      |               |   |              | <b>\$ 2,821.00</b>  |
| <b>Total Project Price</b> |               |   |              | <b>\$ 59,249.40</b> |

**Terms & Conditions**

This order is subject to the Standard Terms and Conditions of Sale – Xylem Americas effective on the date the order is accepted which terms are available at <http://www.xyleminc.com/en-us/Pages/terms-conditions-of-sale.aspx> and incorporated herein by reference and made a part of the agreement between the parties.

**Purchase Orders:** Please make purchase orders out to: Xylem Water Solutions USA, Inc.

**Freight Terms:** 3 DAP - Delivered At Place 08 - Jobsite (per IncoTerms 2010)  
See Freight Payment (Delivery Terms) below.

**Taxes:** State, local and other applicable taxes are not included in this quotation.

**Back Charges:** Buyer shall not make purchases nor shall Buyer incur any labor that would result in a back charge to Seller without prior written consent of an authorized employee of Seller.





**Shortages:**

Xylem will not be responsible for apparent shipment shortages or damages incurred in shipment that are not reported within two weeks from delivery to the jobsite. Damages should be noted on the receiving slip and the truck driver advised of the damages. Please contact our office as soon as possible to report damages or shortages so that replacement items can be shipped and the appropriate claims made.

**Terms of Delivery:**

PP/Add Order Position

**Terms of Payment:**

100% N30 after invoice date.

Xylem's payment shall not be dependent upon Purchaser being paid by any third party unless Owner denies payment due to reasons solely attributable to items related to the equipment being provided by FLYGT.

**Validity:**

This Quote is valid for thirty (30) days.

**Schedule:**

Please consult your local Flygt Branch Office to get fabrication and delivery lead times.

Thank you for the opportunity to provide this quotation. Please contact us if there are any questions.

Sincerely,

Derek Dusome  
Aftermarket Sales  
Phone: 951-790-3398

derek.dusome@xyleminc.com

**Xylem Water Solutions USA, Inc.**  
**Flygt Products**



**Customer Acceptance**

This order is subject to the Standard Terms and Conditions of Sale – Xylem Americas effective on the date the order is accepted which terms are available at <http://www.xylem.com/en-us/Pages/terms-conditions-of-sale.aspx> and incorporated herein by reference and made a part of the agreement between the parties.

A signed copy of this Quote is acceptable as a binding contract.

**Purchase Orders:** Please make purchase orders out to: Xylem Water Solutions USA, Inc.

Quote #: 2020-LAB-0132 Alternate 1, Version 2  
Customer Name: CITY OF BEAUMONT  
Job Name: Noble LS - Essco Replacement  
Total Amount: \$ 59,249.40

Signature: \_\_\_\_\_ Name: \_\_\_\_\_  
(PLEASE PRINT)

Company/Utility: \_\_\_\_\_ PO: \_\_\_\_\_

Address: \_\_\_\_\_ Date: \_\_\_\_\_

\_\_\_\_\_  
Phone: \_\_\_\_\_

\_\_\_\_\_  
Email: \_\_\_\_\_

\_\_\_\_\_  
Fax: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_







## Staff Report

**TO:** Mayor, and City Council Members  
**FROM:** Kristine Day, Assistant City Manager  
**DATE:** April 21, 2020  
**SUBJECT:** **City Council Approval of Change Order No. 15 for the Wastewater Treatment Plant Upgrade/Expansion in the Amount Not to Exceed \$79,713.39**

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### Background and Analysis:

#### Wastewater Treatment Plant Change Order No. 15:

##### **Item #1 – Aeration Basin 24” Air Piping Block-outs and Pipe Seals:**

At the high-water level inside new aeration basins 1 through 4, the 20-inch aeration piping passes through the separation walls of each basin. The invert of the block out for the piping system is below the high-water level, which could cause unwanted cross flow into adjacent basins. Following the pipe installation, the block-outs will need to be sealed to provide a water-proof separation between basins and eliminate any potential for cross flow.

The cost for this work is \$14,550.23.

##### **Item #2 – Modifications to HACH Instrumental Communications Protocol:**

The original plant design included the following analog analyzers: 3 pH, 4 ORP, 1 Conductivity, 8 DO, and 1 TSS. The proposed changes replace the original analyzers with the following “smart controller” analyzers: 3 pH, 4 ORP, 0 Conductivity (combined with pH), 8 DO, and 1 TSS.

Each analyzer was analog and would deliver a 4-20ma signal to the supervisory control and data acquisition (SCADA) system. Using analog 4-20ma signals has been the industry standard but only allows instruments to “report back” results to the control system. During discussions with HACH (analyzer supplier), HACH offered newer smart instrument equipment at no cost to the project. The new equipment requires upgrades for hard wire installation such as fiber and additional components as well as additional training costs. In addition, there is a need for a local control panel to be installed at the

brine line metering vault which requires a change to the smart instruments and added approximately \$17,000. The startup and commissioning of the all the smart instruments was an additional cost of approximately \$10,000. The remainder of the additional costs are associated with the required networking of the instruments.

The benefits of the smart controllers include:

- All instruments have internet connection back to the plant's central control system so that more information can be sent and received between the analyzers and control system,
- Operations staff can see each instrument on their cell phone or other wireless devices, and
- Instrument calibration is greatly simplified due to online communication ability.

Smart instruments can identify when calibration issues arise and help prevent process disruptions. The water quality parameters being monitored by these instruments are very sensitive and critically important to the overall performance of the plant.

Preventing deviations in pH and conductivity will have significant positive impacts to the performance of the reverse osmosis (RO) system and minimize costs associated with brine discharge to the InInd Empire Brine Line (IEBL).

The cost for this work is \$60,534.92.

### **Item #3 – MBR Module Lifting Safety Device:**

The membrane bioreactor (MBR) modules supplied by Fibracast for the project is a specialty one of a kind piece of equipment. Installation and removal of the modules into the tank basins require somewhat difficult crane rigging and harness to perform routine maintenance operations safely. The design engineer working with MBR equipment manufacturer Fibracast along with Advanced Industrial Solutions have recommended a lifting device that is ideally suited for MBR module lifting. The cost of the device is \$6,888 and is being split between the City and the contactor. The contractor will use the lifting bar for initial installation and the City will have the bar for future maintenance.

The cost for this work is \$3,444.32

### **Item #4 – RO CIP-Skid Discharge Orifice Plate Addition:**

The RO CIP Skid supplied by H2O Innovations is used to clean the RO membranes, prolonging the life of the membranes. The pump boosts the pressure to the membranes and is used to recirculate and mix a cleaning solution. It is also used to pump spent

cleaning solution to waste. When used to pump to waste, a flow restriction was identified, for which a plate is required to maintain back-pressure on the pump. The design engineer and equipment manufacturer have reviewed the pump curves and sized an orifice plate to meet the design curve conditions for this pumping condition.

The cost for this work is \$1,183.92.

**Summary of Change Order No. 15 Costs:**

The cumulative costs associated with this change order is in the amount not to exceed \$79,713.39 and will not impact the project schedule. The costs for the change order are summarized below:

| Item   | Cost               |
|--|--------------------|
| Item #1 - RO-Sulfuric Acid Chemical Piping Material Change | \$14,550.23        |
| Item #2 - Solids Feed Pump TE/TSH Thermocouple Elements    | \$60,534.92        |
| Item #3 - Solids Handling Bldg. Changes                    | \$3,444.32         |
| Item #4 - RO CIP-Skid Discharge Orifice Plate Addition     | \$1,183.92         |
| <b>Total:</b>  | <b>\$79,713.39</b> |

**Wastewater Treatment Plant Change Order Summary:**

| CO No. | Description   | Reason for Change                     | Amount             |
|--------|---|---------------------------------------|--------------------|
| 1      | MBR System Improvements   | Enhance the performance of MBR System | \$149,741.00       |
| 2      | RO System Electrical Modifications & Storm Drain System Material Change | Design & Material Updates             | (\$245.00)         |
| 3      | New Aeration Basin 1 through 3 Excavation                               | Conflict with Existing Utilities      | \$19,998.00        |
| 4      | Structural and Mechanical Modifications                                 | Pre-Selected Submittals               | \$57,450.64        |
| 5      | Vactor Truck Dump Station Modifications                                 | Conflict with Construction            | NTE<br>\$15,000.00 |
| 6      | EDI/Fine Coarse Bubble Diffuser Equipment                               | Design Change                         | \$24,298.00        |

|    |  |   |              |
|----|--|---|--------------|
| 7  | Various Changes – MBR/RO Structural, Site Civil & Headworks SCADA Design Modifications   | Design Changes  | \$59,167.49  |
| 8  | Various Changes - Demolition, Piping Realignment, Material Change, and Electric Actuated Valve Voltage Change  | Unforeseen Conditions and Value Engineering                         | \$6,067.00   |
| 9  | Various Changes - Solids Handling Bldg. Conveyor Capacity Increase, Electrical Yard Vaults Cover Changes, Additional Pothole Investigation and Existing Duct Bank Removal, and Yard Utilities                | Design Changes, Conflict with Construction, Owner Requested Changes | \$138,531.73 |
| 10 | MBR Chemical Area Changes & Other Misc. Changes and Inclement Weather Impact Nov-18 to May-19  | Owner Requested Changes & Inclement Weather                         | \$596,031.05 |
| 11 | Frontier Internet Provider Duct Bank Modifications, 30-inch MBR & 20-inch Plant Effluent Pipeline Elevation and Alignment Modifications, Additional Safety Required Handrail at Retaining Wall and Generator | Design Changes, & Conflict with Construction                        | \$81,128.29  |
| 12 | RO-Sulfuric Acid Chemical Piping Material Change, Solids Feed Pump TE/TSH Thermocouple Elements, Solids Handling Bldg. Changes   | Design Changes, Owner Requested Changes                             | \$91,417.26  |
| 13 | Plant Effluent Chemical Area Changes   | Owner Requested Changes   | \$404,821.33 |
| 14 | ADA Compliance Men's – Women's Restroom Modifications, SCE Required Additional 4/0 Ground Cable in DB 201  | Design Changes  | \$12,311.12  |
| 15 | Aeration Basin 24" Air Piping Block-outs and Pipe Seals, Modifications to HACH Instrumentation Communications Protocol, MBR Module Lifting Safety Device, RO CIP-Skid Discharge Orifice Plate Addition       | Design Changes, Owner Requested Changes                             | \$79,713.39  |

| WWTP Contingency | Budget Amount         | Change Orders 1-15    | Remaining             |
|------------------|-----------------------|-----------------------|-----------------------|
|                  | <b>\$4,000,000.00</b> | <b>\$1,735,431.30</b> | <b>\$2,264,568.70</b> |

**Fiscal Impact:**

Wastewater Treatment Plant Expansion/Renovation:

The project accounting below represents the status of funds should the change order be approved by City Council, leaving a contingency balance of \$2,264,568.70.

| WWTP                    | Budget Amount          | Paid to Date           | Remaining              |
|-------------------------|------------------------|------------------------|------------------------|
| Design                  | \$2,709,798.23         | \$2,556,828.66         | \$152,969.57           |
| Construction Management | \$5,308,585.72         | \$3,196,897.65         | \$2,111,688.07         |
| Equipment               | \$252,906.00           | \$253,362.91           | (\$456.91)             |
| Permits                 | \$324,776.76           | \$87,429.79            | \$237,346.97           |
| Construction            | \$53,912,177.00        | \$32,254,972.71        | \$21,657,204.29        |
| Contingency             | \$4,000,000.00         | \$907,213.21           | \$3,092,786.79         |
| <b>Total</b>            | <b>\$66,508,243.71</b> | <b>\$39,256,704.93</b> | <b>\$27,251,538.78</b> |

**Recommended Action:**

Approval of Change Order No. 15 for the Wastewater Treatment Plant Upgrade/Expansion in the amount not to exceed \$79,713.39.

**Attachments:**

- A. Change Order No. 15



**City of Beaumont** Item No. 16.

## Wastewater Treatment Plant Salt Mitigation Upgrade Project

### Change Order No. 15

April 14, 2020

|   |  |                           |                              |
|---|--|---------------------------|------------------------------|
| <b>Contractor:</b> W.M. Lyles Co.   | <b>Original Contract:</b> \$ 53,312,000.00       | <b>Calendar Days:</b> 820 | <b>Comp. Date:</b> 1/26/2021 |
| <b>Project Name:</b> Wastewater Treatment Plant Salt Mitigation Upgrade Project | <b>Previous Approved Changes:</b> \$1,640,717.91 | 95                        | 5/1/2021                     |
| <b>Contract No.:</b> C18-80   | <b>This Change: Amount</b> \$79,713.39           | 0                         |                              |
| <b>CO Number:</b> 15  | <b>Revised Contract:</b> \$55,032,431.30         | 915                       | 5/1/2021                     |
|   | <b>Previous Phase 1 Completion Date</b>          |                           | 4/26/2020                    |
|   | <b>Revised Phase 1 Completion Date</b>           |                           | 4/26/2020                    |

This change order covers changes to the subject contract as described herein. The Contractor shall supply all labor, equipment and materials to complete the Change Order items for the lump sum price agreed upon herein. All Change Order items must be submitted to the City for approval prior to fabrication.

| Item No.  | PCO No. | Description of Changes  | Amount             | Phase 1 Time Extension (CD*) | Phase 2 / Project Completion Time Extension (CD*) |
|---|---------|---|--------------------|------------------------------|---|
| 1   | 32      | WML COP-037 Aeration Basin 24" Air Piping Block-outs and Pipe Seals       | \$14,550.23        | 0                            | 0   |
| 2   | 34      | WML COP-038 Modifications to HACH Instrumentation Communications Protocol | \$60,534.92        | 0                            | 0   |
| 3   | 35      | MBR Module Lifting Safety Device  | \$3,444.32         | 0                            | 0   |
| 4   | 36      | RO CIP-Skid Discharge Orifice Plate Addition                              | \$1,183.92         | 0                            | 0   |
| <b>NET CHANGE IN CONTRACT AMOUNT – INCREASE (OR-DECREASE)</b> |         |   | <b>\$79,713.39</b> | <b>0</b>                     | <b>0</b>  |

\*Calendar Days

The amount of the Contract will be increased/decreased by the amount of Seventy-Nine Thousand Seven Hundred Thirteen Dollars and thirty-nine cents (\$79,713.39). The Contract Time will be increased by zero (0) calendar days.

The Contractor agrees to furnish all labor, equipment and materials and to perform all other necessary work, inclusive of the directly or indirectly related work, within the approved time extension required to complete the above Change Order items. The undersigned Contractor approves the foregoing Change Order as to the changes, if any, in the Contract Price specified for each item including any and all supervision costs and other miscellaneous costs relating to the change in Work, and as to the extension of time allowed, if any, for the completion of the entire Work on account of said Change Order. The City and the Contractor hereby agree that this Change Order constitutes full mutual accord and satisfaction for all time, all costs, and all impacts related directly or indirectly to this Change Order. The Contractor hereby agrees that this Change Order represents the full equitable adjustment owed under the Contract, and further agrees on behalf of himself and all subcontractors to waive all right to file any further claims or request for equitable adjustment arising out of or as a result of this Change Order or the cumulative effect of this Change Order on the performance of the overall Work under the Contract. This document will become a supplement of the contract and all provisions will apply hereto. It is understood that the Change Order shall be effective when approved by the City.

**Recommended:** , **Date:** 4-14-2020  
 MWH Constructors, Senior Resident Engineer

**Accepted:** , **Date:** 4/16/20  
 W.M. Lyles Co., Contractor

**Approved:** \_\_\_\_\_, **Date:** \_\_\_\_\_  
 Albert A. Webb Associates, Program Manager

**Approved:** \_\_\_\_\_, **Date:** \_\_\_\_\_  
 City of Beaumont, City Manager

**Wastewater Treatment Plant Salt Mitigation Upgrade Project**  
**Technical Justification:**

|  |   |
|--|---|
| PCO-32   |   |
| Design Adjustment:<br>WML COP-037  | Aeration Basin Air Piping Block-outs [DCM-11] |
| <p><u>Reason for Design Changes:</u></p> <p>Design Engineer Requested Change. At the high-water level inside new aeration basins 1 through 4 the 20-inch aeration piping passes through the separation walls of each basin. The invert of the block out for the piping system is below the high-water level, which will cause unwanted cross flow of MLSS into adjacent basins.</p> <p><u>Design and Scope Changes:</u></p> <ul style="list-style-type: none"> <li>The aeration basin wall separating basins #2 and #3 should have a block-out for air pipe like the block-out called out and detailed in section G on drawing ABS-6. Following the air pipe installation, the block-outs will need to be sealed to provide a water-proof separation between basins. The detail for this closure is shown in CLAR-17R1 and shall be provided of pipe through wall locations between basins 1 &amp; 2, 2 &amp; 3 and 3 &amp; 4.</li> </ul> <p><u>Cost Impact:</u></p> <p>MWHC has evaluated the extra cost proposal by the Contractor. MWHC recommends a contract cost increase of \$14,550.23 to be executed in a change order for the procurement and installation of additional structural/mechanical materials.</p> |   |

**CITY OF BEAUMONT WWTP SALT MITIGATION UPGRADE PROJECT**

**CHANGE ORDER PROPOSAL (COP) # 037  
(By Contractor)**

|  |   |
|--|---|
| <b>To (Engineer/CM):</b><br>MWH Constructors<br>Attention: Charles Reynolds<br>Phone: 702-497-8024<br>Email: Charles.w.reynolds@stantec.com                    | <b>From (Contractor):</b><br>W.M. Lyles Co.<br>Attention: Oscar Mendoza<br>Phone: 619-565-6064<br>Email: omendoza@wmlylesco.com |
| <b>PCO/DCM No.:</b> DCM #11  |   |
| <b>Subject:</b> Aeration Basin Air Piping Block-out  |   |
| <b>Reference Documents:</b> Reference Drawing Attached   |   |
| <b>DESCRIPTION</b>   |   |
| This COP addresses the addition of block-out covers around the 24" air piping to provide a watertight seal between Anoxic Basin tanks per DCM #11, CLAR #17R1. |   |
| <b>COST ESTIMATE</b>   |   |
| Total Cost : \$ 14,550.23 – see attached breakdown   |   |
| <b>SCHEDULE IMPACT</b>   |   |
| None   |   |
| <b>Received by MWH Constructors (Date):</b>  |   |



| RESPONSE            |              |
|---------------------|--------------|
|                     |              |
| <b>Response By:</b> | <b>Date:</b> |

Final Distribution: Juan C. Ahumada, W.M. Lyles Co.  
Brian Knoll, Webb Associates  
MWH Inspector

W. M. Lyles Co.  
 42142 Roick Drive  
 Temecula, CA 92590

Date: 13-Feb-20

Reference #: DCM #11  
 CLAR# 17R1

Attention: Charles W. Reynolds

JOB LOCATION: City of Beaumont WWTP Salt Mitigation Upgrade Project

DESCRIPTION: A-Basin Air Piping Block-out

| Item:       |                    | Unit | Total MH | Total MH Cost | Eq. Cost  | Material    | Subcont. | Total Cost   |
|-------------|--------------------|------|----------|---------------|-----------|-------------|----------|--------------|
| 1           | A- Basin Block-out | 1 LS | 40       | \$ 3,152.06   | \$ 878.08 | \$ 8,496.96 | \$ -     | \$ 12,527.10 |
| 2           |                    | 1 LS | 0        | \$ -          | \$ -      | \$ -        | \$ -     | \$ -         |
| 3           |                    | 1 LS | 0        | \$ -          | \$ -      | \$ -        | \$ -     | \$ -         |
|             |                    | 1 LS | 0        | \$ -          | \$ -      | \$ -        | \$ -     | \$ -         |
| Total Costs |                    |      | 40       | \$ 3,152.06   | \$ 878.08 | \$ 8,496.96 | \$ -     | \$ 12,527.10 |

|                                |      |                     |
|--------------------------------|------|---------------------|
| Subtotal                       |      | \$ 12,527.10        |
| Mark-up - Labor                | 15%  | \$ 472.81           |
| Mark-up - Equipment            | 15%  | \$ 131.71           |
| Mark-up - Materials            | 15%  | \$ 1,274.54         |
| Mark-up - Subcontractor        | 5%   | \$ -                |
| Bond                           | 1.0% | \$ 144.06           |
| <b>Total This Change Order</b> |      | <b>\$ 14,550.23</b> |

Comments:



**Oscar Mendoza**

---

**From:** Alex Majano <alex@alliedsteelco.com>  
**Sent:** Thursday, February 13, 2020 9:53 AM  
**To:** Oscar Mendoza  
**Subject:** Beaumont Blockouts (Quote)

W.M. Lyles

Attn: Oscar Mendoz

Re: Beaumont WWTP

Subject: S.S. Blockouts

Per your request we were asked to provide a quote to furnish, fabricate, and deliver F.O.B. jobsite (3) S.S. Blockouts w/ bolts & gaskets included.

Our quote to do this extra work is **\$ 7,072.00** tax included.

Please issue Allied Steel a change order if you wish for us to proceed with this extra work.

Thank you,

*Alex Majano*

**Allied Steel Co.**  
1027 Palmyrita Ave  
Riverside, CA 92507  
**Phone:** 951-241-7000  
**Cell:** 323-220-3170

**Oscar Mendoza**

**From:** Mark Speros <marksperos@kerr-engineering.com>  
**Sent:** Thursday, February 13, 2020 11:29 AM  
**To:** Oscar Mendoza  
**Subject:** RE: Beaumont Link seal order

Oh, that's so much better. Lol We always cringe when our only options are the 600 series.

So, now this looks really cheap in comparison:

24" OD~27.25" ID = LS-400-S-22 \$363.22 x 3 penetrations = \$1,089.66 Total (+tax and freight)

All items are in stock in Foothill Ranch, CA  
 Can ship same day if ordered by 3pm  
 UPS Ground, costs are additional

Still OK for us to ship out today on PO# 55.1173 to the Beaumont address mentioned previously?

Your partner in success,

*Mark Speros*

***KERR ENGINEERING & SALES, INC.***

*"Solving Piping Challenges Since 1983"*

**26010 Towne Centre Drive, Foothill Ranch, CA 92610-3441**

Tel: 949-388-3100 / FAX 949-388-5208

[www.kerr-engineering.com](http://www.kerr-engineering.com)

Manufacturer's Reps & Stocking Distributors of:



Ranger II Casing Spacers ♦ Link-Seal® ♦ Hyspan ♦ PROCO ♦ Unisource Mfg Hoses ♦ Gripper Gaskets™

---

**From:** Oscar Mendoza <omendoza@wmlylesco.com>  
**Sent:** Thursday, February 13, 2020 10:52 AM  
**To:** Mark Speros <marksperos@kerr-engineering.com>  
**Subject:** RE: Beaumont Link seal order

I'm sorry, I gave you the wrong dimension. It was supposed to be 24" OD pipe in a 27.25" ID sleeve. Please requote.  
 Thanks,

Oscar Mendoza | Project Manager

**CITY OF BEAUMONT WASTE WATER TREATMENT PLANT  
SALT MITIGATION UPGRADE PROJECT**

**CLARIFICATION 17R1**

|   |                                 |
|---|---------------------------------|
| <b>To (Construction Manager):</b> MWH Constructors<br>Attention: Charles Reynolds<br>Phone: 702-497-8024<br>Email: <a href="mailto:Charles.W.Reynolds@mwhconstructors.com">Charles.W.Reynolds@mwhconstructors.com</a>   |                                 |
| <b>From (Engineer):</b> AQUA/SKM Engineering<br>Attention: Boris Petkovic,<br>Phone: 801-683-3744<br>Email: <a href="mailto:boris.petkovic@aquaeng.com">boris.petkovic@aquaeng.com</a>  |                                 |
| <b>Subject:</b> Aeration Basin Air Piping Block-out   | <b>Location:</b> Aeration Basin |
| <b>Reference Documents:</b> ABS-2, ABS-6  |                                 |
| <b>CLARIFICATION</b>  |                                 |
| <p><b>Note the following:</b></p> <ul style="list-style-type: none"> <li>The aeration basin wall separating basins #2 and #3 should have a block-out for air pipe similar to the block-out called out and detailed in section G on drawing ABS-6. Following the air pipe installation, the block-outs will need to be sealed to provide a water-proof separation between basins. <del>The detail for this closure will be provided in the future.</del></li> <li>See attachments for locations and fabrication details of the proposed piping block-out seals between Aeration Basin Walls.</li> </ul> <p>Attachments:<br/>CLAR-17R1 Location<br/>CLAR-17R1 Image<br/>CLAR-17R1 Details</p> |                                 |
| <b>Prepared By (Name):</b> Boris Petkovic AQUA Engineering  | <b>Date:</b> January 16, 2020   |
| <b>Distributed By:</b> Charles Reynolds, MWHC   | <b>Date:</b> January 16, 2020   |

CAL 09/04/2018 X:\Beaumont\Salt Mitigation WWP Upgrade WEBB170227\Drafting\AERATION BASIN\ABM-2.dwg

Item No. 16.

| NO. | DATE     | BY | REVISION |
|-----|----------|----|----------|
| C   | 09/05/18 | BP | REVISION |

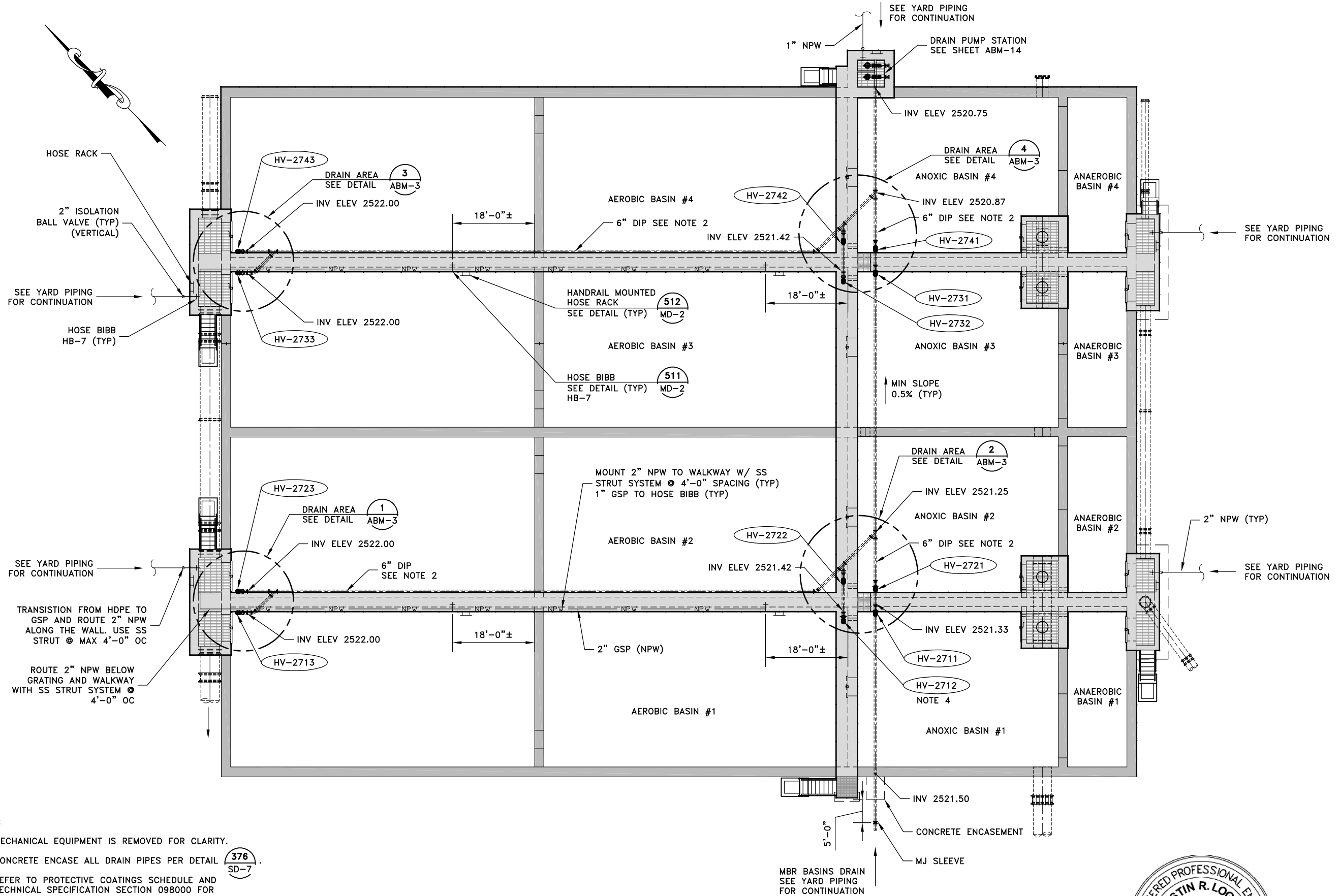
CITY OF BEAUMONT  
SALT MITIGATION WWP UPGRADE  
AERATION BASIN  
DRAIN AND UTILITY WATER PLAN

**AQUA**  
ENGINEERING  
593 W. 2600 S. SUITE 275, BOUNTIFUL, UT 84010  
PHONE (801) 298-1327 FAX (801) 298-0153

**ALBERT A. WEBB**  
REGISTERED PROFESSIONAL ENGINEER  
C 73749  
ASSOCIATES  
ENGINEERING CONSULTANTS  
3788 McCray Street  
Riverside, CA 92506  
PH. (951) 686-1070  
FAX (951) 788-1256

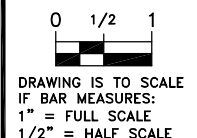
SHEET 146 of 334

**ABM-2**



- NOTES:
- MECHANICAL EQUIPMENT IS REMOVED FOR CLARITY.
  - CONCRETE ENCASE ALL DRAIN PIPES PER DETAIL **376** SD-7.
  - REFER TO PROTECTIVE COATINGS SCHEDULE AND TECHNICAL SPECIFICATION SECTION 098000 FOR STRUCTURE, PIPING, EQUIPMENT AND MISC. COATING REQUIREMENTS.
  - PROVIDE SEALED CAST CARBON STEEL FLOOR BOX (EDP COATED) WITH POSITION INDICATOR. ALL HARDWARE SS TRUMBULL MODEL 367-4622 OR EQUAL.

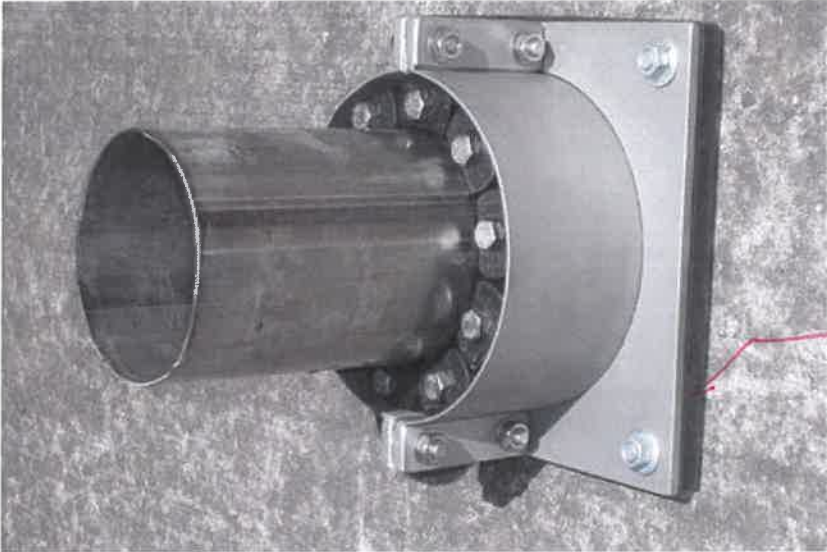
**DRAIN AND UTILITY WATER PLAN**  
SCALE: 3/32"=1'-0"  
0 8 16  
Scale in Feet



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# Example Images

Item No. 16.

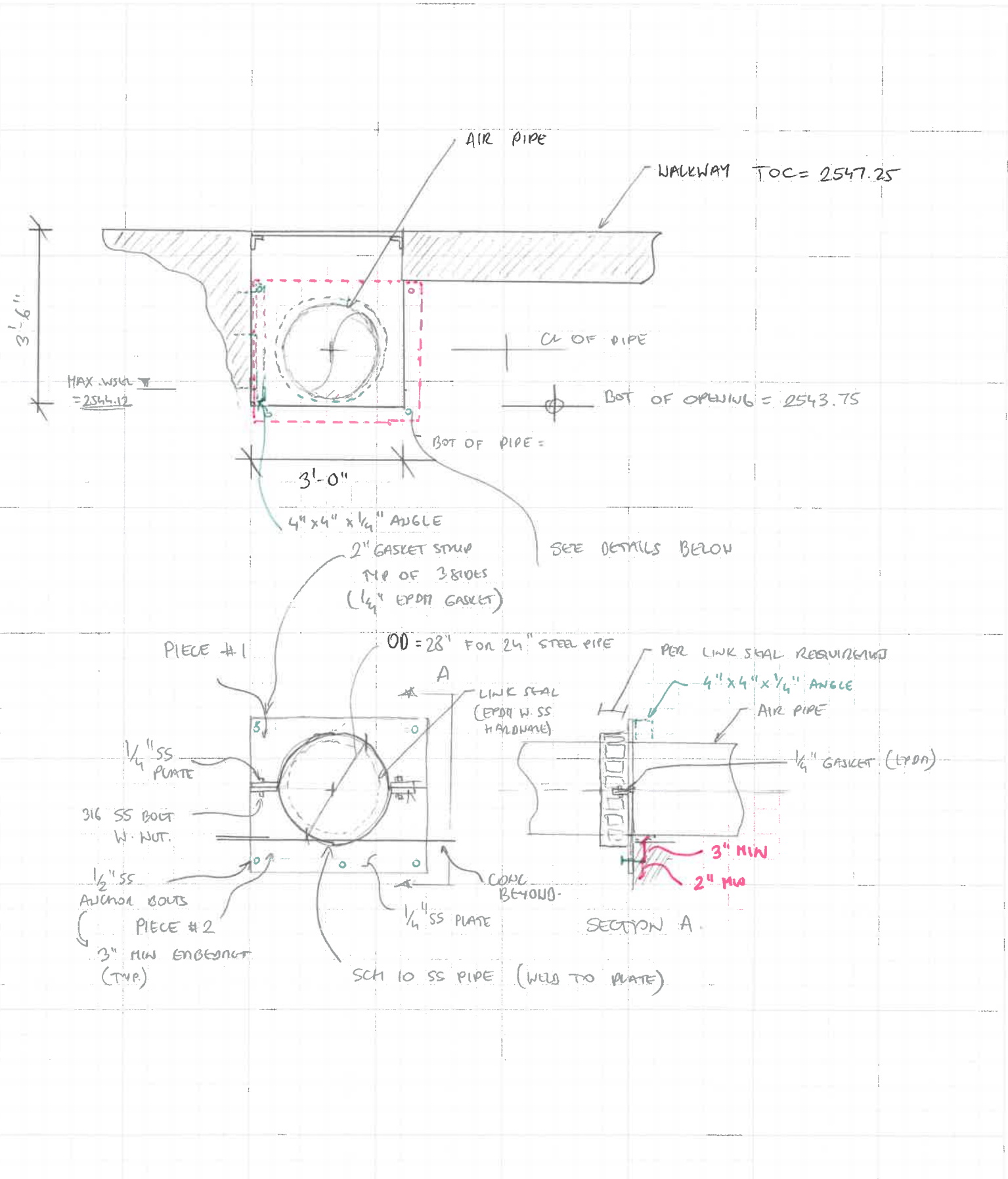


GASKET



GASKET





**Technical Justification:**

|  |   |
|--|---|
| PCO-34   |   |
| Design Adjustment:<br>WML COP-038  | CLAR-27 Modifications to HACH Instrumentation |
| <p><u>Reason for Design Changes:</u></p> <p>Owner Requested Changes. Due to technology advancements and to improve the data transfer over longer ranges the HACH water quality analyzers transmitters are to be upgraded to newer models. The newer Smart Instruments will provide more operator usable data, easy routine calibration and allow access to the instrument faster for troubleshooting. Direct City and Design Engineer discussion and negotiations with HACH newer updated transmitters were offered at no cost along with ammonia analyzer equipment. Upgrades to the SCADA communication network are also required, which includes a Wi-Fi network, changes in hardware, additional fiber optic and CAT6 cabling along with a new control panel at the Brine Meter Vault.</p> <p><u>Design and Scope Changes:</u></p> <ul style="list-style-type: none"> <li>The HACH transmitters will all be model sc4200, as requested by the owner. As a result, several changes have been made to the network in the facility and the communication network throughout the site.</li> <li>This change includes an additional network control panel, modification to existing contract control panels, additional fiber optic and CAT6 network cabling. See CLAR-27 for full scope of work.</li> </ul> <p><u>Cost Impact:</u></p> <p>MWHC and Project Design Engineers have evaluated the extra cost proposal by the Contractor. MWHC recommends a contract cost increase of \$60,534.92 to be executed in a change order for changes to the facility network system.</p> |   |

CITY OF BEAUMONT WWTP SALT MITIGATION UPGRADE PROJECT

CHANGE ORDER PROPOSAL (COP) # 038  
(By Contractor)

|   |   |
|---|---|
| <b>To (Engineer/CM):</b><br>MWH Constructors<br>Attention: Charles Reynolds<br>Phone: 702-497-8024<br>Email: Charles.w.reynolds@stantec.com | <b>From (Contractor):</b><br>W.M. Lyles Co.<br>Attention: Oscar Mendoza<br>Phone: 619-565-6064<br>Email: omendoza@wmlylesco.com |
| <b>PCO/DCM No.:</b> DCM #22   |   |
| <b>Subject:</b> Modifications to HACH Instruments   |   |
| <b>Reference Documents:</b> Reference Drawing Attached  |   |
| <b>DESCRIPTION</b>  |   |
| This COP addresses changes to HACH instruments per Clarification #27, DCM #22.  |   |
| <b>COST ESTIMATE</b>  |   |
| Total Cost : \$ 60,534.92 – see attached breakdown  |   |
| <b>SCHEDULE IMPACT</b>  |   |
| None  |   |
| <b>Received by MWH Constructors (Date):</b>   |   |

| RESPONSE            |              |
|---------------------|--------------|
|                     |              |
| <b>Response By:</b> | <b>Date:</b> |

Final Distribution: Juan C. Ahumada, W.M. Lyles Co.  
Brian Knoll, Webb Associates  
MWH Inspector

W. M. Lyles Co.  
 42142 Roick Drive  
 Temecula, CA 92590

Date: 5-Mar-20

Reference #: DCM #22  
 CLAR #27

Attention: Charles W. Reynolds

JOB LOCATION: City of Beaumont WWTP Salt Mitigation Upgrade Project

DESCRIPTION: Modifications to HACH Instruments

| Item:       |                                   | Unit | Total MH | Total MH Cost | Eq. Cost | Material | Subcont.     | Total Cost   |
|-------------|-----------------------------------|------|----------|---------------|----------|----------|--------------|--------------|
| 1           | Modifications to HACH Instruments | 1 LS | 0        | \$ -          | \$ -     | \$ -     | \$ 57,081.49 | \$ 57,081.49 |
| 2           |                                   | 1 LS | 0        | \$ -          | \$ -     | \$ -     | \$ -         | \$ -         |
| 3           |                                   | 1 LS | 0        | \$ -          | \$ -     | \$ -     | \$ -         | \$ -         |
|             |                                   | 1 LS | 0        | \$ -          | \$ -     | \$ -     | \$ -         | \$ -         |
| Total Costs |                                   |      | 0        | \$ -          | \$ -     | \$ -     | \$ 57,081.49 | \$ 57,081.49 |

|                                |      |           |                  |
|--------------------------------|------|-----------|------------------|
| Subtotal                       |      | \$        | 57,081.49        |
| Mark-up - Labor                | 15%  | \$        | -                |
| Mark-up - Equipment            | 15%  | \$        | -                |
| Mark-up - Materials            | 15%  | \$        | -                |
| Mark-up - Subcontractor        | 5%   | \$        | 2,854.07         |
| Bond                           | 1.0% | \$        | 599.36           |
| <b>Total This Change Order</b> |      | <b>\$</b> | <b>60,534.92</b> |

Comments:





Southern Contracting Company  
 P.O. Box 445 San Marcos, CA 92079-0445  
 Tel 760-744-0760 Fax 760-744-6475  
 website: www.southerncontracting.com  
 email: info@southerncontracting.com

## Change Order Request

**103801 — Wastewater Treatment Plant Salt Mitigation Upgrade**

**COR Subject: CLAR-027 Hach Instrumentation Changes**

**To** Juan C. Ahumada  
 W.M. Lyles  
 42142 Roick Drive  
 Temecula, CA 92590  
 951-973-7393

**Contract No: 55.1173**  
**COR Number: 103801-COR#017**  
**COR Revision Number: 0**

**COR Date: 3/5/2020**  
**Work Type: Price / Do Not Proceed**

**Return To** Dan Alcantar  
 Southern Contracting Company  
 760-744-0760x621  
 619-778-0681  
 DAlcantar@southerncontracting.com

**Owner COR No: DCM 000**  
**CLAR-027**  
**Days Valid: 5**

### Scope Of Work / Time Extension Request

The work associated with CLAR 027 is a change to Southern Contracting Company's scope of work in which a change in Contract Price and Time is to be considered.

Accordingly, Southern Contracting Company requests a Contract Change Order in the amount of \$57,081.49

Scope of Work is as follows:

- Labor and materials to install new instrumentation and controls as detailed in CLAR-027. Including Panels installation, Conduit, Wire, Cable installation and terminations. New Instrumentation provided by TSI Inc.

Exclusions:

-Digging, backfill, concrete formed or poured, dry packing, surface restoration, permits, inspections.

Change in time: NA

Southern Contracting reserves all rights to additional costs and time for changes not identified in the documents furnished, and is not responsible for additional costs or time for work which is not part of our contract scope of work, unless stipulated above. Should additional information or clarification be required, please contact me at your convenience.

### Summary

**Total: \$57,081.49**

### Reservation of Rights

This COR does not include any amount for impacts such as interference, disruptions, rescheduling, changes in the sequence of work, delays and/or associated acceleration. We expressly reserve the right to submit our request for any of these items.

---

Signed By:



Daniel Alcantar

PM

Dated: 3/5/2020



## Bid Summary Report

Item No. 16.

**103801 Beaumont Chang Orders Estimator: Dan Alcantar**
**Job #2336**
**Job Name:** 103801 Beaumont Chang Orders

**Contractor:**
**Estimator:** Dan Alcantar

**Notes:**
**Bid Date:**

| Summary Description  | Material   |         |            | Labor    |         |          |
|----------------------|------------|---------|------------|----------|---------|----------|
|                      | Extended   | %       | Adjusted   | Extended | %       | Adjusted |
| COR#017 DCM CLAR-027 | \$5,589.06 | 100.00% | \$5,589.06 | 181.45   | 100.00% | 181.45   |

### Top Sheet

|                             |                    |                       |        |
|-----------------------------|--------------------|-----------------------|--------|
| Raw Cost                    | \$48,767.98        | Sales per Month       | \$0.00 |
| Tax                         | \$433.15           | Return per Month      | \$0.00 |
| Raw Cost with Tax           | \$49,201.13        | Price per Square Foot | \$0.00 |
| Overhead                    | \$7,315.20         | Hours per Square Foot | 0.00   |
| Profit                      | \$0.00             | Square Feet           | 0.00   |
| Total Return Amount         | \$7,315.20         | Job Months            | 0.00   |
| Total Return %              | 12.82%             | Hours per Week        | 0.00   |
| Price                       | \$56,516.33        | Workers per Day       | 0.00   |
| Bond                        | \$565.16           | Total Hours           | 181.45 |
| Sell Price                  | <b>\$57,081.49</b> | Mark Up Sales Tax     | Yes    |
| Adjusted Sell ( )           | \$0.00             | Use Bond Table        | Yes    |
| Adjusted Sell Return 0.00 % | \$0.00             |                       |        |

### Labor

| Class Description | Percent of Total | Hours Distributed | Hourly Rate    | Burden Rate   | Percent      | Labor Cost         |
|-------------------|------------------|-------------------|----------------|---------------|--------------|--------------------|
| General Foreman   | 12.00%           | 21.77             | \$94.89        | \$0.00        | 0.00%        | \$2,066.11         |
| Foreman           | 18.00%           | 32.66             | \$88.33        | \$0.00        | 0.00%        | \$2,884.92         |
| Journeyman        | 35.00%           | 63.51             | \$81.76        | \$0.00        | 0.00%        | \$5,192.32         |
| Appr-85%          | 35.00%           | 63.51             | \$71.01        | \$0.00        | 0.00%        | \$4,509.62         |
| <b>Totals</b>     | <b>100.00%</b>   | <b>181.45</b>     | <b>\$80.76</b> | <b>\$0.00</b> | <b>0.00%</b> | <b>\$14,652.98</b> |

### Mark Ups

|           | OVERHEAD    |          | PROFIT      |         |
|-----------|-------------|----------|-------------|---------|
|           | Total       | %        | Amount      | %       |
| Materials | \$5,589.06  | + 15.00% | \$6,427.42  | + 0.00% |
| Labor     | \$14,652.98 | + 15.00% | \$16,850.93 | + 0.00% |

## Bid Summary Report

Item No. 16.

103801 Beaumont Chang Orders Estimator: Dan Alcantar

Job #2336

|                    |                    |   |               |                    |   |              |                    |
|--------------------|--------------------|---|---------------|--------------------|---|--------------|--------------------|
| Supplier Quotes    | \$26,316.00        | + | 15.00%        | \$30,263.40        | + | 0.00%        | \$30,263.40        |
| SubContractors     | \$0.00             | + | 5.00%         | \$0.00             | + | 0.00%        | \$0.00             |
| Direct Job Expense | \$2,209.94         | + | 15.00%        | \$2,541.43         | + | 0.00%        | \$2,541.43         |
| Equipment Rental   | \$0.00             | + | 15.00%        | \$0.00             | + | 0.00%        | \$0.00             |
| <b>Totals</b>      | <b>\$48,767.98</b> |   | <b>15.00%</b> | <b>\$56,083.17</b> |   | <b>0.00%</b> | <b>\$56,083.17</b> |

### Tax Report

|                    | Taxed Amount | Tax Rate %        | Tax Amount      |
|--------------------|--------------|-------------------|-----------------|
| Materials          | \$5,589.06   | 7.75%             | \$433.15        |
| Labor              | \$14,652.98  | 0.00%             | \$0.00          |
| Supplier Quotes    | \$0.00       | 0.00%             | \$0.00          |
| SubContractors     | \$0.00       | 0.00%             | \$0.00          |
| Direct Job Expense | \$0.00       | 0.00%             | \$0.00          |
| Equipment Rental   | \$0.00       | 0.00%             | \$0.00          |
|                    |              | <b>Total Tax:</b> | <b>\$433.15</b> |

### Supplier Quotes

| Name                        | Supplier | Tax (0.0 %) | Unit Cost   | Multiplier | Amount             |
|-----------------------------|----------|-------------|-------------|------------|--------------------|
| Intrumentation and controls |          | No          | \$26,316.00 | 1.00       | \$26,316.00        |
| <b>Total:</b>               |          |             |             |            | <b>\$26,316.00</b> |

### Direct Job Expense

| Name          | Supplier | Tax (0.0 %) | Unit Cost | Multiplier | Amount            |
|---------------|----------|-------------|-----------|------------|-------------------|
| Site Truck    |          | No          | \$26.15   | 63.51      | \$1,660.79        |
| FM Truck      |          | No          | \$26.15   | 21.00      | \$549.15          |
| <b>Total:</b> |          |             |           |            | <b>\$2,209.94</b> |

Job Name: 103801 Beaumont Chang Orders  
 Job Number: 2336  
 Extension Name: COR#017 DCM CLAR-027

Material Filter: <None>  
 Report: COR - 2

**[Items and ByProducts]**

| Item #  | Item Name                      | Quantity | Ext Price         | Ext Labor     |
|---|--------------------------------|----------|-------------------|---------------|
| Label Set: Combined, Combined, Combined, Combined, Combined, Combin |                                |          |                   |               |
| Cost Code: 010 - Conduit/Raceway                                    |                                |          |                   |               |
| 934   | 2 EMT ENTR CAP                 | 2.00     | \$147.09          | 2.51          |
| 1,121   | 2 GRC                          | 20.00    | \$133.75          | 2.76          |
| 1,418   | 2 GRC LB BODY                  | 2.00     | \$76.19           | 5.02          |
| 1,479   | 2 GRC FLAT COVER               | 2.00     | \$20.21           | 0.00          |
| 1,491   | 2 GRC GASKET                   | 2.00     | \$2.73            | 0.00          |
| 1,882   | 2 HUB,INSULATED                | 2.00     | \$82.52           | 1.76          |
| 2,658   | 1 5/8 STRUT-STAINLESS          | 40.00    | \$475.00          | 7.54          |
| 2,676   | 2" SS PIPE U-BOLT              | 8.00     | \$86.32           | 2.81          |
| 3,059   | 2 GRC/PVC C105 STRP            | 8.00     | \$33.34           | 0.40          |
| 3,670   | 1/2 FLEX SQZ CONN,MAL          | 4.00     | \$31.53           | 0.60          |
| 13,324  | 4/S BOX 2-1/8" DEEP            | 2.00     | \$53.63           | 0.75          |
| 13,407  | 4/0 TO 3/0 MUD RING            | 2.00     | \$26.38           | 0.38          |
| 60,040  | Stanchion Installation         | 2.00     | \$622.35          | 3.00          |
| Cost Code: 020 - Wire/Cable   |                                |          |                   |               |
| 4   | 16 TSP - SHIELDED CABLE BELDEN | 800.00   | \$576.00          | 10.05         |
| 728   | 6-FIBER OPTIC CABLE            | 650.00   | \$51.60           | 24.49         |
| 732   | CAT6E CABLE                    | 3,050.00 | \$2,897.50        | 95.77         |
| 733   | CAT6 TERMINATION               | 24.00    | \$158.40          | 7.54          |
| Cost Code: 110 - Underground  |                                |          |                   |               |
| 3,188   | 1 PVC 40 (TRENCH)              | 250.00   | \$114.51          | 12.56         |
| Cost Code: 140-Instrumentation                                      |                                |          |                   |               |
| 60,036  | Mount Control Panle            | 1.00     | \$0.00            | 3.50          |
| <b>[Items and ByProducts] Total:</b>                                |                                |          |                   |               |
|   |                                |          | <b>\$5,589.06</b> | <b>181.45</b> |

Item No. 16.

3/5/2020 1:5

TSI

Technical  
Systems  
Incorporated2303 196th Street SW  
Lynnwood, WA 98036  
Tel: (425) 775-5696  
Fax: (425) 775-9074  
info@tsicontrols.com**Scope Letter: 5 pages**

February 26, 2020

Quote Number: CO#06

To: Southern Contracting  
Attn: Dan AlcantarProject: Beaumont WWTP Salt Mitigation  
Beaumont Wastewater Treatment PlantReference: **CLAR-27 / RFI 092 Modifications to Hach Equipment**

Bid Date: N/A

Bid Time: N/A

Technical Systems, Inc. (TSI) is pleased to provide a quote for the above referenced project. Material for this project will be shipped FOB Lynnwood WA, complete, ready for field termination by others. TSI's price includes CA sales tax and does not include the cost to bond TSI's portion of the project.

TSI's price for the scope of work detailed on the following pages:

|  |                           |
|--|---------------------------|
| <b>Change Order Proposal Pricing Total:</b>                | <b><u>\$26,316.00</u></b> |
| Subtotal Part 1 – Hach Equip (Included in above)           | <b><u>\$9,028.00</u></b>  |
| Subtotal Part 2 – LCP-4602 and Network (Included in above) | <b><u>\$17,288.00</u></b> |

**Part 1 – Modify Hach Equipment:**

- Change Hach Equipment per RFI 92 Response as Follows:

*The following Hach SC4200 transmitters shall be setup for WiFi connections:*

- *All ORP and DO analyzers on the Anoxic and Aeration Basins (AIT-2111, 2151, 2152, 2211, 2251, 2252, 2311, 2351, 2352, 2411, 2451, 2452)*

*-The following Hach SC4200 transmitters shall be setup for LAN connections:*

- Membrane Building Analyzers (AIT-3000, 3193, 3393, 4004, 30094, 30095)*
- Brine Line Analyzers (AIT-4602, 4603). Note that these two sensors shall be combined into a single SC4200 transmitter, thereby eliminating one transmitter.*
- Recycle Water pH and Chlorine Analyzers (AIT-7472)*
- Because analyzers AIT-3193 and 3393 are in the same location, combine the two SC4200's with a single SC1500.*
- Similarly, the AIT-30095 should be changed from an SC4200 to an SC1500.*

**SUMMARY Hach Deletions – Delete (17 Total SC200)** [Additional AIT-30094 Deleted by Vendor package and additional savings should be reflected there]

pH Analyzers – 3 Total SC200

AIT 4004, 4602, 30095 (4004 and 30095 added in CLAR-13 as model SC200)

ORP Analyzers – 4 Total SC200

AIT 2111, 2211, 2311, 2411

Conductivity Analyzers – 1 Total SC200

AIT 4603

DO Analyzers – 8 Total SC200  
 AIT 2151, 2152, 2251, 2252, 2351, 2352, 2451, 2452  
 TSS Analyzers – 1 Total SC200  
 AIT 3000

*\*Note AIT-7472 was quoted for CLAR-16 as an 4200 and is not included here*

**SUMMARY Hach Additions – Total (15) SC4200 and (1) SC1500**

-Note additional Hach startup is shown as it is mandated by Hach for the network setup for each 4200/1500 and is shown here. Only transmitters and related accessories are shown and only for reference to what has been affected by this change. Refer to related submittals for full information. All Hach Network/Cloud subscription for their services is not included and is to be purchased direct from Hach by Owner.

**pH Analyzers**

|   |                          |                 |   |
|---|--------------------------|-----------------|---|
| 2 | AIT 4004;<br>4602        | LXV524.99.04120 | SC4200c Controller w/o Plug, USB, mA Out, (2) Digital Sensor Inputs. Note: The required yearly subscription fees By Owner are required and will need to be purchased prior to use of the instrumentation. |
| 1 | AIT<br>30094/30095       | LXV446.99.103N1 | SC1500 Controller, (6) Sensor Inputs, (8) 4-20mA Outputs, 110V/Cond Ext Mod   |
| 1 | AIT<br>30094/30095       | YAB018          | Communication Card, Internal, 4 mA Inputs, sc1500   |
| 3 | AIT 4004;<br>4602; 30095 | LZY472-01       | USB 2.0 Ethernet-Adap. for SC Service Port  |
| 3 | AIT 4004;<br>4602; 30095 | LZY990          | Network Cable, M12 to RJ45  |
| 3 | AIT 4004;<br>4602; 30095 | MSM-STARTUP     | Configuration and Provisioning of the MSM-Enabled Controller and Connected Sensors. Charges are per controller. An additional travel charge may apply (p/n STARTUP TRAVEL)                                |
| 1 | AIT 4004;<br>4602; 30095 | STARTUP TRAVEL  | Manufacturer Startup Services Travel Charge   |

**ORP Analyzers**

|   |                                  |                 |   |
|---|----------------------------------|-----------------|---|
| 4 | AIT 2111;<br>2211; 2311;<br>2411 | LXV524.99.04120 | SC4200c Controller w/o Plug, USB, mA Out, (2) Digital Sensor Inputs. Note: The required yearly subscription fees By Owner are required and will need to be purchased prior to use of the instrumentation. |
| 4 | AIT 2111;<br>2211; 2311;<br>2411 | LZY996          | WiFi USB Adapter 2.4/5 GHz (US)   |
| 4 | AIT 2111;<br>2211; 2311;<br>2411 | MSM-STARTUP     | Configuration and Provisioning of the MSM-Enabled Controller and Connected Sensors. Charges are per controller. An additional travel charge may apply (p/n STARTUP TRAVEL)                                |
| 1 | AIT 2111;<br>2211; 2311;<br>2411 | STARTUP TRAVEL  | Manufacturer Startup Services Travel Charge   |

Conductivity Analyzers – Transmitter Deleted  
 COMBINED WITH AIT-4602 AND INCLUDED ABOVE  
 DO Analyzers – 8 Total SC200

|   |  |                 |   |
|---|--|-----------------|---|
| 8 | AIT 2151;<br>2152; 2251;<br>2252; 2351;<br>2352; 2451;<br>2452 | LXV524.99.04120 | SC4200c Controller w/o Plug, USB, mA Out, (2) Digital Sensor Inputs. Note: The required yearly subscription fees By Owner are required and will need to be purchased prior to use of the instrumentation. |
| 8 | AIT 2151;<br>2152; 2251;<br>2252; 2351;<br>2352; 2451;<br>2452 | LZY996          | WiFi USB Adapter 2.4/5 GHz (US)   |
| 8 | AIT 2151;<br>2152; 2251;<br>2252; 2351;<br>2352; 2451;<br>2452 | MSM-STARTUP     | Configuration and Provisioning of the MSM-Enabled Controller and Connected Sensors. Charges are per controller. An additional travel charge may apply (p/n STARTUP TRAVEL)                                |
| 2 | AIT 2151;<br>2152; 2251;<br>2252; 2351;<br>2352; 2451;<br>2452 | STARTUP TRAVEL  | Manufacturer Startup Services Travel Charge   |

## TSS Analyzers

|   |          |                 |   |
|---|----------|-----------------|---|
| 1 | AIT 3000 | LXV524.99.04120 | SC4200c Controller w/o Plug, USB, mA Out, (2) Digital Sensor Inputs. Note: The required yearly subscription fees By Owner are required and will need to be purchased prior to use of the instrumentation. |
| 1 | AIT 3000 | LZY472-01       | USB 2.0 Ethernet-Adap. for SC Service Port  |
| 1 | AIT 3000 | LZY990          | Network Cable, M12 to RJ45  |
| 1 | AIT 3000 | MSM-STARTUP     | Configuration and Provisioning of the MSM-Enabled Controller and Connected Sensors. Charges are per controller. An additional travel charge may apply (p/n STARTUP TRAVEL)                                |
| 1 | AIT 3000 | STARTUP TRAVEL  | Manufacturer Startup Services Travel Charge   |

**Part 2 – Add LCP-4602 and Incorporate Network Changes to CTC-HW and CTC-MB:**

- Provide LCP-4602 Based on Drawing SE-03
  - o 36HX24"Wx12"D 316SS NEMA 4X Enclosure
  - o Based on drawings. Additional isolation transformer and GFCI required for UL listing of panel to supply 120V transmitters which are not specifically UL listed
  - o Standard swing-out panel will not have 4" clearance to front, so taller panel is used to allow room for rear panel mounting of transmitters. Custom swing out may be an option.
- Update CTC-HW and CTC-MB Drawings

Terms: Net 30  
FOB: Lynnwood WA  
Freight: Prepaid

This quote is valid for 90 days.

Please call with any questions you may have concerning pricing or any technical questions.

Sincerely,

*Colin Dightman-Kovak*

Colin Dightman-Kovak  
Technical Systems, Inc.  
1-425-678-4116

### **Scope of Work**

#### **Misc Equipment:**

Including:

1. Hardware Procurement
2. Required Testing
3. O&M, drawings updates

### **GENERAL**

1. TSI supplies a bill of materials, CAD-based drawings, and Operations and Maintenance Manuals for all equipment furnished by TSI.
2. TSI supplies the required field startup services for this project.
3. Panels fabricated by TSI are UL 508 labeled.

### **STANDARD INCLUSIONS**

We provide the following unless specifically excluded on our bill of material:

- 1) Equipment shipped FOB factory with freight allowed, tailgate, destination.
- 2) Field wiring diagrams showing interconnection of field instruments and instrumentation panels.
- 3) Instruction manuals as required.
- 4) All necessary field start-up and calibration of the equipment we supply.

### **STANDARD EXCLUSIONS**

We do NOT include the following unless specifically included in our bill of material:

- 1) Pipe, tubing, valves or fittings between the instrument and the process.
- 2) Conduit, wire or cable not an integral part of the instrument.
- 3) Mounting brackets, stanchions, supports or mounting pads not an integral part of the instrument.
- 4) Labor to install the equipment.
- 5) The Cost, (if due to local union regulations), to have local craftsman make adjustments or wiring modifications to our equipment during start-up and calibration.
- 6) Any material or services not in our quoted sections.
- 7) This proposal is based on award of a supply purchase order and does not include any of the costs associated with bonding or subcontract administration. If bonding or a subcontract is required they can be provided for additional cost.

### **SPECIFIC EXCLUSIONS**

- 1) Installation of Panels and Instruments
- 2) Subscription to Hach's Cloud Services
- 3) Provision of LCP-7472 (By Others)



**CITY OF BEAUMONT WASTE WATER TREATMENT PLANT  
SALT MITIGATION UPGRADE PROJECT**

**CLARIFICATION 27**

| <b>To (Construction Manager):</b> Stantec<br>Attention: Charles Reynolds<br>Phone: 702-497-8024<br>Email: Charles.w.reynolds@stantec.com   |  |
|--|--|
| <b>From (Engineer):</b> SKM Engineering<br>Attention: Lindsey Stevens<br>Phone: 801-677-0011<br>Email: lindsey.stevens@skmeng.com  |  |
| <b>Subject:</b> Modifications to HACH Instrumentation  | <b>Location:</b> Throughout the Facility |
| <b>Reference Documents:</b> Drawing Nos. NI-01, NI-02, NI-04, NI-04A, NI-07, I-19, I-24, I-25, I-33, I-34, GE-08, SE-03, LE-07, LE-13, CE-07, CE-08, CE-09, CE-20  |  |
| CLARIFICATION  |  |
| <b>Note the following:</b>   |  |
| The HACH transmitters will all be model sc4200, as requested by the owner. As a result, several changes have been made to the network in the facility and the communication conduits required.   |  |
| NI-01<br>Communication wiring (CAT6 Shielded) has been added between CTC-MB and HH-203A, as well as CTC-MB and HH-202A. LCP-7410 has been replaced by LCP-7472, which shall house AIT-7472 the pH/chlorine analyzer at the recycled water lift station. CAT6 lines have been added from HH-203A to JB-2131 and HH-202A to JB-2111. |  |
| NI-02<br>The local interface unit LIU-HW-7410 has been removed, and LIU-HW-7472 has been added to provide communications from LIU-HW-MB to LCP-7472.   |  |
| NI-04 and NI-04A<br>Sheet NI-04A has been added to show communication to HACH instruments at the anoxic/aeration basins, brine lines and in the MBR building. Communication wires have been added at LIU-MB-HW and for the firewall at SW-SCADA-MB.  |  |
| NI-07<br>Networking information for AIT-7472 has been added.   |  |
| I-19<br>Networking labels at CTC-HW have been updated and now include LIU-HW-7472.   |  |
| I-24<br>Networking labels at CTC-MB have been updated and now include LIU-MB-4602 and SW-MB.   |  |
| I-25<br>Connections for SW-MB and the associated firewall have been added.   |  |
| I-33 and I-34<br>The wiring diagram and panel drawings have been added for LCP-4602. Sheet I-34 also shows the layout for LCP-7472.  |  |
| GE-08 and LE-07<br>The anoxic/ aeration basin junction boxes now have wireless access points as shown in the updated detail on GE-08, at the locations shown on LE-07.   |  |

**CITY OF BEAUMONT WASTE WATER TREATMENT PLANT  
SALT MITIGATION UPGRADE PROJECT**

**SE-03**

LCP-4602 has been added at the brine meter vault and houses AIT-4602, AIT-4603 and FIT-4605.

**LE-13**

A television and data outlets have been added in the control room and office area of the membrane building. The television will be provided and installed by the Owner.

**CE-07**

CAT6 cables have been added to conduits S2111, S2151, S3193, S4004 and S4602. Conduits S3000 and S3000A have been added to provide signal wiring to Hach instruments.

**CE-08**

Conduit S8531 has been added to provide signal wires from RIO-SH to FV-8531 and FV-8532. Conduit S30094 has been modified to include a CAT6 cable to AIT-30094 and AIT-30095.

**CE-09**

Conduit F7410 has been modified to provide communications to HH-108 and AIT-7472.

**CE-20**

Conduit routing to AIT-4603 has been modified to show a signal connection only. Labelling for FIT-4605 and the anoxic and aeration basin junction boxes have been updated.

**Prepared By (Name):** Lindsey Stevens, SKM

**Date:** Dec. 19, 2019

**Distributed By:**

**Date:**





|           |          |        |       |         |
|-----------|----------|--------|-------|---------|
| NO.       | DATE     | DESIGN | DRAWN | CHECKED |
| C         | 09/05/18 | MPJ    | CCL   | MPJ     |
| REVISIONS |          |        |       |         |
| 1         | 10/09/18 | MPJ    | CCL   | BB      |
| 2         | 12/02/19 | MPJ    | CCL   | MPJ     |

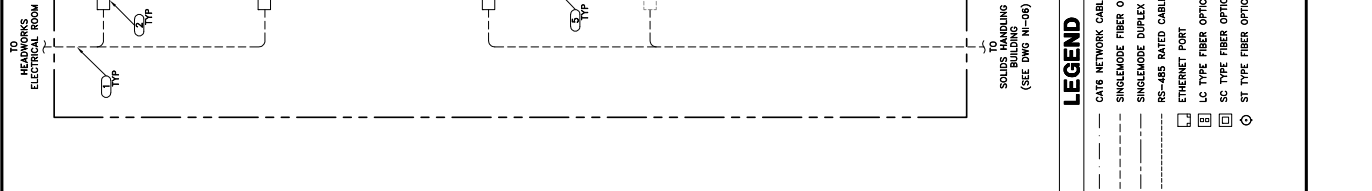
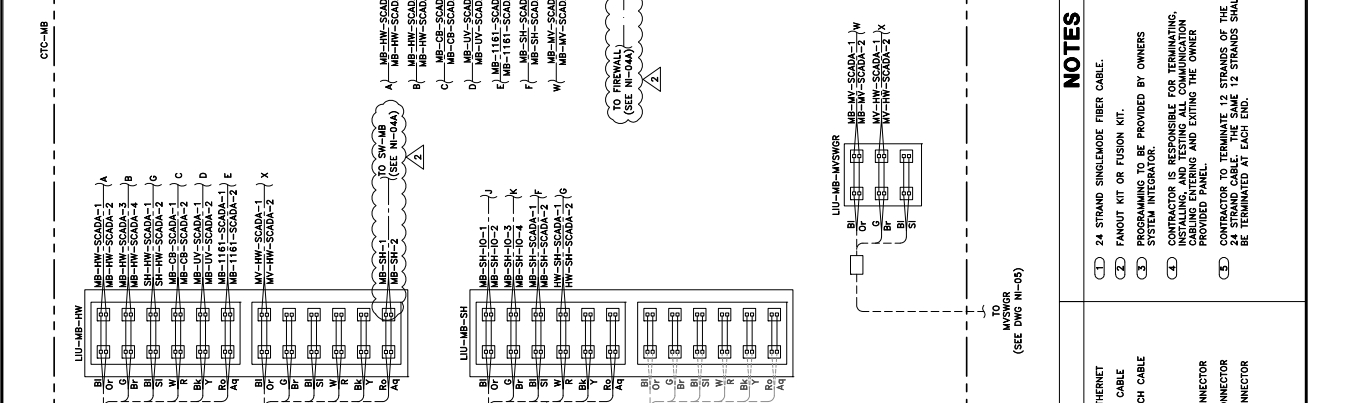
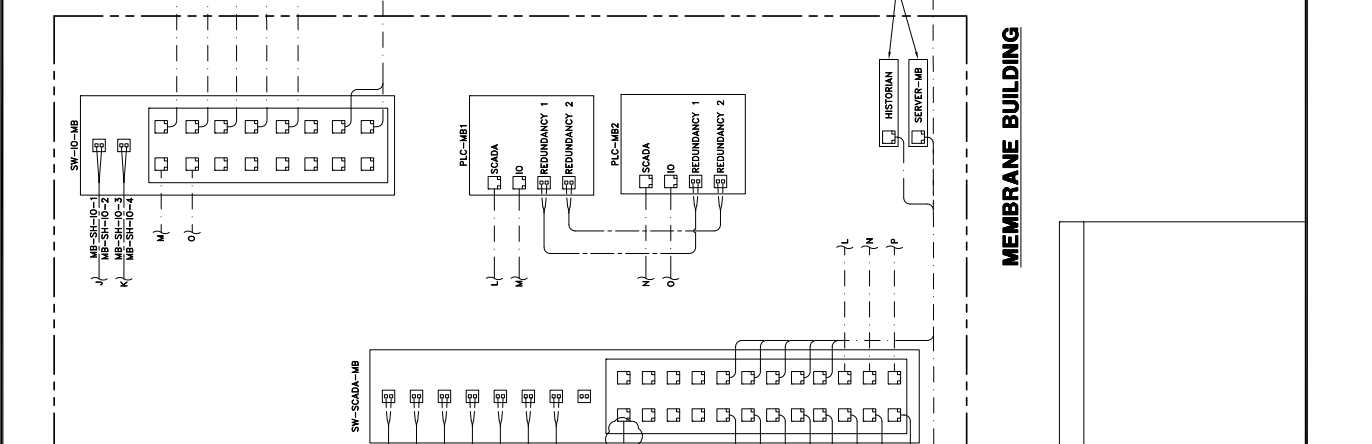
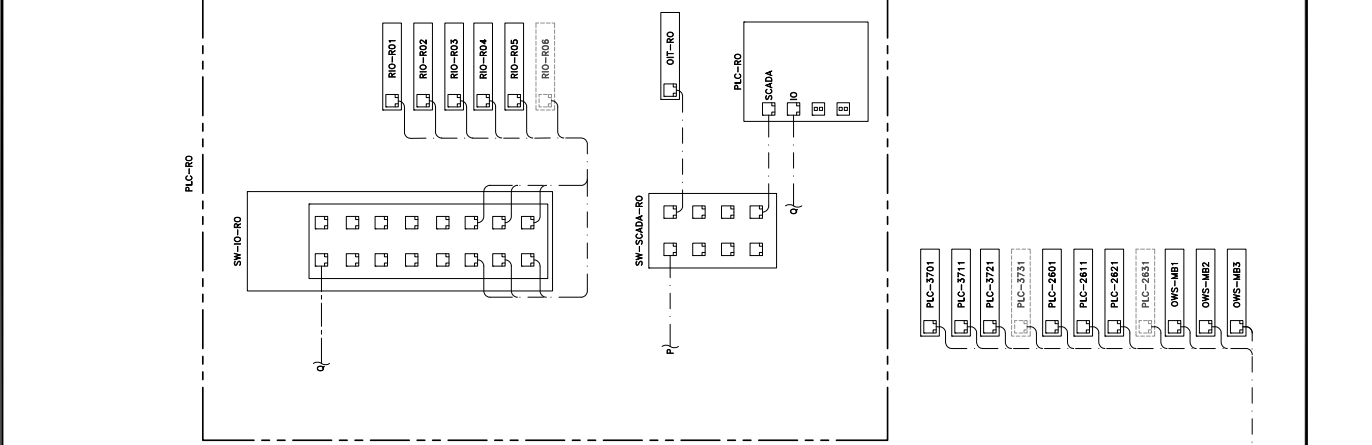
CITY OF BEAUMONT  
SALT MITIGATION WWTP UPGRADE  
INSTRUMENTATION - NETWORK  
MEMBRANE BUILDING NETWORK DIAGRAM



533 W 2600 S, SUITE 275, BOUNTYFUL, UT 84010  
PHONE (801) 286-1327 FAX (801) 286-0183  
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Item No. 16.

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TO HEADWORKS ELECTRICAL ROOM  
TO SOLIDS HANDLING BUILDING (SEE DWG NI-08)  
TO WWTP (SEE DWG NI-05)  
TO FREEWALL (SEE NI-04A)  
TO OWNER (PROVIDED BY OWNER)  
TO SERVER-MB  
TO HISTORIAN

533 W 2600 S, Suite 25  
Bountiful, Utah 84010  
Phone: (801) 677-0011  
www.skmeng.com

SKM ENGINEERING CONSULTANTS  
ALBERT A. WEBB  
CIVIL ENGINEERS  
REGISTERED PROFESSIONAL ENGINEER  
STATE OF UTAH  
No. 9511  
Exp. 06-30-2024  
PHONE (801) 768-1256  
FAX (801) 768-1256

MEMBRANE BUILDING

- LEGEND**
- CAT6 NETWORK CABLE ETHERNET
  - SINGLEMODE FIBER OPTIC CABLE
  - SINGLEMODE DUPLEX PATCH CABLE
  - RS-485 RATED CABLE
  - ETHERNET PORT
  - LC TYPE FIBER OPTIC CONNECTOR
  - SC TYPE FIBER OPTIC CONNECTOR
  - ST TYPE FIBER OPTIC CONNECTOR

- NOTES**
1. 24 STRAND SINGLEMODE FIBER CABLE.
  2. FANOUT KIT OR FUSION KIT.
  3. PROGRAMMING TO BE PROVIDED BY OWNERS SYSTEM INTEGRATOR.
  4. CONTRACTOR IS RESPONSIBLE FOR TERMINATING, LABELING AND TESTING ALL FIBER OPTIC CABLES ENTERING AND EXITING THE OWNER PROVIDED PANEL.
  5. CONTRACTOR TO TERMINATE 12 STRANDS OF THE 24 STRAND CABLE. THE SAME 12 STRANDS SHALL BE TERMINATED AT EACH END.

|           |          |        |       |         |
|-----------|----------|--------|-------|---------|
| NO.       | DATE     | DESIGN | DRAWN | CHECKED |
| C         | 09/05/18 | MPJ    | DCL   | MPJ     |
| REVISIONS |          |        |       |         |
| I         | 12/02/19 | MPJ    | BB    | MPJ     |

CITY OF BEAUMONT  
SALT MITIGATION WWTFF UPGRADE  
INSTRUMENTATION - NETWORK  
MEMBRANE BUILDING NETWORK DIAGRAM I/A

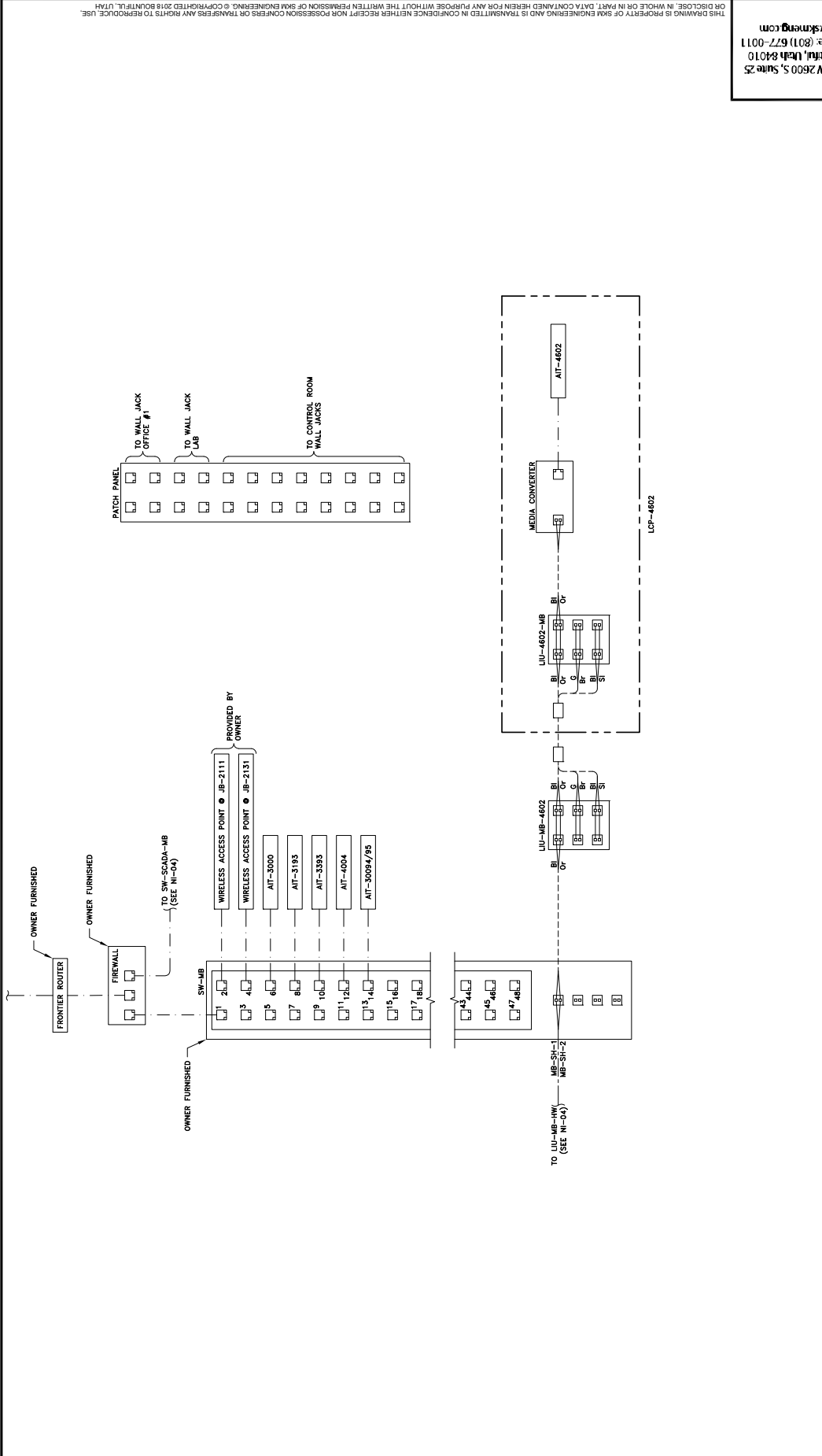


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PHONE (801) 288-1327 FAX (801) 288-0125  
WBBB ASSOCIATES ENGINEERING CONSULTANTS  
ALBERT A. CIVIL ENGINEERS  
3788 MCCRAY STREET  
RIVERSIDE, CA 92508  
PH (951) 686-1070  
FX (951) 788-1256

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0 1/2 1  
DRAWING IS TO SCALE  
IF NOT OTHERWISE NOTED  
1" = FULL SCALE  
1/2" = HALF SCALE



SHEET ADDED

**NOTES**

- 1. 24 STRAND SINGLEMODE FIBER CABLE.
- 2. FANOUT KIT OR FUSION KIT.
- 3. PROGRAMMING TO BE PROVIDED BY OWNERS SYSTEM INTEGRATOR.
- 4. CONTRACTOR IS RESPONSIBLE FOR TERMINATING, TESTING AND LABELING ALL FIBER OPTIC CABLES ENTERING AND EXITING THE OWNER PROVIDED PANEL.
- 5. CONTRACTOR TO TERMINATE 12 STRANDS OF THE 24 STRAND CABLE. THE SAME 12 STRANDS SHALL BE TERMINATED AT EACH END.

**LEGEND**

- CAT6 NETWORK CABLE ETHERNET
- SINGLEMODE FIBER OPTIC CABLE
- SINGLEMODE DUPLEX PATCH CABLE
- RS-485 PAIRED CABLE
- ETHERNET PORT
- LC TYPE FIBER OPTIC CONNECTOR
- SC TYPE FIBER OPTIC CONNECTOR
- ST TYPE FIBER OPTIC CONNECTOR

|           |          |        |       |         |
|-----------|----------|--------|-------|---------|
| NO.       | DATE     | DESIGN | DRAWN | CHECKED |
| C         | 09/05/18 | MPJ    | DCL   | MPJ     |
| REVISIONS |          |        |       |         |
| 1         | 12/02/19 | MPJ    | BB    | MPJ     |

CITY OF BEAUMONT  
SALT MITIGATION WWTP UPGRADE  
INSTRUMENTATION - NETWORK  
ADDITIONAL NETWORK DIAGRAMS

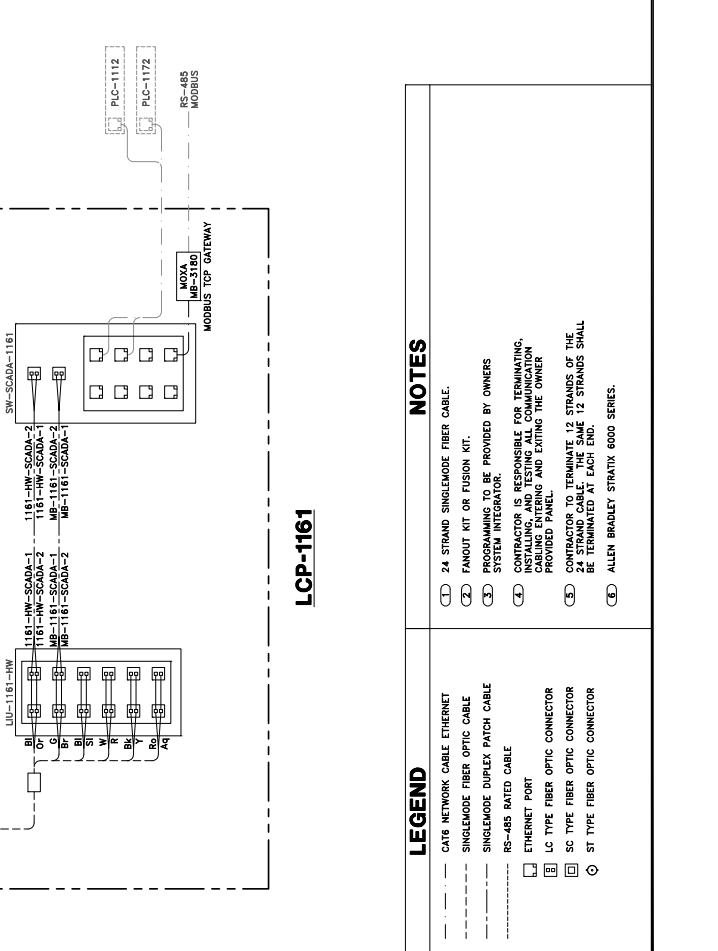
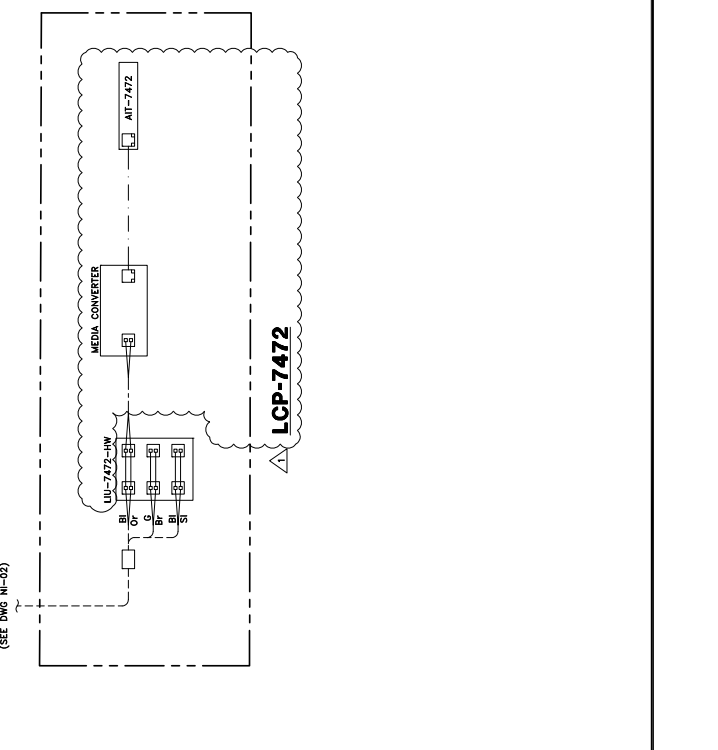
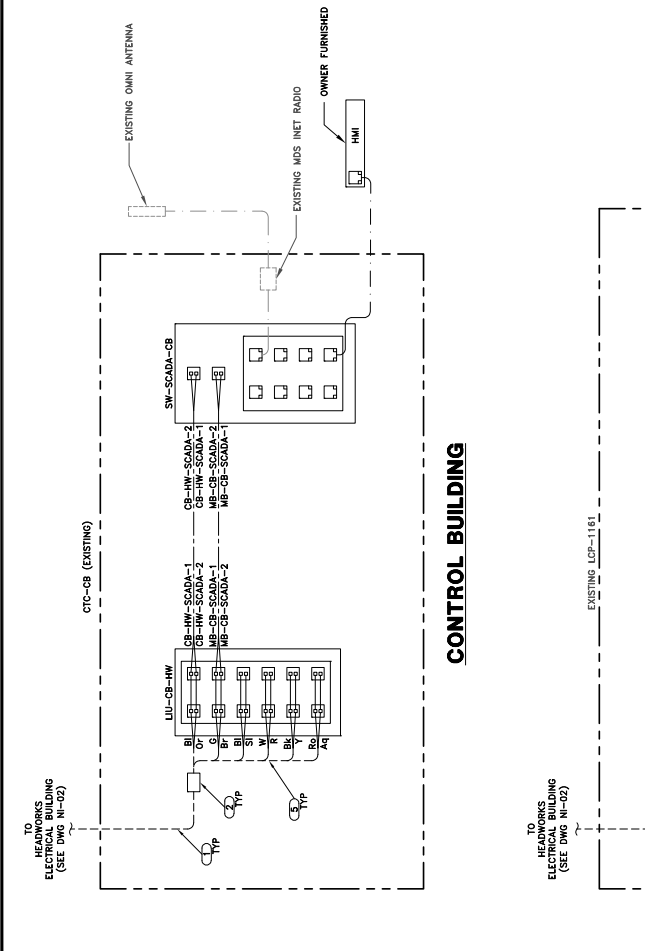
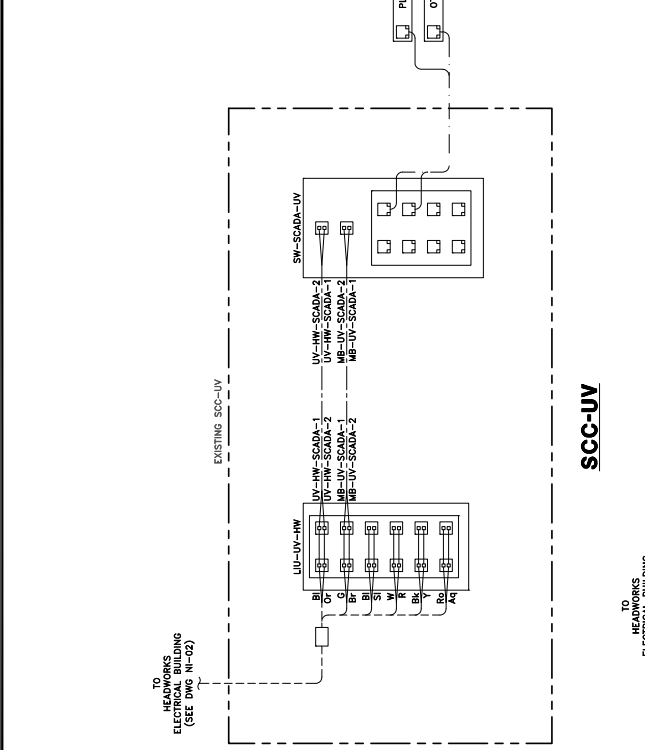
**AQUA** ENGINEERING  
639 W. 2900 S. SUITE 275, BOUNTIFUL, UT 84010  
PHONE (801) 288-1327 FAX (801) 288-0133

**WEBB** ASSOCIATES  
ENGINEERING CONSULTANTS  
ALBERT A. WEBB CIVIL ENGINEERS  
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Item No. 16.

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0 1/2 1  
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IF NOT OTHERWISE NOTED  
1" = FULL SCALE  
1/2" = HALF SCALE



| LEGEND                            | NOTES  |
|-----------------------------------|--|
| --- CAT6 NETWORK CABLE ETHERNET   | (1) 24 STRAND SINGLEMODE FIBER CABLE.  |
| --- SINGLEMODE FIBER OPTIC CABLE  | (2) FANOUT KIT OR FUSION KIT.  |
| --- SINGLEMODE DUPLEX PATCH CABLE | (3) PROGRAMMING TO BE PROVIDED BY OWNERS SYSTEM INTEGRATOR.  |
| --- RS-485 RATED CABLE            | (4) CONTRACTOR IS RESPONSIBLE FOR TERMINATING, LABELING AND TESTING OF ALL FIBER OPTIC CABLES ENTERING AND EXITING THE OWNER PROVIDED PANEL. |
| □ ETHERNET PORT                   | (5) CONTRACTOR TO TERMINATE 12 STRANDS OF THE 24 STRAND CABLE. THE SAME 12 STRANDS SHALL BE TERMINATED AT EACH END.                          |
| □ LC TYPE FIBER OPTIC CONNECTOR   | (6) ALLEN BRADLEY STRATIX 6000 SERIES.   |
| □ SC TYPE FIBER OPTIC CONNECTOR   |  |
| □ ST TYPE FIBER OPTIC CONNECTOR   |  |

|           |          |        |       |         |
|-----------|----------|--------|-------|---------|
| NO.       | DATE     | DESIGN | DRAWN | CHECKED |
| C         | 09/05/18 | MJD    | DCL   | MJD     |
| REVISIONS |          |        |       |         |
| 1         | 12/02/19 | MJD    | BB    | MJD     |

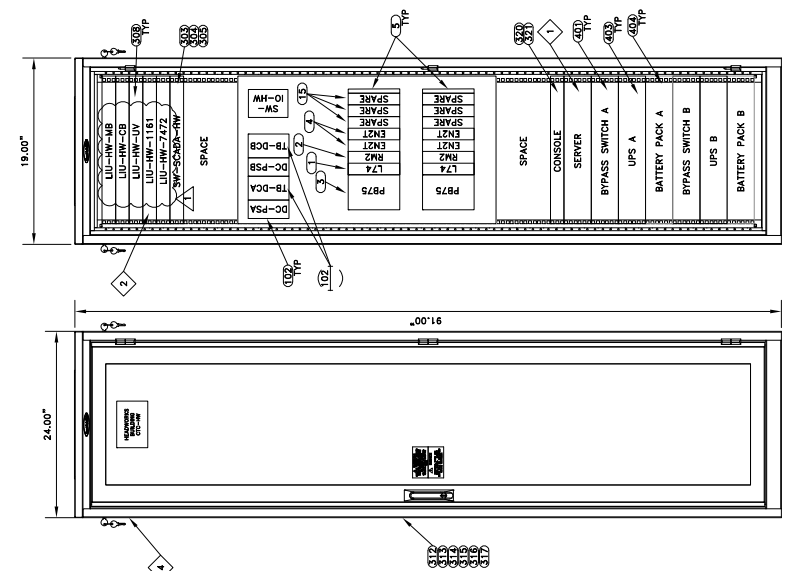
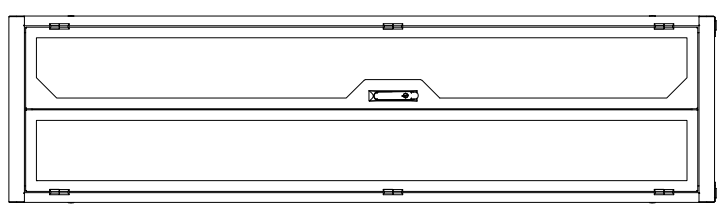
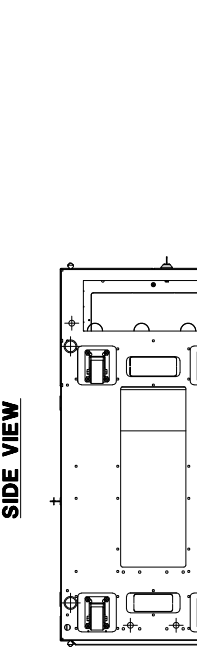
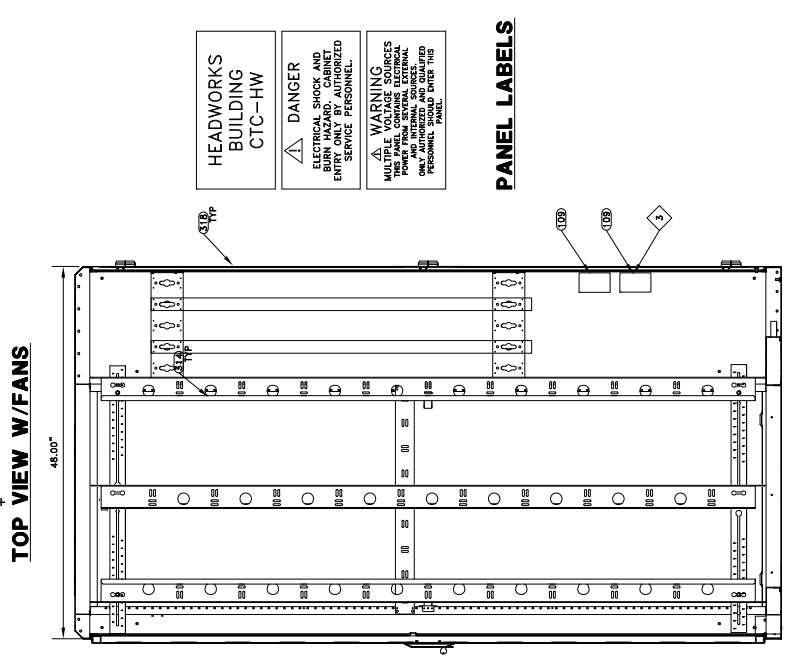
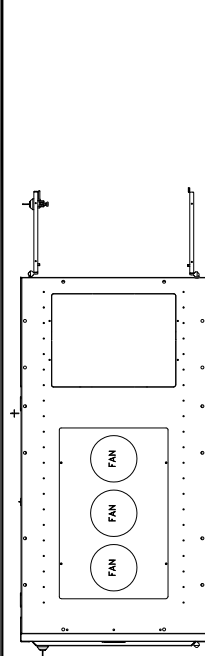
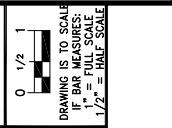
CITY OF BEAUMONT  
SALT MITIGATION WWTP UPGRADE  
INSTRUMENTATION - PLC DRAWINGS  
CTC-HW PANEL LAYOUT



533 W 2600 S, SUITE 275, BOUNTIFUL, UT 84010  
PHONE (801) 288-1327 FAX (801) 288-0183

Item No. 16.

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Bountiful, Utah 84010  
Phone: (801) 677-0011  
www.skmeng.com



BACK MESH DOOR

FRONT VIEW WITHOUT DOOR

FRONT VIEW

**HEADWORKS BUILDING CTC-HW**

**⚠ DANGER**  
ELECTRICAL SHOCK AND BURN HAZARD. CABINET ENTRY ONLY BY AUTHORIZED SERVICE PERSONNEL.

**⚠ WARNING**  
MULTIPLE VOLTAGE SOURCES. POWER FROM SEVERAL INTERNAL AND EXTERNAL SOURCES. ONLY AUTHORIZED AND QUALIFIED PERSONNEL SHOULD ENTER THIS CABINET.

**PANEL LABELS**

- KEYED NOTES:**
- SCADA SERVER WILL BE SUPPLIED AND INSTALLED BY THE OWNER'S SYSTEM INTEGRATOR. PROVIDE 2U OF SPACE FOR THIS SERVER.
  - PROVIDE FIBER PATCH PANELS WITH ADAPTER PANELS FOR CONNECTION OF SCADA NETWORK TO OTHER BUILDINGS. FIBER TERMINATIONS SHALL BE PERFORMED BY THE CONTRACTOR.
  - POWER TWO DEDICATED OUTLETS IN SINGLE GANG BOXES AT THE BACK OF THE CTC.
  - CTC SHALL BE A COMPLETE ASSEMBLY. THE EQUIPMENT IN THE CTC SHALL BE ASSEMBLED FOR THE FACTORY ACCEPTANCE TEST. THE EQUIPMENT SHOULD THEN BE REMOVED, AND RE-ASSEMBLED AT THE SITE. THE EQUIPMENT SHALL BE PERMANENTLY INSTALLED AND ALL CONNECTIONS RECONNECTED.

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| NO.       | DATE     | DESIGN | DRAWN | CHECKED |
| C         | 09/05/18 | MPJ    | DCL   | MPJ     |
| REVISIONS |          |        |       |         |
| I         | 12/02/19 | MPJ    | BB    | MPJ     |

CITY OF BEAUMONT  
SALT MITIGATION WWTU UPGRADE  
INSTRUMENTATION - PLC DRAWINGS  
CTC-MB PANEL LAYOUT

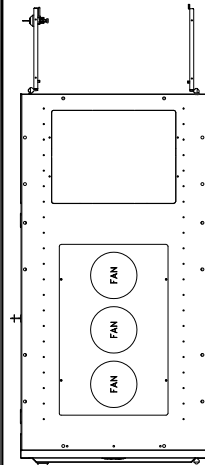


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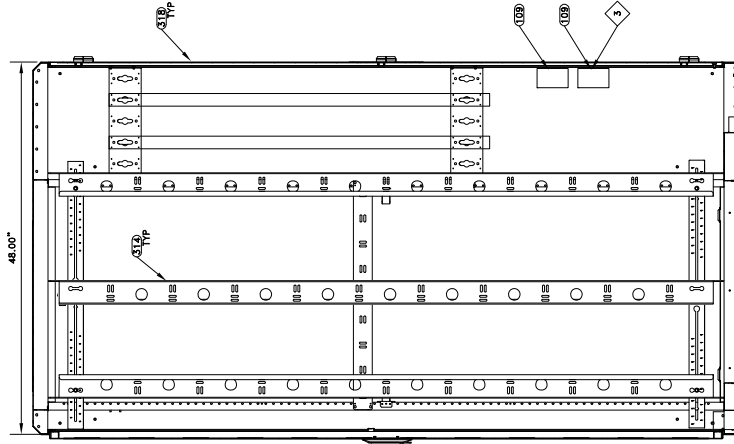
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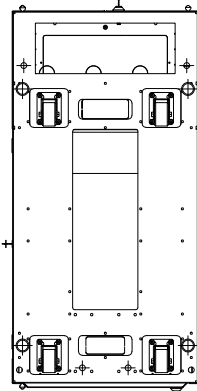
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DRAWING IS TO SCALE  
IF FIG. OR ASSURE  
1" = FULL SCALE  
1/2" = HALF SCALE



TOP VIEW W/FANS



SIDE VIEW



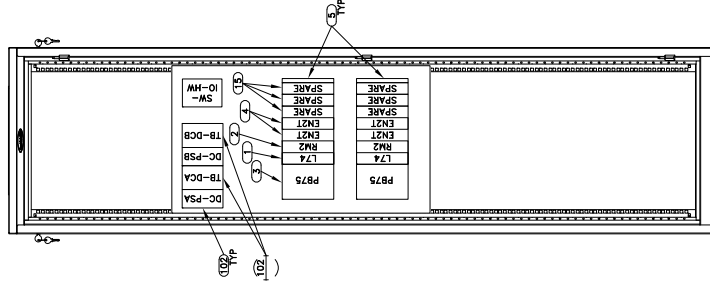
BOTTOM VIEW

**MEMBRANE BUILDING CTC-MB**

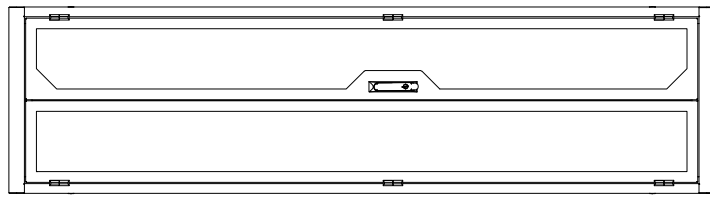
**DANGER**  
SHOCK AND  
BURN HAZARD  
ENTRY ONLY BY AUTHORIZED  
SERVICE PERSONNEL

**WARNING**  
MULTIPLE VOLTAGE SOURCES  
HOLD OFF FROM INTERNAL  
POWER FROM SEVERAL INTERNAL  
ONLY AUTHORIZED AND QUALIFIED  
PERSONNEL SHOULD ENTER THIS

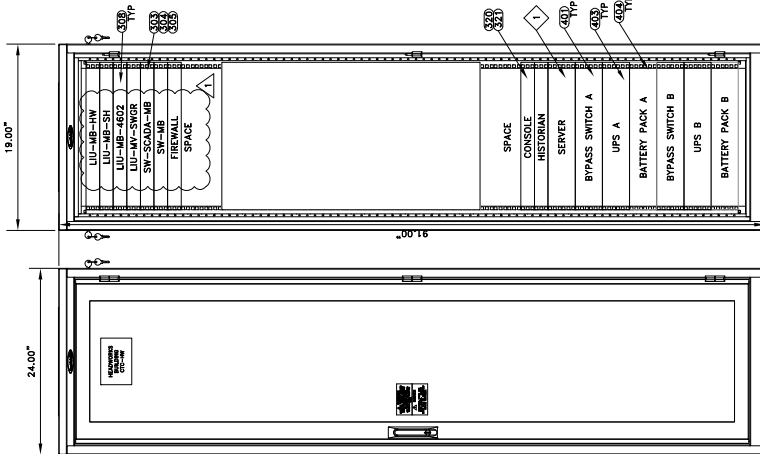
PANEL LABELS



BACK VIEW WITHOUT DOOR



BACK MESH DOOR



FRONT VIEW WITHOUT DOOR

FRONT VIEW

- KEYED NOTES:
- SCADA SERVER WILL BE SUPPLIED AND INSTALLED BY THE OWNER'S SYSTEM INTEGRATOR. PROVIDE 2U OF SPACE FOR THIS SERVER.
  - PROVIDE FIBER PATCH PANELS WITH ADAPTER PANELS FOR CONNECTION OF SCADA NETWORK TO OTHER BUILDINGS. FIBER TERMINATIONS SHALL BE PERFORMED BY THE CONTRACTOR.
  - POWER WILL BE BROUGHT TO THE CTC BY THE CONTRACTOR.
  - CTC SHALL BE A COMPLETE ASSEMBLY. THE EQUIPMENT IN THE CTC SHALL BE ASSEMBLED FOR THE FACTORY ACCEPTANCE TEST. THE EQUIPMENT SHOULD THEN BE REMOVED, AND HAS BEEN PERMANENTLY INSTALLED. THE EQUIPMENT SHALL BE RE-INSTALLED AND ALL CONNECTIONS RECONNECTED.

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INSTRUMENTATION - PLC DRAWINGS  
CTC-MB AC & DC WIRING DIAGRAMS



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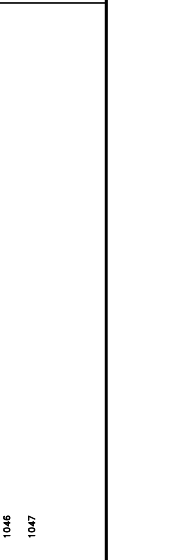
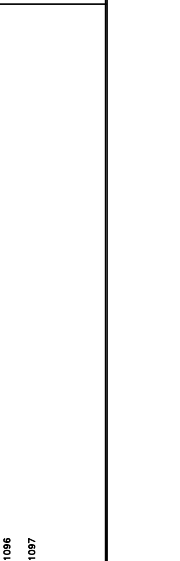
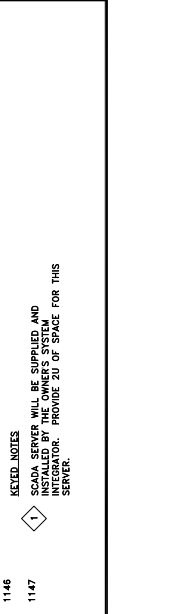
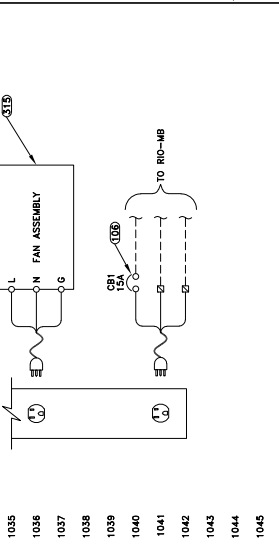
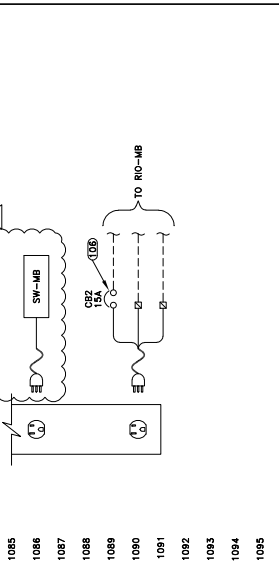
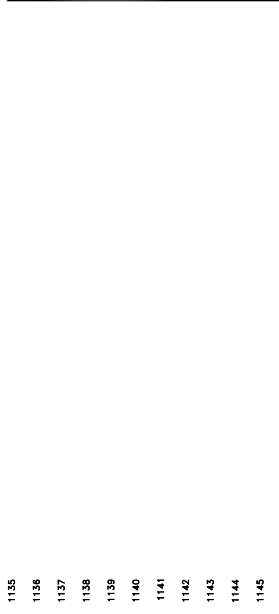
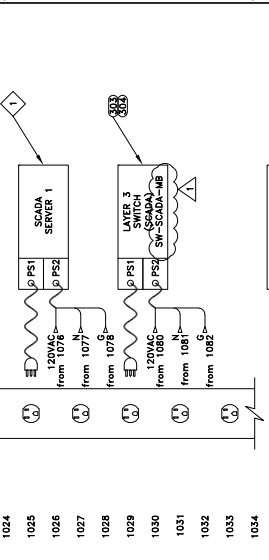
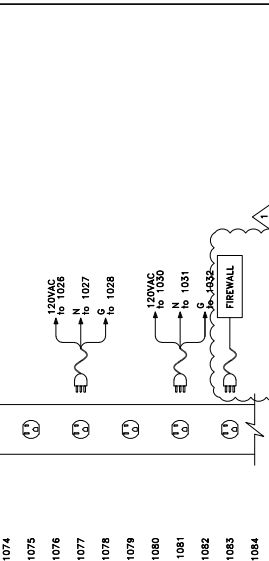
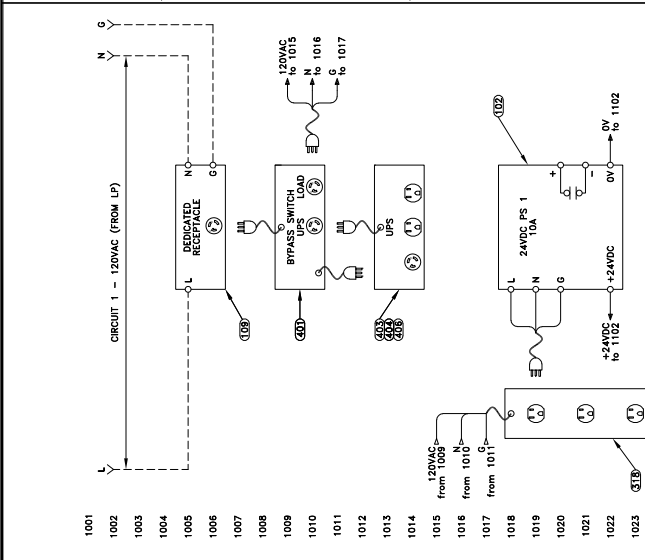
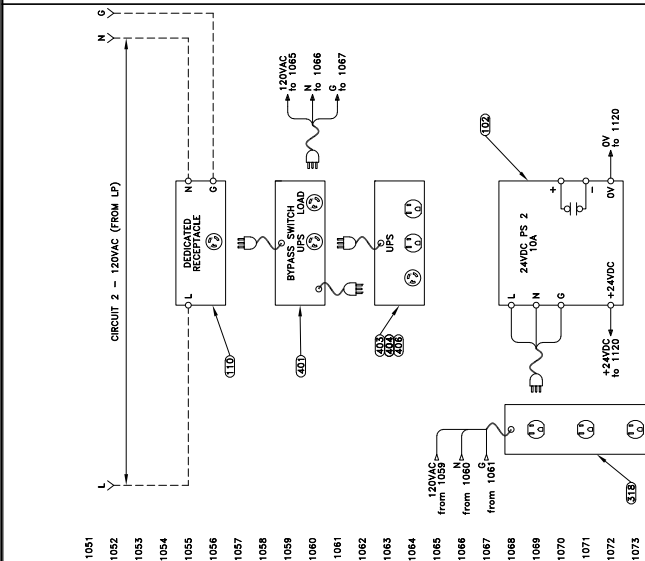
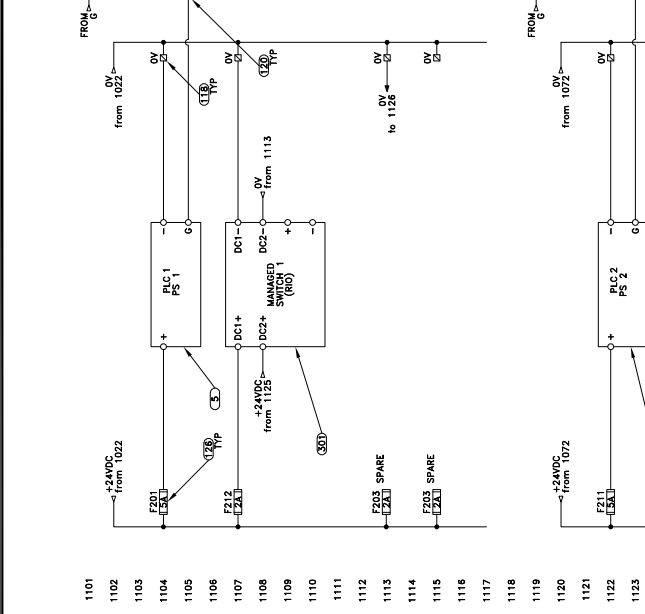
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SCADA SERVER WILL BE SUPPLIED AND INSTALLED BY THE SCADA INTEGRATOR. PROVIDE 2U OF SPACE FOR THIS SERVER.

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OF 172  
25  
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**CITY OF BEAUMONT**  
**SALT MITIGATION WWTP UPGRADE**  
**INSTRUMENTATION - PLC DRAWINGS**  
**LCP-4602 AC & DC WIRING DIAGRAM**

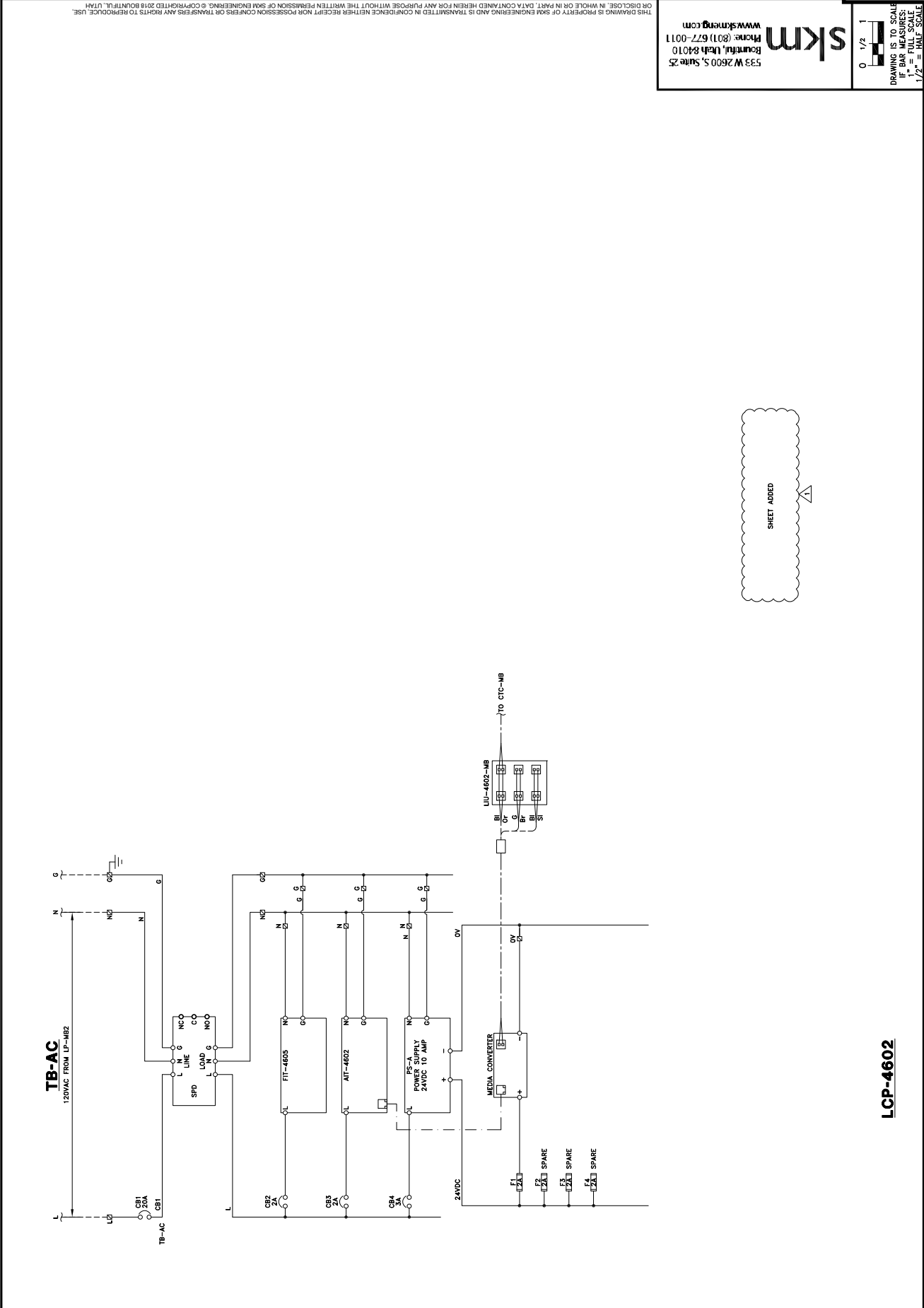


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**LCP-4602**

|           |          |        |       |         |
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CITY OF BEAUMONT  
SALT MITIGATION WWTP UPGRADE  
INSTRUMENTATION - PLC DRAWINGS  
LCP-4602 & LCP-7472 PANEL LAYOUT

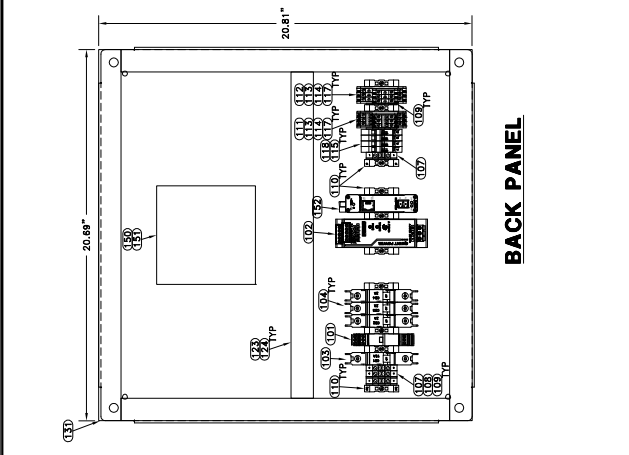


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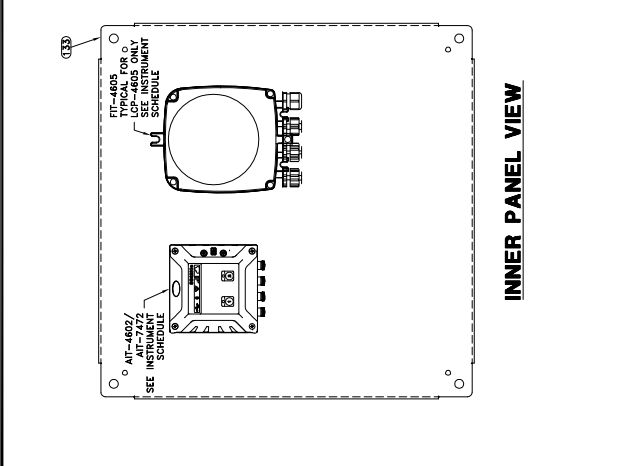
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Beaumont, Texas 77705  
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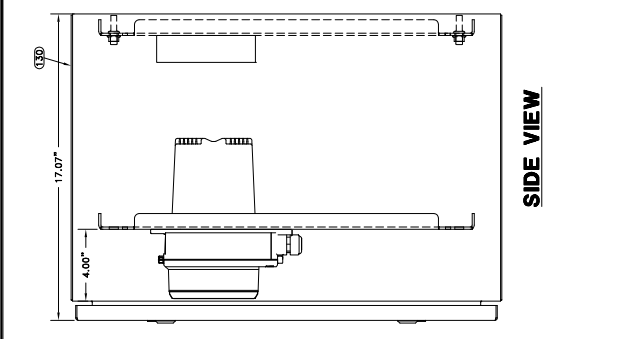
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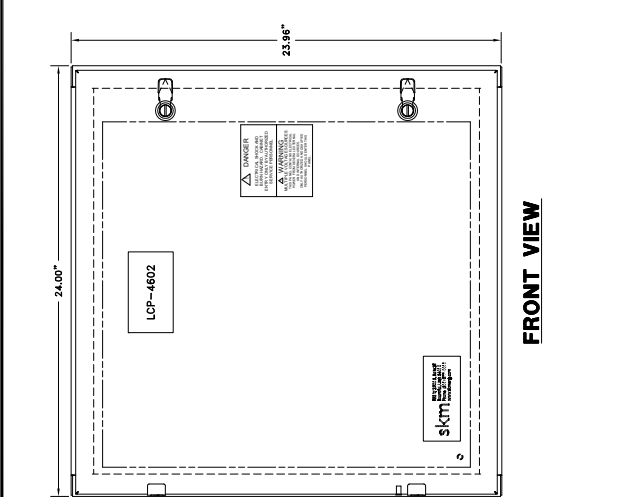
FRONT VIEW



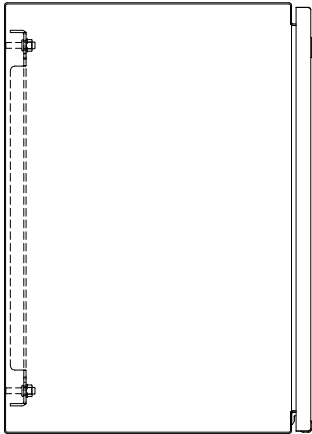
SIDE VIEW



INNER PANEL VIEW



BACK PANEL



TOP VIEW

| ITEM | MAKE      | MODEL             | DESCRIPTION                                 | TOTAL | NOTES             |
|------|-----------|-------------------|---|-------|-------------------|
| 101  | PHOENIX   | 2807R18           | 120VAC IN-LINE SPD                          | 1     | OR APPROVED EQUAL |
| 102  | PHOENIX   | 2804000           | 240VDC QUANTITY POWER SUPPLY 5A OUTPUT      | 2     | OR APPROVED EQUAL |
| 103  | PHOENIX   | 2804000           | 240VDC QUANTITY POWER SUPPLY 5A OUTPUT      | 2     | OR APPROVED EQUAL |
| 104  | SCHEFFER  | MPF4112           | 24VDC DC/DC CONVERTER                       | 3     | OR APPROVED EQUAL |
| 105  | PHOENIX   | 3044131           | 8.2MM TERMINAL BLOCK, FITS UP TO R8 UTS     | LOT   | OR APPROVED EQUAL |
| 106  | PHOENIX   | 3044157           | 8.2MM GRD TERMINAL BLOCK UTR-PE             | LOT   | OR APPROVED EQUAL |
| 107  | PHOENIX   | 3817028           | UT SERIES END PLATE                         | LOT   | OR APPROVED EQUAL |
| 108  | PHOENIX   | 3044157           | 8.2MM GRD TERMINAL BLOCK UTR-PE             | LOT   | OR APPROVED EQUAL |
| 109  | PHOENIX   | 3817028           | UT SERIES END PLATE                         | LOT   | OR APPROVED EQUAL |
| 110  | PHOENIX   | 3044157           | 8.2MM GRD TERMINAL BLOCK UTR-PE             | LOT   | OR APPROVED EQUAL |
| 111  | PHOENIX   | 3044157           | 8.2MM GRD TERMINAL BLOCK UTR-PE             | LOT   | OR APPROVED EQUAL |
| 112  | PHOENIX   | 3044259           | 6.2MM DOUBLE LEVEL TERMINAL UT184           | LOT   | OR APPROVED EQUAL |
| 113  | PHOENIX   | 3817293           | DOUBLE LEVEL TERMINAL END PLATE             | LOT   | OR APPROVED EQUAL |
| 114  | PHOENIX   | 3817293           | SPACER PLATE                                | LOT   | OR APPROVED EQUAL |
| 115  | PHOENIX   | 3044114           | 8.2MM GRD TERMINAL BLOCK UTR-PE             | LOT   | OR APPROVED EQUAL |
| 116  | PHOENIX   | 3044114           | 8.2MM GRD TERMINAL BLOCK UTR-PE             | LOT   | OR APPROVED EQUAL |
| 117  | PHOENIX   | 3044114           | 8.2MM GRD TERMINAL BLOCK UTR-PE             | LOT   | OR APPROVED EQUAL |
| 118  | PHOENIX   | 3044114           | 8.2MM GRD TERMINAL BLOCK UTR-PE             | LOT   | OR APPROVED EQUAL |
| 119  | PHOENIX   | 3044114           | 8.2MM GRD TERMINAL BLOCK UTR-PE             | LOT   | OR APPROVED EQUAL |
| 120  | PHOENIX   | 3044114           | 8.2MM GRD TERMINAL BLOCK UTR-PE             | LOT   | OR APPROVED EQUAL |
| 121  | PHOENIX   | 3044114           | 8.2MM GRD TERMINAL BLOCK UTR-PE             | LOT   | OR APPROVED EQUAL |
| 122  | PANDUIT   | F14L06            | 1.5" X 4" WIRE DUCT, LT GRAY                | LOT   | OR APPROVED EQUAL |
| 123  | PANDUIT   | F14L06            | 1.5" X 4" WIRE COVER, LT GRAY               | LOT   | OR APPROVED EQUAL |
| 124  | PANDUIT   | F14L06            | 1.5" X 4" WIRE COVER, LT GRAY               | LOT   | OR APPROVED EQUAL |
| 125  | BOCCO     | QDM3P             | DRY SEAL                                    | LOT   | OR APPROVED EQUAL |
| 126  | BOCCO     | QDM3P             | DRY SEAL                                    | LOT   | OR APPROVED EQUAL |
| 127  | TISSOT    | TISSOT            | THE DOOR GUSSETS                            | LOT   | OR APPROVED EQUAL |
| 128  | TISSOT    | TISSOT            | THE DOOR GUSSETS                            | LOT   | OR APPROVED EQUAL |
| 129  | TISSOT    | TISSOT            | THE DOOR GUSSETS                            | LOT   | OR APPROVED EQUAL |
| 130  | SAGINAW   | SCE-24E12X18SSB1P | 24X24X18" NEMA 4X SINGLE DOOR ENCLOSURE     | 1     | OR APPROVED EQUAL |
| 131  | SAGINAW   | SCE-24MP4         | BACKPANEL FOR 24"X24" ENCLOSURE             | 1     | OR APPROVED EQUAL |
| 132  | SAGINAW   | SCE-PP10201       | INTERIOR PRINT POCKET                       | 1     | OR APPROVED EQUAL |
| 133  | SAGINAW   | SCE-PP10201       | INTERIOR PRINT POCKET                       | 1     | OR APPROVED EQUAL |
| 134  | HANVEX    | H3514HWG          | 14WG 4P POWER CORD RASTAIL 15A 4FT          | 1     | OR APPROVED EQUAL |
| 135  | SOUTHWARE | 8780              | M7W TUNED CONTROL WIRE (SIZE, COLOR VARIES) | LOT   | OR APPROVED EQUAL |
| 136  | BELDEN    | 8780              | #18 TWISTED SHIELDED PAIR, TUNED COPPER     | LOT   | OR APPROVED EQUAL |
| 137  | PHOENIX   | VARIES            | TERMINAL BLOCK LABELS                       | LOT   | OR APPROVED EQUAL |
| 138  | PHOENIX   | VARIES            | TERMINAL BLOCK LABELS                       | LOT   | OR APPROVED EQUAL |
| 139  | PHOENIX   | VARIES            | TERMINAL BLOCK LABELS                       | LOT   | OR APPROVED EQUAL |
| 140  | PHOENIX   | VARIES            | TERMINAL BLOCK LABELS                       | LOT   | OR APPROVED EQUAL |
| 141  | PHOENIX   | VARIES            | TERMINAL BLOCK LABELS                       | LOT   | OR APPROVED EQUAL |
| 142  | CUSTOM    | VARIES            | STANDARD & CUSTOM ADHESIVE LABELS           | LOT   | OR APPROVED EQUAL |
| 143  | CUSTOM    | VARIES            | STANDARD & CUSTOM ADHESIVE LABELS           | LOT   | OR APPROVED EQUAL |
| 144  | CUSTOM    | VARIES            | STANDARD & CUSTOM ADHESIVE LABELS           | LOT   | OR APPROVED EQUAL |
| 145  | CUSTOM    | VARIES            | STANDARD & CUSTOM ADHESIVE LABELS           | LOT   | OR APPROVED EQUAL |
| 146  | CUSTOM    | VARIES            | STANDARD & CUSTOM ADHESIVE LABELS           | LOT   | OR APPROVED EQUAL |
| 147  | CUSTOM    | VARIES            | STANDARD & CUSTOM ADHESIVE LABELS           | LOT   | OR APPROVED EQUAL |
| 148  | CUSTOM    | VARIES            | STANDARD & CUSTOM ADHESIVE LABELS           | LOT   | OR APPROVED EQUAL |
| 149  | CUSTOM    | VARIES            | STANDARD & CUSTOM ADHESIVE LABELS           | LOT   | OR APPROVED EQUAL |
| 150  | CORNING   | SPH-DIP           | FIBER OPTIC PATCH PANEL                     | 1     | OR APPROVED EQUAL |
| 151  | CORNING   | SPH-DIP           | FIBER OPTIC PATCH PANEL                     | 1     | OR APPROVED EQUAL |
| 152  | NETRON    | 1000AC-LX         | FIBER TO COPPER FIBERNET CONVERTER          | 1     | OR APPROVED EQUAL |
| 153  | CSG       | 2624A             | FIBER OPTIC PATCH CABLE 2M DUPLEX LC LC     | LOT   | OR APPROVED EQUAL |
| 154  | CSG       | 2624A             | FIBER OPTIC PATCH CABLE 2M DUPLEX LC LC     | LOT   | OR APPROVED EQUAL |
| 155  | CSG       | VARIES            | CAT 6 PATCH CABLES (LENGTH VARIES)          | LOT   | OR APPROVED EQUAL |

BILL OF MATERIAL

SHEET ADDED

|           |          |        |       |         |
|-----------|----------|--------|-------|---------|
| NO.       | DATE     | DESIGN | DRAWN | CHECKED |
| C         | 09/05/18 | MPJ    | DCL   | MPJ     |
| REVISIONS |          |        |       |         |
| 1         | 08/14/19 | MPJ    | DCL   | BB      |
| 2         | 12/02/19 | MPJ    | DCL   | MPJ     |

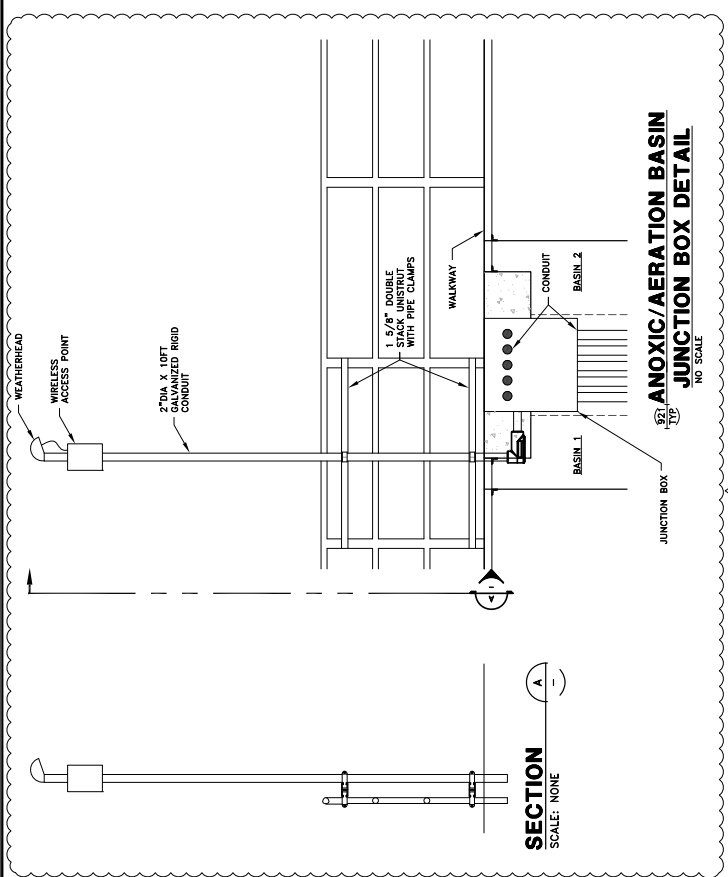
CITY OF BEAUMONT  
SALT MITIGATION WWTUP UPGRADE  
ELECTRICAL - GENERAL  
DETAILS 7

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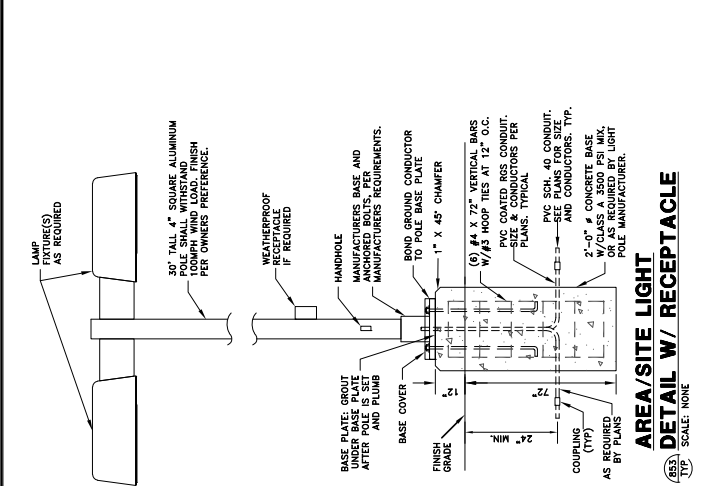
**WBB** ASSOCIATES  
ENGINEERING CONSULTANTS  
ALBERT A. WBB  
CIVIL ENGINEERS  
3788 MCCRAY STREET  
RIVERSIDE, CA 92508  
PH (951) 686-1070  
FAX (951) 768-1256  
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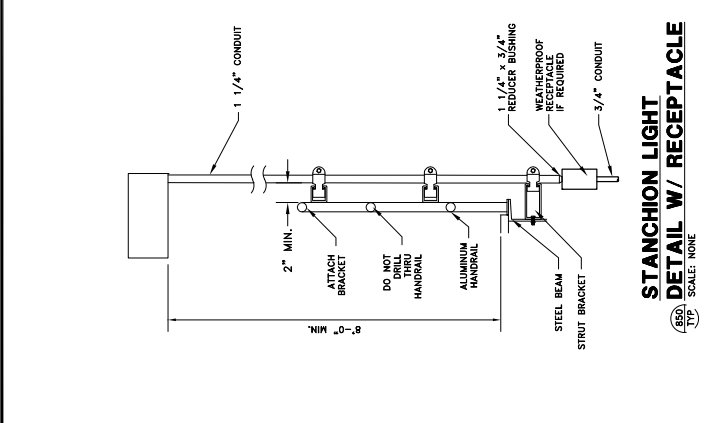
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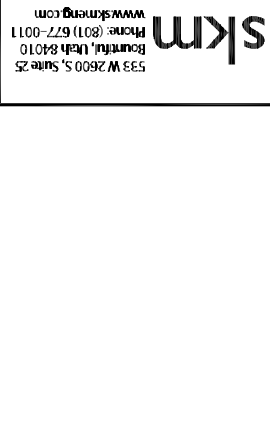
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NO SCALE



**AREA/SITE LIGHT DETAIL W/ RECEPTACLE**  
SCALE: NONE



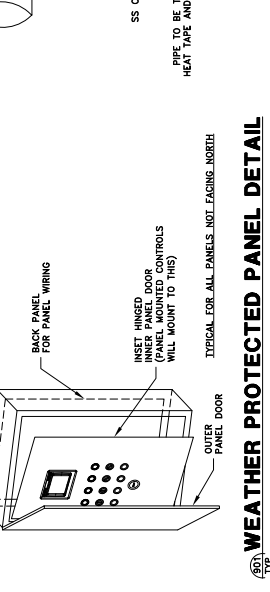
**STANCHION LIGHT DETAIL W/ RECEPTACLE**  
SCALE: NONE



**NAMEPLATE DETAIL**  
SCALE: NONE



**HEAT TRACE DETAIL**  
SCALE: NONE



**WEATHER PROTECTED PANEL DETAIL**  
SCALE: NONE

0 1/2 1  
DRAWING IS TO SCALE  
IF NOT OTHERWISE  
NOTED.  
1\"/>

80-1 OF 172

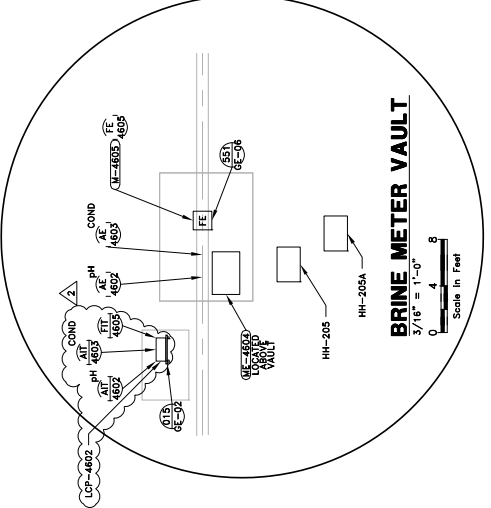
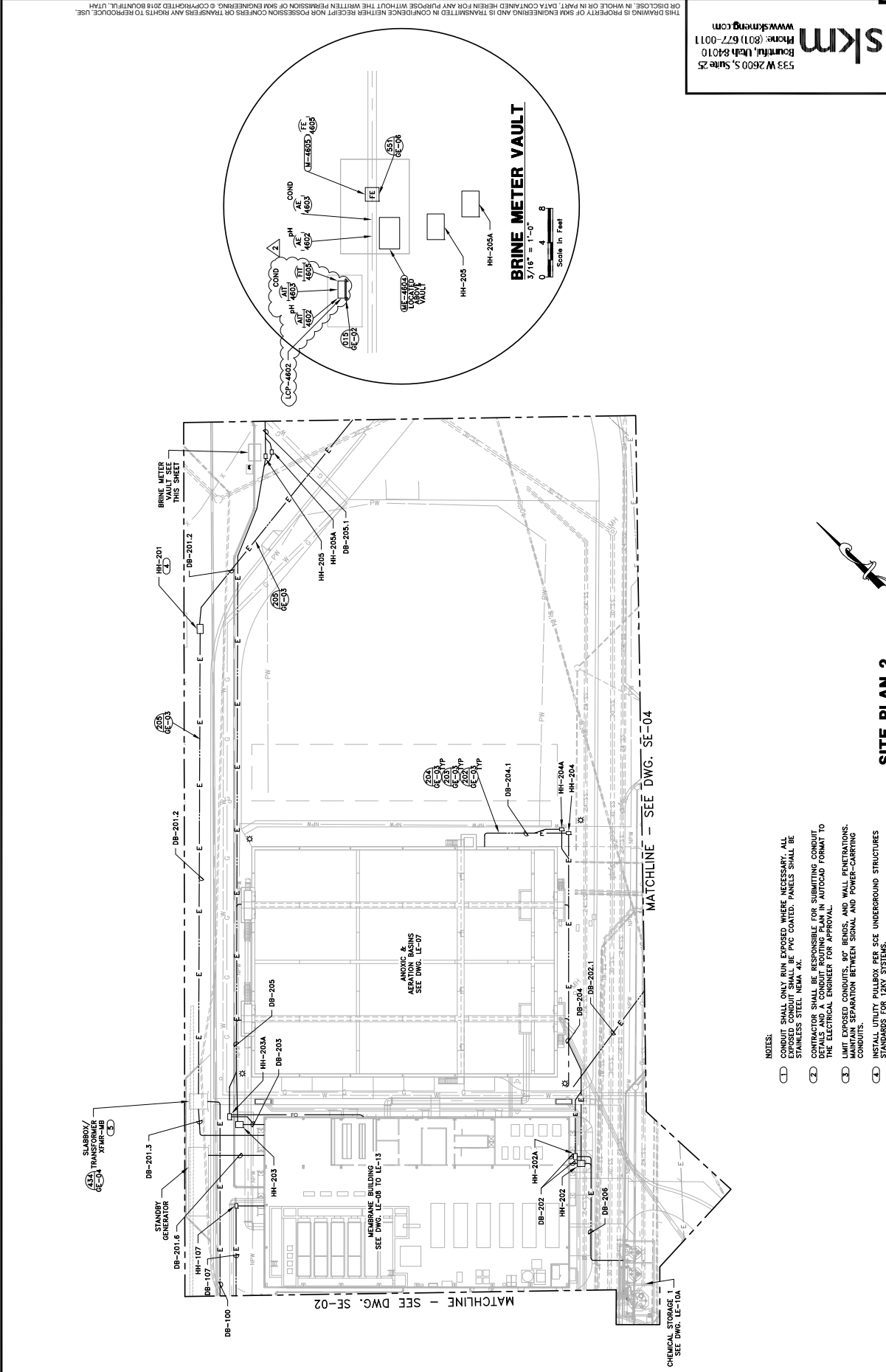
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| C         | 09/05/18 | MPJ    | DCL   | MPJ     |
| REVISIONS |          |        |       |         |
| 1         | 08/24/19 | MPJ    | DCL   | BB      |
| 2         | 12/02/19 | MPJ    | DCL   | MPJ     |

CITY OF BEAUMONT  
 SALT MITIGATION WWTFF UPGRADE  
 ELECTRICAL - SITE  
 SITE PLAN 2



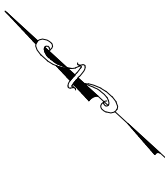
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- NOTES:**
- 1 CONDUIT SHALL ONLY RUN EXPOSED WHERE NECESSARY. ALL EXPOSED CONDUIT SHALL BE PVC COATED. PANELS SHALL BE STAINLESS STEEL NEMA 4X.
  - 2 CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING CONDUIT DETAILS AND A CONDUIT ROUTING PLAN IN AUTOCAD FORMAT TO THE ELECTRICAL ENGINEER FOR APPROVAL.
  - 3 LIMIT EXPOSED CONDUITS, 90° BENDS, AND WALL PENETRATIONS. MAINTAIN SEPARATION BETWEEN SIGNAL AND POWER-CARRYING CONDUITS.
  - 4 INSTALL UTILITY PULLBOX PER SCE UNDERGROUND STRUCTURES STANDARDS FOR TERT SYSTEMS.
  - 5 INSTALL 10' X 12' PRECAST SLAB BOX PER SCE UNDERGROUND STRUCTURES STANDARDS DETAIL S355S.

**SITE PLAN 2**  
 1:30  
 Scale In Feet  
 0 30 60



0 1/2 1  
 DRAWING IS TO SCALE  
 IF RING UP AS SHOWN  
 1" = FULL SCALE  
 1/2" = HALF SCALE

OF 172  
 -03

ORIGINAL

|           |          |        |         |
|-----------|----------|--------|---------|
| NO.       | DATE     | DESIGN | CHECKED |
| C         | 09/05/18 | MFD    | DCL     |
| I         | 12/02/19 | MFD    | BB      |
| REVISIONS |          |        |         |

CITY OF BEAUMONT  
SALT MITIGATION WWTPL UPGRADE  
ELECTRICAL - LAYOUT  
ANOXIC & AERATION BASINS PLAN



ALBERT A. WEBB & ASSOCIATES  
CIVIL ENGINEERS  
3788 MCCRAY STREET  
HOUSTON, TEXAS 77058  
PHONE (817) 286-1256  
FAX (817) 788-1256

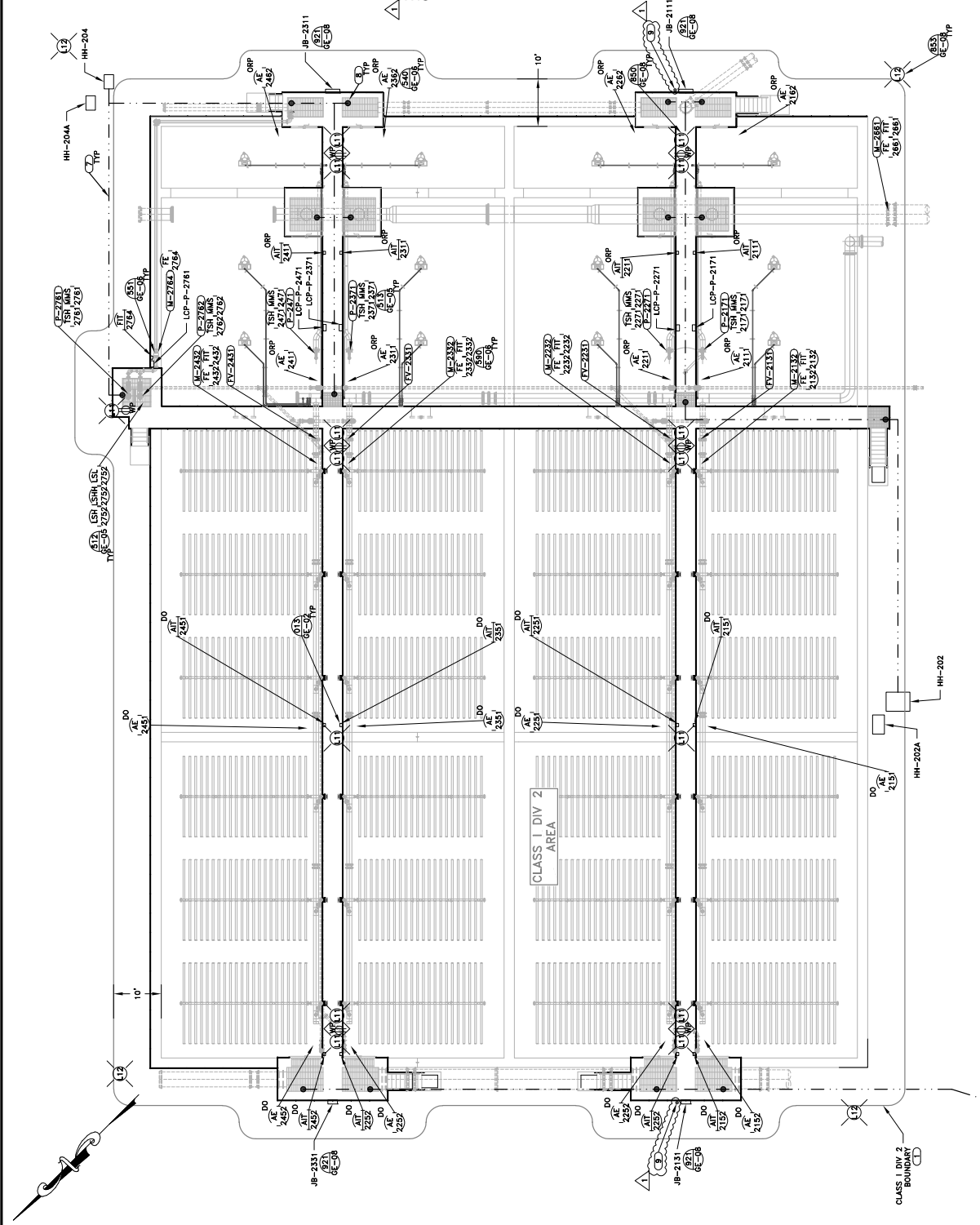
Item No. 16.

www.skimg.com  
533 W 2600 S, Suite 25  
Beaumont, Texas 77601  
Phone: (801) 677-0011

0 1/2 1  
DRAWING IS TO SCALE  
IF BAG UP ASSETS  
1" = FULL SCALE  
1/2" = HALF SCALE

- NOTES:**
- THE INTERIOR OF THE ANOXIC BASIN AND EXTENDING OUT TO FEET HORIZONTALLY AND 1.5 FEET VERTICALLY IS RATED CLASS 1, DIV2 (SEE SECTION 2305.1.1.1) AND THE ANOXIC BASIN AREA AND ALL ELECTRICAL COMPONENTS SHALL BE RATED CLASS 1, DIV 2. SEAL OFFS SHALL BE INSTALLED TO PREVENT CONTAMINATION OF THE UNCLASSIFIED SPACE SURROUNDING THIS AREA. ALL COMPONENTS SHALL BE CORROSION RESISTANT TO 100% RELATIVE HUMIDITY.
  - ALL EXPOSED CONDUITS AND FITTINGS SHALL BE PVC COATED GROUNDING BARS SHALL BE 3/8" DIA. CONDUIT SHALL ONLY RUN EXPOSED WHERE NECESSARY.
  - CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR SUBMITTING PLANS AND EQUIPMENT TO THE ELECTRICAL ENGINEER FOR APPROVAL.
  - LIMIT EXPOSED CONDUITS, 90° BENDS, AND WALL PENETRATIONS. MAINTAIN SEPARATION BETWEEN SIGNAL AND POWER-CARRYING CONDUITS.
  - MOUNT ALL LCP'S AND PANELS AT LEAST 3' ABOVE THE HIGHEST LIQUID LEVEL.
  - ALL ELECTRONIC DISPLAYS SUBJECT TO OUTDOOR EXPOSURE SHALL BE PROTECTED AS PER DETAIL 901.
  - CONTRACTOR TO KEEP APPROPRIATE SEPARATION BETWEEN 480VAC, 120VAC AND 240VAC IN ALL JUNCTION AND HAND HOLES.
  - GROUND GRID SHALL BE CONNECTED TO MAIN GROUND GRID THROUGH DUCT BANK SYSTEM.
  - BOND ALL BUILDING STEEL TO GROUND PER NEC.
  - INSTALL 2" MAST FOR WIRELESS ACCESS POINT (WAP SUPPLIED BY CITY.) SEE DETAIL 921 ON SHT. GE-08.

- ELECTRICAL LEGEND**
- BARCODE STANCHION MOUNTED 89W LED LIGHT, 120V, 16W WITH DIMMING CAPABILITY OR APPROVED EQUAL.
  - GE EVOLVE SERIES LED COBRA HEAD MODEL ER1-0-F2-D1-5-40-2-GRAY-F WITH 2 HEADS, OR APPROVED EQUAL.
  - DUPLEX OUTLET
  - WF- WEATHER-PROOF OUTLET GFCI PROTECTED.



**ANOXIC & AERATION BASINS PLAN**  
1/32" = 1'-0"  
Scale in Feet

|           |          |        |       |         |
|-----------|----------|--------|-------|---------|
| NO.       | DATE     | DESIGN | DRAWN | CHECKED |
| C         | 09/05/18 | MPJ    | DCL   | MPJ     |
| REVISIONS |          |        |       |         |
| 1         | 06/26/19 | MPJ    | DCL   | BB      |
| 2         | 12/02/19 | MPJ    | DCL   | MPJ     |

CITY OF BEAUMONT  
SALT MITIGATION WWTP UPGRADE  
ELECTRICAL - LAYOUT  
MEMBRANE BLDG-LIGHTING & HVAC PLAN 2

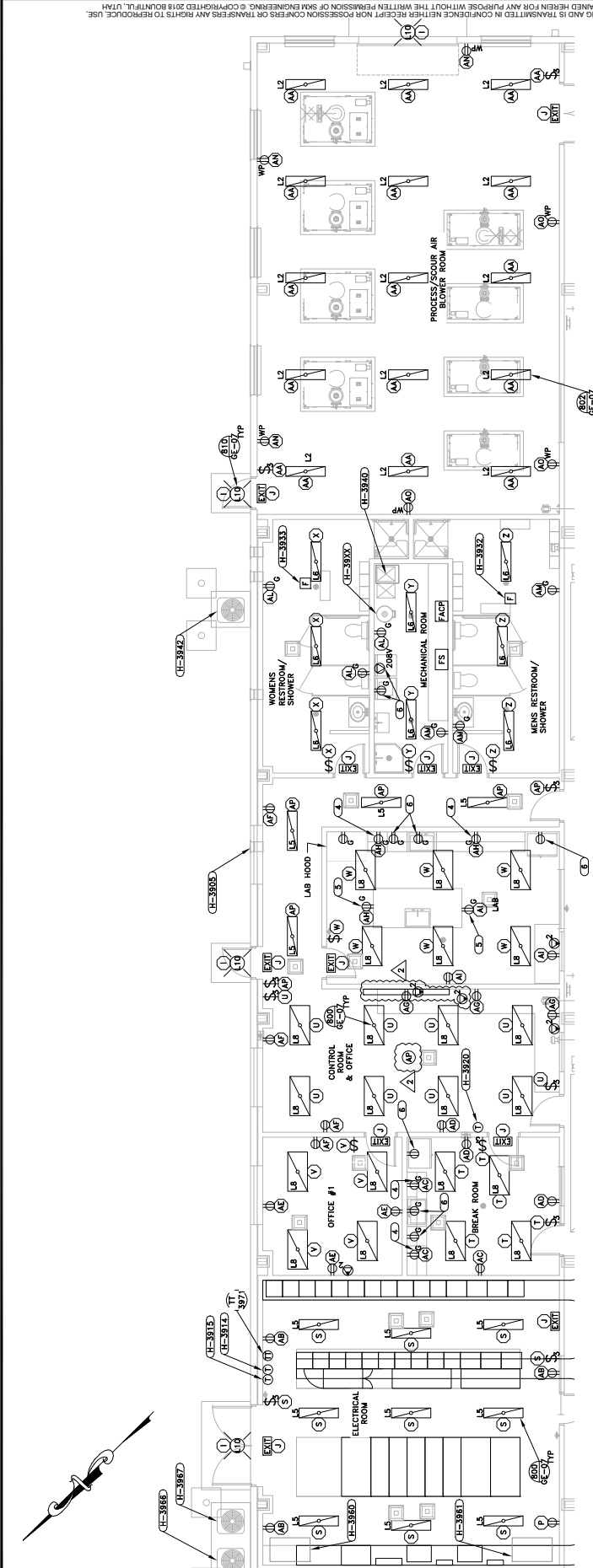
AQUA ENGINEERING  
533 W 2600 S, SUITE 275, BEAUMONT, TX 77601  
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BEAUMONT, TX 77608  
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Item No. 16.

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Beaumont, Texas 77601  
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0 1/2 1  
DRAWING IS TO SCALE  
IF BAG OF ASSURES  
1" = FULL SCALE  
1/2" = HALF SCALE



**MEMBRANE BLDG-LIGHTING & HVAC PLAN 2**

Scale in Feet  
0 4 8

- NOTES:
- CONDUIT SHALL ONLY BE EXPOSED WHERE NECESSARY. ALL EXPOSED CONDUIT SHALL BE GRS.
  - CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING CONDUIT DETAILS AND A CONDUIT ROUTING PLAN IN APPROVED FORMAT TO THE ELECTRICAL ENGINEER FOR APPROVAL.
  - UNITE EXPOSED CONDUITS, RT BRIMS, INS. WALL PENETRATIONS MAINTAIN SEPARATION BETWEEN SIGNAL AND POWER-CARRYING CONDUITS.
  - OUTLET MOUNTED AT 44" AFF.
  - OUTLET MOUNTED BELOW ISLAND COUNTER.
  - DEDICATED OUTLET FOR APPLIANCE.

**ELECTRICAL LEGEND**

- |  |  |  |      |  |                             |
|--|--|--|------|--|-----------------------------|
|  | DAY-BRITE 59W 1'x4' WET LOCATION LED FIXTURE WITH EMERGENCY DRIVER, MODEL ATSI-14-L0/940-D-EM/10WLP-DIM-UNY OR APPROVED EQUAL.           |  | EXIT |  | DUPLEX OUTLET               |
|  | H.E. WILLIAMS 39W 1'x4' LED FIXTURE WITH EMERGENCY AND DIMMING DRIVERS, MODEL ATSI-14-L0/940-D-EM/10WLP-DIM-UNY OR APPROVED EQUAL.       |  | WP   |  | 208V OUTLET GFCI PROTECTED. |
|  | H.E. WILLIAMS 34W 1'x4' LED FIXTURE WITH EMERGENCY AND DIMMING DRIVERS, MODEL ATSI-14-L40/940-D-EM/10WLP(L43)-DIM-UNY OR APPROVED EQUAL. |  | 208V |  | 208V OUTLET GFCI PROTECTED. |
|  | H.E. WILLIAMS 54W 2'x4' LED FIXTURE WITH MOTION/DAYLIGHT SENSOR, MODEL ATSI-24-L55/940-D-EM/10WLP(L48)-DIM-UNY OR APPROVED EQUAL.        |  | AP   |  | ACCESS POINT                |
|  | MAXLITE LED FULL CUTOFF 40W WALL LIGHT (SMALL PACK) WITH MOTION/DAYLIGHT SENSOR, MODEL MLLP40LED050S64 OR APPROVED EQUAL.                |  | WAP  |  | WIRELESS ACCESS POINT       |







|           |          |        |         |
|-----------|----------|--------|---------|
| NO        | DATE     | DESIGN | CHECKED |
| C         | 09/05/18 | MJD    | CCL     |
| REVISIONS |          |        |         |
| 1         | 08/14/19 | MJD    | CCL     |
| 2         | 10/11/19 | MJD    | CCL     |
| 3         | 12/02/19 | MJD    | BB      |

**CITY OF BEAUMONT**  
**SALT MITIGATION WTRP UPGRADE**  
**ELECTRICAL - CONDUITS AND DUCTBANKS**  
**CONDUIT SCHEDULE 9**



533 W 2600 S, SUITE 275, BEAUMONT, TX 77705  
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 BEAUMONT, TX 77705  
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 FX (951) 788-1256

**Item No. 16.**

**skm**  
 533 W 2600 S, Suite 25  
 Beaumont, Texas 77705  
 Phone: (801) 677-0011  
 www.skmeng.com

1 OF 172  
 0 1/2 1  
 DRAWING IS TO SCALE  
 UNLESS OTHERWISE NOTED  
 IF DIMENSIONS ARE SHOWN  
 1" = FULL SCALE  
 1/2" = HALF SCALE

| CONDUIT | SIZE | CONDUCTORS              | SERVICE | FROM    | TO     | COMBINED | DUCTBANKS       | NOTES                              |
|---------|------|-------------------------|---------|---------|--------|----------|-----------------|------------------------------------|
| F1001   | 2"   | 2 SHIELDED CAB          | COMMS   | SMGR-HW | CIC-HW |          |                 |                                    |
| F1002   | 1"   | 2 SHIELDED CAB          | COMMS   | MCC-HWT | CIC-HW |          |                 |                                    |
| F1003   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-HW  | CIC-HW |          |                 |                                    |
| F1004   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-HW  | CIC-HW |          |                 |                                    |
| F1005   | 2"   | 24.5 BRAND FIBER SM OSP | COMMS   | CIC-HW  | CIC-HW |          | 102, 38         | REUSE EXISTING CONDUITS PAST FH-38 |
| F1006   | 2"   | 24.5 BRAND FIBER SM OSP | COMMS   | CIC-HW  | CIC-HW |          | 103, 103.1, 107 |                                    |
| F1007   | 2"   | 2 SHIELDED CAB          | COMMS   | SMGR-HW | CIC-HW |          |                 |                                    |
| F1008   | 2"   | 2 SHIELDED CAB          | COMMS   | MCC-HWT | CIC-HW |          |                 |                                    |
| F1009   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-HW  | CIC-HW |          |                 |                                    |
| F1010   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-HW  | CIC-HW |          |                 |                                    |
| F1011   | 2"   | 2 SHIELDED CAB          | COMMS   | PLG-RO  | CIC-HW |          | 203, 205, 205.1 |                                    |
| F1012   | 2"   | 2 SHIELDED CAB          | COMMS   | CIC-HW  | ROG-SH |          | 202, 202.1      |                                    |
| F1013   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1014   | 2"   | 2 SHIELDED CAB          | COMMS   | PLG-OC  | MCC-SH |          |                 |                                    |
| F1015   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1016   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1017   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1018   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1019   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1020   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1021   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1022   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1023   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1024   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1025   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1026   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1027   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1028   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1029   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1030   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1031   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1032   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1033   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1034   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1035   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1036   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1037   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1038   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1039   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1040   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1041   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1042   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1043   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1044   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1045   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1046   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1047   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1048   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1049   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1050   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1051   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1052   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1053   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1054   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1055   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1056   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1057   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1058   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1059   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1060   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1061   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1062   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1063   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1064   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1065   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1066   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1067   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1068   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1069   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1070   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1071   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1072   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1073   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1074   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1075   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1076   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1077   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1078   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1079   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1080   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1081   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1082   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1083   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1084   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1085   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1086   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1087   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1088   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1089   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1090   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1091   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1092   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1093   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1094   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1095   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1096   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1097   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1098   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1099   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1100   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1101   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1102   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1103   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1104   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1105   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1106   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1107   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1108   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1109   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1110   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1111   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1112   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1113   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1114   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1115   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1116   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1117   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1118   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1119   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1120   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1121   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1122   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1123   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1124   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1125   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1126   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1127   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1128   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1129   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1130   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1131   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1132   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1133   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1134   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1135   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1136   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1137   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1138   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1139   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1140   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1141   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1142   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1143   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1144   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1145   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG-SH  | PLG-OC |          |                 |                                    |
| F1146   | 2"   | 2 SHIELDED CAB          | COMMS   | ROG     |        |          |                 |                                    |



**Wastewater Treatment Plant Salt Mitigation Upgrade Project**  
**Technical Justification:**

|   |                                     |
|---|-------------------------------------|
| PCO-36  |                                     |
| Design Adjustment:<br>WML COP-040.1   | RO CIP Skid Discharge Orifice Plate |
| <p><u>Reason for Design Changes:</u></p> <p>Design Engineer Initiated Change: The RO CIP Skid supplied by H2O Innovations is used to clean the RO membranes prolonging the life of the membranes. The pump which boost the pressure to the membranes along with being used to recirculate and mix the cleaning solution is also used to pump spent cleaning solution to waste. When used to waste cleaning solution a flow restriction plate is required to maintain back-pressure on the pump. The design engineer and equipment manufacturer have reviewed the pump curves and sized an orifice plate to meet the design curve conditions for this pumping condition.</p> <p><u>Design and Scope Changes:</u></p> <ul style="list-style-type: none"> <li>• W.M. Lyles shall procure and install an orifice plate pre-engineered by H2O Innovation and Aqua Engineering on the CIP skid discharge to waste piping system. Orifice plate shall be installed at the location shown on the revised drawing attached.</li> <li>• Cost proposal shall also include the cost for new gaskets and longer bolt hardware kit.</li> </ul> <p><u>Cost Impact:</u></p> <p>Design Engineer Aqua Engineering and equipment manufacturer H2O Innovation has previously negotiated the material costs of the orifice plate. MWHC has reviewed the contractor's 1<sup>st</sup> cost proposal requesting \$1,854.54 to perform the work. After review and negotiation, WML COP-040 was revised for a contract cost increase of \$1,183.92. MWHC recommends a contract cost increase to be executed in a change order for the sum of <b>\$1,183.92</b>.</p> |                                     |

CITY OF BEAUMONT WWTP SALT MITIGATION UPGRADE PROJECT

CHANGE ORDER PROPOSAL (COP) # 040.1  
(By Contractor)

|   |   |
|---|---|
| <b>To (Engineer/CM):</b><br>MWH Constructors<br>Attention: Charles Reynolds<br>Phone: 702-497-8024<br>Email: Charles.w.reynolds@stantec.com | <b>From (Contractor):</b><br>W.M. Lyles Co.<br>Attention: Oscar Mendoza<br>Phone: 619-565-6064<br>Email: omendoza@wmlylesco.com |
| <b>PCO/DCM No.:</b> DCM 025   |   |
| <b>Subject:</b> CIP Discharge Pump Orifice Plate  |   |
| <b>Reference Documents:</b> N/A   |   |
| <b>DESCRIPTION</b>  |   |
| This COP is for the purchase and installation of one Orifice Plate per DCM 25, CLAR 31. Thanks,   |   |
| <b>COST ESTIMATE</b>  |   |
| Total Cost : \$ 1,183.92 – see attached breakdown   |   |
| <b>SCHEDULE IMPACT</b>  |   |
| None  |   |
| <b>Received by MWH Constructors (Date):</b>   |   |

| RESPONSE            |              |
|---------------------|--------------|
|                     |              |
| <b>Response By:</b> | <b>Date:</b> |

Final Distribution: Juan C. Ahumada, W.M. Lyles Co.  
Brian Knoll, Webb Associates  
MWH Inspector

W. M. Lyles Co.  
 42142 Roick Drive  
 Temecula, CA 92590

Reference #: DCM 25  
 CLAR 31

Attention: Charles W. Reynolds

JOB LOCATION: City of Beaumont WWTP Salt Mitigation Upgrade Project

DESCRIPTION: CIP Discharge Pump Orifice Plate rev1

| Item:       |                                       | Unit | Total MH | Total MH Cost | Eq. Cost | Material  | Subcont. | Total Cost  |
|-------------|---------------------------------------|------|----------|---------------|----------|-----------|----------|-------------|
| 1           | CIP Discharge Pump Orifice Plate rev1 | 1 LS | 2        | \$ 152.99     | \$ -     | \$ 866.31 | \$ -     | \$ 1,019.30 |
| 2           |                                       | 1 LS | 0        | \$ -          | \$ -     | \$ -      | \$ -     | \$ -        |
| 3           |                                       | 1 LS | 0        | \$ -          | \$ -     | \$ -      | \$ -     | \$ -        |
|             |                                       | 1 LS | 0        | \$ -          | \$ -     | \$ -      | \$ -     | \$ -        |
| Total Costs |                                       |      | 2        | \$ 152.99     | \$ -     | \$ 866.31 | \$ -     | \$ 1,019.30 |

|                                |      |           |                 |
|--------------------------------|------|-----------|-----------------|
| Subtotal                       |      | \$        | 1,019.30        |
| Mark-up - Labor                | 15%  | \$        | 22.95           |
| Mark-up - Equipment            | 15%  | \$        | -               |
| Mark-up - Materials            | 15%  | \$        | 129.95          |
| Mark-up - Subcontractor        | 5%   | \$        | -               |
| Bond                           | 1.0% | \$        | 11.72           |
| <b>Total This Change Order</b> |      | <b>\$</b> | <b>1,183.92</b> |

Comments:



**City of Beaumont WWTP Salt Mitigation Upgrade Project**  
**CIP Discharge Pump Orifice Plate rev1**

*Item No. 16.*

**A. Labor**

| Description   | Lab Pipe FM |    |    | Lab Pipe |    |    | Operator |    |    | Carp FM |    |    | Carp |    |    | Lab |    |    | Cement Mason |    |    |
|---|-------------|----|----|----------|----|----|----------|----|----|---------|----|----|------|----|----|-----|----|----|--------------|----|----|
|   | ST          | PT | DT | ST       | PT | DT | ST       | PT | DT | ST      | PT | DT | ST   | PT | DT | ST  | PT | DT | ST           | PT | DT |
| Unbolt Existing Piping, Install Orifice Plate & Re-install Piping | 1           |    |    | 1        |    |    |          |    |    |         |    |    |      |    |    |     |    |    |              |    |    |
|   |             |    |    |          |    |    |          |    |    |         |    |    |      |    |    |     |    |    |              |    |    |
|   |             |    |    |          |    |    |          |    |    |         |    |    |      |    |    |     |    |    |              |    |    |
|   |             |    |    |          |    |    |          |    |    |         |    |    |      |    |    |     |    |    |              |    |    |
|   |             |    |    |          |    |    |          |    |    |         |    |    |      |    |    |     |    |    |              |    |    |
|   |             |    |    |          |    |    |          |    |    |         |    |    |      |    |    |     |    |    |              |    |    |
|   |             |    |    |          |    |    |          |    |    |         |    |    |      |    |    |     |    |    |              |    |    |
|   |             |    |    |          |    |    |          |    |    |         |    |    |      |    |    |     |    |    |              |    |    |
|   | 1           | 0  | 0  | 1        | 0  | 0  | 0        | 0  | 0  | 0       | 0  | 0  | 0    | 0  | 0  | 0   | 0  | 0  | 0            | 0  | 0  |

| Name                 | Rate    |    |          | Hours    |    |    | Extension |                 |
|----------------------|---------|----|----------|----------|----|----|-----------|-----------------|
|                      | ST      | PT | DT       | ST       | PT | DT |           |                 |
| Lab Pipe FM          | \$77.80 |    | \$103.90 | \$129.98 | 1  | 0  | 0         | \$77.80         |
| Lab Pipe             | \$75.19 |    | \$99.97  | \$124.75 | 1  | 0  | 0         | \$75.19         |
| Operator             | \$96.33 |    | \$128.99 | \$161.66 | 0  | 0  | 0         | \$0.00          |
| Carp FM              | \$85.03 |    | \$115.33 | \$145.63 | 0  | 0  | 0         | \$0.00          |
| Carp                 | \$81.11 |    | \$109.45 | \$137.79 | 0  | 0  | 0         | \$0.00          |
| Lab                  | \$71.72 |    | \$94.78  | \$117.82 | 0  | 0  | 0         | \$0.00          |
| Cement Mason         | \$78.05 |    | \$102.25 | \$126.45 | 0  | 0  | 0         | \$0.00          |
| 0                    | \$0.00  |    | \$0.00   | \$0.00   | 0  | 0  | 0         | \$0.00          |
| 0                    | \$0.00  |    | \$0.00   | \$0.00   | 0  | 0  | 0         | \$0.00          |
|                      |         |    |          |          | 2  | 0  | 0         |                 |
| <b>Total Labor =</b> |         |    |          |          |    |    |           | <b>\$152.99</b> |

**B. Equipment**

| Description   | 17.12 | 32.037 | 31.028 | 30.048 | 20.041 | 77.02 | 14.037 |
|---|-------|--------|--------|--------|--------|-------|--------|
| Unbolt Existing Piping, Install Orifice Plate & Re-install Piping |       |        |        |        |        |       |        |
|   |       |        |        |        |        |       |        |
|   |       |        |        |        |        |       |        |
|   |       |        |        |        |        |       |        |
|   | 0     | 0      | 0      | 0      | 0      | 0     | 0      |

| Number                   | Description                                     | Rate     | Hours | Extension     |
|--------------------------|---|----------|-------|---------------|
| 17.12                    | Foreman Truck                                   | \$29.60  | 0     | \$0.00        |
| 32.037                   | Reachlift XtremeXR1055                          | \$58.61  | 0     | \$0.00        |
| 31.028                   | Hydro Crane - 80 TonLink BeltRTC-8080 II 80 Ton | \$164.01 | 0     | \$0.00        |
| 30.048                   | Loader Backhoe 410John Deere410L                | \$64.30  | 0     | \$0.00        |
| 20.041                   | ExcavatorJohn Deere350GLC                       | \$151.12 | 0     | \$0.00        |
| 77.02                    | Scissor LiftJLG2646ES                           | \$20.04  | 0     | \$0.00        |
| 17                       | Foreman Truck                                   | \$29.60  | 0     | \$0.00        |
|                          |   |          | 0     |               |
| <b>Total Equipment =</b> |   |          |       | <b>\$0.00</b> |

**C. Materials**

|                         | Quantity | Unit | Price     | Extension       |
|-------------------------|----------|------|-----------|-----------------|
| Orifice Plate           | 1        | ea   | \$ 634.00 | \$634.00        |
| Replacement Gaskets     | 3        | ea   | \$ 15.00  | \$45.00         |
| New Bolt Kit            | 1        | ea   | \$ 125.00 | \$125.00        |
| Tax                     |          |      | 7.750%    | \$62.31         |
| Freight                 | 1        | EA   | \$ -      | \$0.00          |
| <b>Total Material =</b> |          |      |           | <b>\$866.31</b> |

**D. Subcontractor**

| Quantity                   | Unit | Price | Extension     |
|----------------------------|------|-------|---------------|
|                            |      |       | \$0.00        |
| <b>Total Subcontract =</b> |      |       | <b>\$0.00</b> |

**CITY OF BEAUMONT WASTE WATER TREATMENT PLANT  
SALT MITIGATION UPGRADE PROJECT**

**CLARIFICATION 31**

|   |                               |
|---|-------------------------------|
| <b>To (Construction Manager):</b> Stantec<br>Attention: Charles Reynolds<br>Phone: 702-497-8024<br>Email: Charles.w.reynolds@stantec.com  |                               |
| <b>From (Engineer):</b> AQUA Engineering<br>Attention: Boris Petkovic<br>Phone: 801-299-1327<br>Email: boris.petkovic@aquaeng.com   |                               |
| <b>Subject:</b> RO CIP Pump Discharge Orifice Plate   | <b>Location:</b> MBR Building |
| <b>Reference Documents:</b> Drawing MBM-22  |                               |
| <b>CLARIFICATION</b>  |                               |
| <p><b>Note the following:</b></p> <p>In order to ensure proper CIP pump operation by maintaining required discharge back pressure an orifice plate needs to be fabricated and installed as noted in the attached drawing. H2O will fabricate the orifice plate to ensure that adequate back pressure is maintained. Attached is the proposed cost to fabricate the orifice plate.</p> |                               |
| <b>Prepared By (Name):</b> Boris Petkovic, AQUA Engineering   | <b>Date:</b> 4/07/2020        |
| <b>Distributed By:</b>  | <b>Date:</b>                  |

CAL 05/06/2019 X:\Beaumont\Salt Mitigation WWP Upgrade WEBB\70227\Drafting\WBR BLDG\MBM-21\_22,23,24.dwg

Item No. 16.

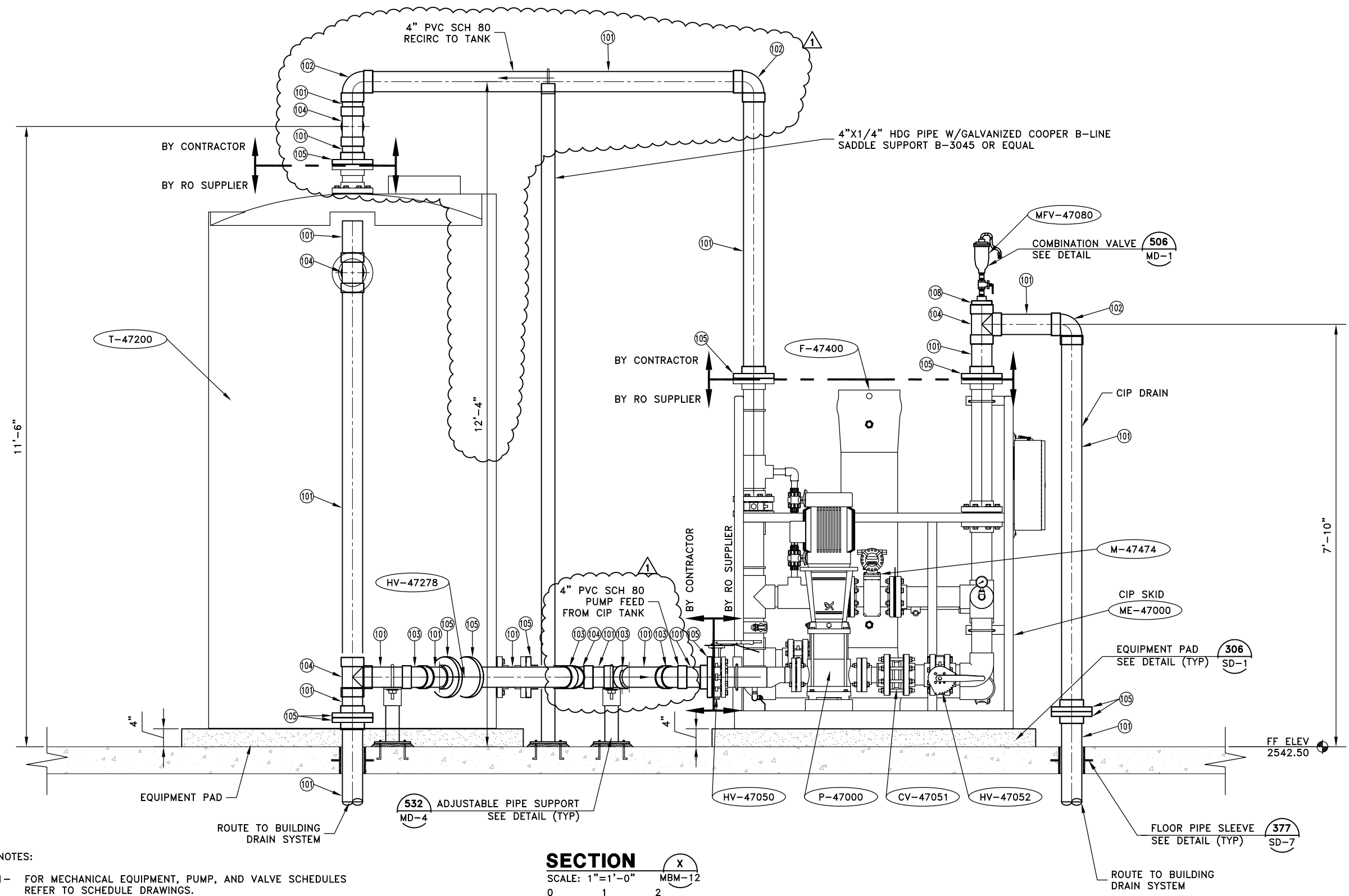
|     |          |        |    |          |
|-----|----------|--------|----|----------|
| NO. | DATE     | DESIGN | BY | REVISION |
| C   | 09/05/18 |        | BP |          |
| 1   | 04/22/19 |        | BP |          |

CITY OF BEAUMONT  
SALT MITIGATION WWP UPGRADE  
MEMBRANE BUILDING  
SECTION



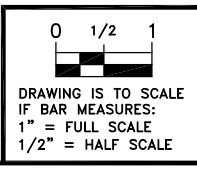
ALBERT A. WEBB  
CIVIL ENGINEERS  
3788 McCRAV STREET  
RIVERSIDE CA 92506  
PH. (951) 686-1070  
FAX (951) 788-1256  
ASSOCIATES  
ENGINEERING CONSULTANTS

593 W. 2600 S. SUITE 275, BOUNTIFUL, UT 84010  
PHONE (801) 299-1327 FAX (801) 299-0153



- NOTES:
- 1- FOR MECHANICAL EQUIPMENT, PUMP, AND VALVE SCHEDULES REFER TO SCHEDULE DRAWINGS.
  - 2- REFER TO OWNER SELECTED EQUIPMENT SECTION OF TECHNICAL SPECIFICATIONS FOR COMPLETE RO EQUIPMENT SCOPE OF SUPPLY.
  - 3- FOR PIPING SCHEDULE REFER TO DRAWING MBM-30.

**SECTION** X  
SCALE: 1"=1'-0" MBM-12  
Scale in Feet



THIS DRAWING IS PROPERTY OF AQUA ENGINEERING INC. AND IS TRANSMITTED IN CONFIDENCE NEITHER RECEIPT NOR POSSESSION CONFERS OR TRANSFERS ANY RIGHTS TO REPRODUCE, USE, OR DISCLOSE, IN WHOLE OR IN PART, DATA CONTAINED HEREIN FOR ANY PURPOSE WITHOUT THE WRITTEN PERMISSION OF AQUA ENGINEERING INC. © COPY/RIGHTED 2016 BOUNTIFUL, UTAH

SHEET  
**MBM-22**



1048 La Mirada Court  
 Vista, CA 92081  
 (760) 598-2206

DATE: 27-Feb-20

Quote No : CO-009

**Quote**

**Client :** Administrator, City of Beaumont  
 Client PO# : \_\_\_\_\_  
 Contact : Amer Jakher  
 Project MR#: \_\_\_\_\_  
 City : Beaumont, CA  
 Country : USA  
 Telephone : 951 769 8520

**Project Information:**  
 Project Name: City of Beaumont RO System  
 Project Number: U18865  
 Location: Beaumont, CA  
 Client : City of Beaumont  
 Contact : [borisp@aguaeng.com](mailto:borisp@aguaeng.com)

| Quantity                 | Unit | Description   | Unit price | Amount           |
|--------------------------|------|---|------------|------------------|
|                          |      | Orifice plate for Beaumont CIP to drain line. This includes orifice plate and labor to machine it, engineering to size it, drafting to update drawings and project management. Shipping included.   | \$ 634.00  | \$ 634.00        |
|                          |      | Price does not include any material goods in addition to the orifice plate (no flanges or gaskets are included).  |            |                  |
|                          |      | At this time, H2O does not feel that this change will cause a delay in the construction of the project and are therefore, not requesting an extension to the Contract Time. However, H2O reserves the right to review the impact of this change along with all other changes on the Contract Time at a future date. |            |                  |
| <b>Total without tax</b> |      |   |            | <b>\$ 634.00</b> |
| <b>Admin fee</b>         |      |   |            | <b>\$ -</b>      |
| <b>TOTAL</b>             |      |   |            | <b>\$ 634.00</b> |

\*Please note that taxes are not included and will be added as applicable

**Payment**  
 As per existing contract  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**Prepared by**  
 Dan Dragland  
 2/27/2020  
 Date Signature

**Authorized by**  
 \_\_\_\_\_  
 Date Signature

**Notes**  
 \_\_\_\_\_  
 \_\_\_\_\_



## Staff Report

**TO:** Mayor, and City Council Members  
**FROM:** Kristine Day, Assistant City Manager  
**DATE:** April 21, 2020  
**SUBJECT:** **Wastewater Treatment Plant Expansion/Renovation and Brine Pipeline Installation Project Status Update**

---

### **Background and Analysis:**

#### Reach 1

- The contractor has completed all pipe installation and testing on this reach;
- Total pipeline installed for Reach One is 66,440 linear feet of brine line;
- Over the next three weeks the contractor will finish out paving restoration, record drawings and final accounting;
- Contractor has requested 50 inclement weather days to date; and
- The three week look ahead schedule is included as an attachment to this report (Attachment A).

#### Reach 2

- The contractor has completed pipe installation on a majority of the line with the exception of the directional drill, jack and bore and the cast in place vaults on E Street in the City of San Bernardino;
- During mobilization for the directional drill, the project encountered delays as a result of possible bird nesting but was eventually cleared for construction. At the time the driller received clearance, the project experienced 7 days of rain. This placed an approximately 3 week delay to the schedule;
- Pending any weather or environmental issues, the above work should be completed in 8-10 weeks;
- Approximately 50,832 linear feet of brine line has been installed to date;
- Contractor has requested 22 inclement weather days to date (pending updated request from the contractor); and
- The three week look ahead schedule is included as an attachment to this report (Attachment B).

Approved Change Orders:

| CO No.                                      | Contractor         | Description  | Reason for Change  | Amount  |
|---|--------------------|--|--|---|
| 1<br>(Potrero CO 10)                        | Ortiz              | Brine Line Improvements (Pre-Authorized)   | Addition of 12" Brine Line During Construction   | \$238,615.70  |
| 2 (Potrero CO 11)                           | Ortiz              | Brine Line Improvements (Remaining Work) (Force Account)                                     | Addition of 12" Brine Line During Construction   | \$324,043.15<br>Not to Exceed but direct to Force Account |
| 3   | Weka, Inc.         | Brine Line Improvements Potrero Boulevard – 4 <sup>th</sup> Street                           | Addition of 12" Brine Line During Construction   | \$646,482.65  |
| 4   | Weka, Inc.         | County of Riverside Encroachment Permit Credit   | City Paid Fee for Encroachment   | (\$45,460.00)   |
| 5   | Weka, Inc.         | Potrero Bridge / Caltrans Right-of-Way   | Brine Line Installation Requirements   | \$110,394.90  |
| 6   | Weka, Inc.         | Changes and Modifications to Brine Line Installation on 4 <sup>th</sup> Street & Potrero Rd. | Drain Installation, Add Vent Line to MH, and 4 <sup>th</sup> Street Brine Line Changes | \$12,821.87   |
| 7   | T.E. Roberts, Inc. | Unknown Utility Crossings and Associated Potholing   | Additional Potholes Not on Plans   | \$14,300.00   |
| 8   | Weka, Inc.         | Heartland Parkway and Potrero Boulevard Site Condition Restorations                          | Site Condition Changes   | \$41,076.93   |
| <b>Brine Line Contingency Budget Amount</b> |                    | <b>Budget Amount</b>   | <b>Change Orders 1-8</b>   | <b>Remaining</b>  |
|   |                    | <b>\$2,600,000.00</b>  | <b>\$1,342,275.20</b>  | <b>\$1,257,724.80</b>                                     |

Permit fees accrued to date are:

| <b>Agency</b>                            | <b>Description</b>                                 | <b>Amount</b>       |
|--|--|---------------------|
| City of San Bernardino                   | Brine Line Encroachment Permit                     | \$682.50            |
| Riverside County Tax Collection          | Permit for Brine Line                              | \$2,000.00          |
| Union Pacific Railroad (UPRR)            | Pipeline Crossing Agreement & Encroachment Permit  | \$98,655.00         |
| San Bernardino Flood Control             | Brine Line Encroachment Permit                     | \$9,539.00          |
| San Bernardino Flood Control             | 408 Permit   | \$59,489.00         |
| City of Redlands                         | Plan Check Fees                                    | \$2,500.00          |
| City of Loma Linda                       | Plan Check Fee for Brine Line                      | \$13,000.00         |
| SAWPA                                    | Brine Line Encroachment Permit Deposit             | \$20,000.00         |
| County of San Bernardino                 | CEQA Environmental Filing Fee                      | \$50.00             |
| Riverside County – Paid by Weka          | Permit for Brine Lin – Supplemental Inspection Fee | \$45,460.00         |
| California Department of Fish & Wildlife | 1602 Permit  | \$5,145.75          |
| State Water Resources Control Board      | 401 WQC  | \$24,197.00         |
| Various Monitoring Required by EIR       | Paid Hourly  | \$250,000.00        |
| Southern California Edison               | Permit   | \$6,951.84          |
| <b>Total</b>                             |  | <b>\$537,670.09</b> |

The project accounting for the Brine Line Project is as follows:

| <b>Brine Line</b>       | <b>Budget Amount</b>   | <b>Actual</b>          | <b>Remaining</b>      |
|-------------------------|------------------------|------------------------|-----------------------|
| Design                  | \$2,082,357.37         | \$1,788,016.13         | \$294,341.25          |
| Construction Management | \$3,544,265.76         | \$2,618,075.52         | \$926,190.24          |
| Permit                  | \$508,240.25           | \$278,131.09           | \$230,109.16          |
| Construction            | \$31,896,226.35        | \$27,735,705.30        | \$4,160,521.05        |
| Contingency             | \$2,600,000.00         | \$1,342,275.20         | \$1,257,724.80        |
| <b>Total</b>            | <b>\$40,631,089.73</b> | <b>\$33,762,203.24</b> | <b>\$6,868,886.50</b> |

**Wastewater Treatment Plant Expansion/Renovation Project:**

- The contractor’s scope of work for the next three weeks can be seen on the three week look ahead;
- This project has experienced several delays related to Covid-19 and power connection. SEC is actively working on the power connection with a multitude of crews. Fibercast, the membrane manufacturer, is experiencing workforce issues and thus delays as a result of COVID-19. The construction team is communicating weekly and adjusting plans as needed. First 6 membranes are expected to ship the first week of May;
- As COVID-19 continues to challenge areas around the world, the construction team is spinning up remote/virtual training now so the plant startup can continue to happen in the event travel worldwide or domestically is limited;
- The contractor as well as consultants and staff are taking every precaution to limit exposure to COVID-19 and a possible job shut down due to infection. These include health checks by the contractor for their staff and subs, limiting meetings to remote only, tracking of staff/contractors in the event of exposure for tracing, and face coverings;
- Contractor has requested 51 inclement weather days to date; and
- The three week look ahead schedule is attached for review (Attachment C).



Approved Change Orders:

| <b>CO No.</b> | <b>Description</b>   | <b>Reason for Change</b>  | <b>Amount</b>   |
|---------------|--|---|-----------------|
| 1             | MBR System Improvements  | Enhance the performance of MBR System                               | \$149,741.00    |
| 2             | RO System Electrical Modifications & Storm Drain System Material Change  | Design & Material Updates   | (\$245.00)      |
| 3             | New Aeration Basin 1 through 3 Excavation  | Conflict with Existing Utilities                                    | \$19,998.00     |
| 4             | Structural and Mechanical Modifications  | Pre-Selected Submittals   | \$57,450.64     |
| 5             | Vactor Truck Dump Station Modifications  | Conflict with Utilities   | NTE \$15,000.00 |
| 6             | EDI/Fine Coarse Bubble Diffuser Equipment  | Design Change   | \$24,298.00     |
| 7             | Various Changes – MBR/RO Structural, Site civil & Headworks SCADA Design Modifications   | Design Change   | \$59,167.49     |
| 8             | Various Changes – Demolition, Piping Realignment, Material Change, and Electrical Actuated Valve Voltage Change  | Unforeseen Conditions and Value Engineering                         | \$6,067.00      |
| 9             | Various Changes – Solids Handling Bldg. conveyor Capacity Increase, Electrical Yard Vault Cover Changes, Additional Pothole Investigation and Existing Duct Bank Removal, and Yard Utilities | Design Changes, Conflict with Construction, Owner Requested Changes | \$138,531.73    |
| 10            | MBR Chemical Area Changes & Other Misc. Changes and Inclement Weather Impact Nov-18 to May-19  | Owner Requested Changes & Inclement Weather                         | \$596,031.05    |
| 11            | Frontier Internet Provider Duct Bank Modifications, 30-inch MBR & 20-inch Plant Effluent Pipeline Elevation and Alignment Modifications, Additional Safety Required                          | Design Changes & Conflict with Construction                         | \$81,128.29     |

|                         |  |   |                       |
|-------------------------|--|---|-----------------------|
|                         | Handrail at Retaining Wall and Generator   |   |                       |
| 12                      | RO-Sulfuric Acid Chemical Piping Material Change, Solids Feed Pump TE/TSH Thermocouple Elements, Solids Handling Bldg. Changes | Design Changes, Owner Requested Changes | \$91,417.26           |
| 13                      | Plant Effluent Chemical Area Changes   | Owner Requested Changes                 | \$404,821.33          |
| 14                      | ADA Compliance Men's – Women's Restroom Modifications & SCE Required Additional 4/0 Ground Cable                               | Design Changes & SCE Requirements       | \$12,311.12           |
| <b>WWTP Contingency</b> | <b>Budget Amount</b>   | <b>Change Orders 1-14</b>               | <b>Remaining</b>      |
|                         | <b>\$4,000,000.00</b>  | <b>\$1,655,717.91</b>                   | <b>\$2,344,282.09</b> |

The project accounting for the Wastewater Treatment Plant Project is as follows:

| <b>WWTP</b>             | <b>Budget Amount</b>   | <b>Paid to Date</b>    | <b>Remaining</b>       |
|-------------------------|------------------------|------------------------|------------------------|
| Design                  | \$2,709,798.23         | \$2,556,828.66         | \$152,969.57           |
| Construction Management | \$5,308,585.72         | \$3,196,897.65         | \$2,111,688.07         |
| Equipment               | \$252,906.00           | \$253,362.91           | (\$456.91)             |
| Permits                 | \$324,776.76           | \$87,429.79            | \$237,346.97           |
| Construction            | \$53,912,177.00        | \$32,254,972.71        | \$21,657,204.29        |
| Contingency             | \$4,000,000.00         | \$907,213.21           | \$3,092,786.79         |
| <b>Total</b>            | <b>\$66,508,243.71</b> | <b>\$39,256,704.93</b> | <b>\$27,251,538.78</b> |

**Fiscal Impact:**

No additional fiscal impacts beyond the project budget.

**Recommended Action:**

Receive and file the project updates.

**Attachments:**

- A. Brine Line Reach 1 – 3 Week Schedule

- B. Brine Line Reach 2 – 3 Week Schedule
- C. WWTP – 3 Week Schedule



**BEAUMONT BRINE LINE DISPOSAL - REACH 2  
T.E. ROBERTS LOOK AHEAD SCHEDULE**

| MONDAY<br>4/13/2020        | TUESDAY<br>4/14/2020       | WEDNESDAY<br>4/15/2020     | THURSDAY<br>4/16/2020      | FRIDAY<br>4/17/2020        | Item No. 17.         |                    |
|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------|--------------------|
| SAN TIMOTEO CANYON         | SAN TIMOTEO CANYON         | SAN TIMOTEO CANYON         | SAN TIMOTEO CANYON         | SAN TIMOTEO CANYON         |                      |                    |
| DIRECTIONAL DRILL          | DIRECTIONAL DRILL          | DIRECTIONAL DRILL          | DIRECTIONAL DRILL          | DIRECTIONAL DRILL          |                      |                    |
| REDLANDS BLVD              | REDLANDS BLVD              | REDLANDS BLVD              | REDLANDS BLVD              | REDLANDS BLVD              |                      |                    |
| PIPE INSTALL               | PIPE INSTALL               | PIPE INSTALL               | PIPE INSTALL               | PIPE INSTALL               |                      |                    |
| MONDAY<br>4/20/2020        | TUESDAY<br>4/21/2020       | WEDNESDAY<br>4/22/2020     | THURSDAY<br>4/23/2020      | FRIDAY<br>4/24/2020        |                      |                    |
| SAN TIMOTEO CANYON         | SAN TIMOTEO CANYON         | SAN TIMOTEO CANYON         | SAN TIMOTEO CANYON         | SAN TIMOTEO CANYON         |                      |                    |
| DIRECTIONAL DRILL          | DIRECTIONAL DRILL          | DIRECTIONAL DRILL          | DIRECTIONAL DRILL          | DIRECTIONAL DRILL          |                      |                    |
| E STREET @ BRIDGE CROSSING | E STREET @ BRIDGE CROSSING | E STREET @ BRIDGE CROSSING | E STREET @ BRIDGE CROSSING | E STREET @ BRIDGE CROSSING |                      |                    |
| VAULT EXCAVATION & INSTALL | VAULT EXCAVATION & INSTALL | VAULT EXCAVATION & INSTALL | VAULT EXCAVATION & INSTALL | VAULT EXCAVATION & INSTALL |                      |                    |
| REDLANDS BLVD              | REDLANDS BLVD              | REDLANDS BLVD              | SAN TIMOTEO CHANNEL        | SAN TIMOTEO CHANNEL        |                      |                    |
| MANHOLES & BASE PAVING     | MANHOLES & BASE PAVING     | MANHOLES & BASE PAVING     | BORE PIT EXCAVATION        | BORE PIT EXCAVATION        |                      |                    |
| MONDAY<br>4/27/2020        | TUESDAY<br>4/28/2020       | WEDNESDAY<br>4/29/2020     | THURSDAY<br>4/30/2020      | FRIDAY<br>5/1/2020         | SATURDAY<br>5/2/2020 | SUNDAY<br>5/3/2020 |
| SAN TIMOTEO CANYON         | SAN TIMOTEO CANYON         | SAN TIMOTEO CANYON         | SAN TIMOTEO CANYON         | SAN TIMOTEO CANYON         |                      |                    |
| DIRECTIONAL DRILL          | DIRECTIONAL DRILL          | DIRECTIONAL DRILL          | DIRECTIONAL DRILL          | DIRECTIONAL DRILL          |                      |                    |
| E STREET @ BRIDGE CROSSING | E STREET @ BRIDGE CROSSING | E STREET @ BRIDGE CROSSING | E STREET @ BRIDGE CROSSING | E STREET @ BRIDGE CROSSING |                      |                    |
| VAULT EXCAVATION & INSTALL | VAULT EXCAVATION & INSTALL | VAULT EXCAVATION & INSTALL | VAULT EXCAVATION & INSTALL | VAULT EXCAVATION & INSTALL |                      |                    |
| SAN TIMOTEO CHANNEL        | SAN TIMOTEO CHANNEL        | SAN TIMOTEO CHANNEL        | SAN TIMOTEO CHANNEL        | SAN TIMOTEO CHANNEL        |                      |                    |
| BORE PIT EXCAVATION        | BORE PIT EXCAVATION        | BORE PIT EXCAVATION        | BORE PIT EXCAVATION        | BORE PIT EXCAVATION        |                      |                    |

**STATUS OF THE FOLLOWING:**

|                    |  |
|--------------------|--|
| E STREET CONFLICTS | PROBLEM WITH EXISTING SUBSURFACE ROAD, VAULT, TRAFFIC CONTROL CITY OF SAN BERNARDINO - TER TO TRACK EXTRA WORK |
|--------------------|--|

| Week of 04-10-2020  |                    |                | Previous Week |          |          |           |           |            |           | Week 1    |           |            |           |            |           |           | Week 2    |            |           |            |           |           |           | Week 3     |          |           |  |  |  |
|---|--------------------|----------------|---------------|----------|----------|-----------|-----------|------------|-----------|-----------|-----------|------------|-----------|------------|-----------|-----------|-----------|------------|-----------|------------|-----------|-----------|-----------|------------|----------|-----------|--|--|--|
| Description   | Activity ID        | Responsibility | M<br>4/6      | T<br>4/7 | W<br>4/8 | TH<br>4/9 | F<br>4/10 | Sa<br>4/11 | M<br>4/13 | T<br>4/14 | W<br>4/15 | TH<br>4/16 | F<br>4/17 | Sa<br>4/18 | M<br>4/20 | T<br>4/21 | W<br>4/22 | TH<br>4/23 | F<br>4/24 | Sa<br>4/25 | M<br>4/27 | T<br>4/28 | W<br>4/29 | TH<br>4/30 | F<br>5/1 | Sa<br>5/2 |  |  |  |
| <b>Yard/Site Piping/Demo</b>                                  |                    |                |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Install Ductbank 204  | 4540               | Southern       | Rain Out      | Rain Out | Rain Out | Rain Out  | Rain Out  |            | Rain Out  |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Install Fiber Optic   | 4480 / 4595 / 4675 | Southern       | Rain Out      | Rain Out | Rain Out | Rain Out  | Rain Out  |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Install Potable Water Line                                    | 4195               | WML-Ernesto    |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Install NPW   | 4225               | WML-Ernesto    | Rain Out      | Rain Out | Rain Out | Rain Out  | Rain Out  |            | Rain Out  |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| <b>Headworks Screen</b>                                       |                    |                |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Install FRP Grating   | 6075               | WML-Armando    |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Install Media - Odor Control                                  | 6210               | WML-Armando    |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Manufacturers Start Up and Test Washer Compactor              | 21010              | WML-Martin     |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| <b>Grit Chamber</b>   |                    |                |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Install FRP Grating   | 7115               | WML-Armando    |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| <b>Influent Pump Station</b>                                  |                    |                |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Set-Up/Install IPS Bypass                                     | 8050               | WML-Ernesto    |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Mech Demo   | 5050               | WML-Ernesto    |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Electrical Safe-off   | 5002               | Southern       |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| <b>Fine Screens</b>   |                    |                |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Install FRP Grating   | 9095               | WML-Armando    |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Install Media - Odor Control                                  | 9120               | WML-Armando    |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| <b>MBR Building</b>   |                    |                |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Metal Building Assembly / Punchlist                           | 12200              | G&W            |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Install Lighting & Devices                                    | 12555              | Southern       |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Pull Wire - Areas 1,2 & 3 / Terminate                         | 12460 / 12590      | Southern       |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Install Cabinets at Laboratory and Break Room                 | 12420              | Cabinetry      |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Install Tile and Flooring                                     | 12435              | Commtrac       |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Small Diameter Pipe and Struts Supports Installation          | 12385              | WML-Martin     |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Coat Above Ground Piping                                      | 12480              | Parada         |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Install Chemical Skids Piping and Supports                    | 12290 / UFE03.48   | WML-Martin     |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Install Windows   | N/A                | Fallbrook      |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| F/P/S HVAC Concrete Pads & Door Stoops                        | N/A                | WML-Armando    |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Install Grating and Stairs                                    | 12205              | WML-Armando    |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Install Water Heater  | 12425              | WML-Armando    |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Install Furnace   | 12425              | AMS            |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Install Radiant Heaters and Vents                             | 12300              | AMS            |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Install HVAC  | 12415              | AMS            |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Install Exhaust Fans  | 12305              | AMS            |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Install FRP Grating   | 12225              | WML-Armando    |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Insulation Installation on Tepid Water and 20" Scour Air Line | 12395              | PCI            |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Install Harmonic Filter                                       | 12325              | WML/Southern   |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| <b>Aeration Basin</b>   |                    |                |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| F/P/S North Stairway Pads                                     | 12205              | WML-Armando    |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Install North Stairway  | 12205              | WML-Armando    |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| <b>Chemical Tank Farm</b>                                     |                    |                |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Install Ductbank  | N/A                | WML/Southern   |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Install AG Chemical Lines                                     | UFB03.38           | WML-Martin     | Rain Out      | Rain Out | Rain Out | Rain Out  | Rain Out  |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Install UG Chemical Lines / Set Vaults                        | UFB03.34           | WML-Ernesto    |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |
| Install AG Conduit & Control Panel                            | 15060              | WML/Southern   | Rain Out      | Rain Out | Rain Out | Rain Out  | Rain Out  |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |

| Week of 04-10-2020                       |               |                | Previous Week |          |          |           |           |            |           | Week 1    |           |            |           |            |           |           | Week 2    |            |           |            |           |           |           | Week 3     |          |           |  |  |  |  |
|--|---------------|----------------|---------------|----------|----------|-----------|-----------|------------|-----------|-----------|-----------|------------|-----------|------------|-----------|-----------|-----------|------------|-----------|------------|-----------|-----------|-----------|------------|----------|-----------|--|--|--|--|
| Description                              | Activity ID   | Responsibility | M<br>4/6      | T<br>4/7 | W<br>4/8 | TH<br>4/9 | F<br>4/10 | Sa<br>4/11 | M<br>4/13 | T<br>4/14 | W<br>4/15 | TH<br>4/16 | F<br>4/17 | Sa<br>4/18 | M<br>4/20 | T<br>4/21 | W<br>4/22 | TH<br>4/23 | F<br>4/24 | Sa<br>4/25 | M<br>4/27 | T<br>4/28 | W<br>4/29 | TH<br>4/30 | F<br>5/1 | Sa<br>5/2 |  |  |  |  |
| <b>Chemical Storage #2</b>               |               |                |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |  |
| Set Control Panels and Pull Wire         | 15075         | WML/Southern   |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |  |
| Install UG Chemical Lines                | 15065         | WML-Ernesto    |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |  |
| Install AG Chemical Lines                | 15065         | WML-Martin     |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |  |
| <b>Recycled Water Pump Station</b>       |               |                |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |  |
| Install FRP Grating                      | 14050         | WML-Armando    |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |  |
| Install Conduits Pull Wire and Terminate | 14090 / 14085 | WML/Southern   |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |  |
| <b>Storm Water Pump Station</b>          |               |                |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |  |
| <b>Electrical Building</b>               |               |                |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |  |
| Pull Wire/Terminate - HVAC               | 20070         | Southern       |               |          |          |           |           |            |           |           |           |            |           |            |           |           |           |            |           |            |           |           |           |            |          |           |  |  |  |  |



ROXANN M. VOTAW  
votaw@sbemp.com  
FIRM ADMINISTRATOR

REPLY TO:  
Palm Springs, California

APRIL 3, 2020

CITY OF BEAUMONT PROFESSIONAL SERVICES THRU: 3/31/2020

TOTAL DUE: **\$98,170.98**

Sincerely,  
SBEMP, LLP

By: Roxann M Votaw

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**SLOVAK BARON EMPEY MURPHY & PINKNEY LLP**

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# SBEMP

A T T O R N E Y S

1800 E Tahquitz Canyon Way  
Palm Springs, CA 92262  
Fed. ID #33-0833010  
Telephone 760-322-2275  
Facsimile 760-322-2107

APRIL 3, 2020

City of Beaumont  
E-MAIL INVOICES

Our file no:  
City of Beaumont\*NortonRose

Professional services through: 3/26/2020

Invoice # 57295

Amount

BALANCE DUE – PLEASE SUBMIT PAYMENT:

\$12,164.69

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## SLOVAK BARON EMPEY MURPHY & PINKNEY LLP

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Telephone 760-322-2275  
Facsimile 760-322-2107

APRIL 3, 2020

City of Beaumont  
E-MAIL INVOICES

Our file no:  
City of Beaumont\*ULC Defense

Professional services through: 3/26/2020

Invoice # 57296

Amount

BALANCE DUE – PLEASE SUBMIT PAYMENT:

\$14,391.79

---

## SLOVAK BARON EMPEY MURPHY & PINKNEY LLP

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APRIL 3, 2020

City of Beaumont  
E-MAIL INVOICES

Our file no:  
City of Beaumont\*Hatcher

Professional services through: 3/31/2020

Invoice # 57297

Amount

BALANCE DUE – PLEASE SUBMIT PAYMENT:

\$1,017.50

---

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APRIL 3, 2020

City of Beaumont  
E-MAIL INVOICES

Our file no:  
City of Beaumont\*Loandepot

Professional services through: 3/31/2020

Invoice # 57298

Amount

BALANCE DUE – PLEASE SUBMIT PAYMENT:

\$1,127.50

---

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Facsimile 760-322-2107

APRIL 3, 2020

City of Beaumont  
E-MAIL INVOICES

Our file no:  
City of Beaumont\*McFarlinAnder

Professional services through: 3/31/2020

Invoice # 57299

Amount

BALANCE DUE – PLEASE SUBMIT PAYMENT:

\$6,420.00

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APRIL 3, 2020

City of Beaumont  
E-MAIL INVOICES

Our file no:  
City of Beaumont\*MV

Professional services through: 3/31/2020

Invoice # 57300

Amount

BALANCE DUE – PLEASE SUBMIT PAYMENT:

\$247.50

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APRIL 3, 2020

City of Beaumont  
E-MAIL INVOICES

Our file no:  
City of Beaumont\*Peters

Professional services through: 3/31/2020

Invoice # 57301

**BALANCE DUE – PLEASE SUBMIT PAYMENT:**

Amount

\$13,465.20

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APRIL 3, 2020

City of Beaumont  
E-MAIL INVOICES

Our file no:  
City of Beaumont\*Pucio

Professional services through: 3/31/2020

Invoice # 57302

Amount

BALANCE DUE – PLEASE SUBMIT PAYMENT:

\$1,485.00

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APRIL 3, 2020

City of Beaumont  
E-MAIL INVOICES

Our file no:  
City of Beaumont\*TalleyAguirre

Professional services through: 3/31/2020

Invoice # 57303

**BALANCE DUE – PLEASE SUBMIT PAYMENT:**

Amount

\$3,388.00

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APRIL 3, 2020

City of Beaumont  
E-MAIL INVOICES

Our file no:  
City of Beaumont\*Urban Logic

Professional services through: 3/31/2020

Invoice # 57304

BALANCE DUE – PLEASE SUBMIT PAYMENT:

Amount

\$7,565.50

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APRIL 3, 2020

City of Beaumont  
E-MAIL INVOICES

Our file no:  
City of Beaumont-OverRetainer

Professional services through: 3/31/2020

Invoice # 57308

Amount

BALANCE DUE – PLEASE SUBMIT PAYMENT:

\$15,774.00

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APRIL 3, 2020

City of Beaumont  
E-MAIL INVOICES

Our file no:  
City of Beaumont-Retainer

Professional services through: 3/31/2020

Invoice # 57309

Amount

BALANCE DUE – PLEASE SUBMIT PAYMENT:

\$7,500.00

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APRIL 3, 2020

City of Beaumont  
E-MAIL INVOICES

Our file no:  
City of Beaumont-UtilityAuthor

Professional services through: 3/31/2020

Invoice # 57310

Amount

BALANCE DUE – PLEASE SUBMIT PAYMENT:

\$3,656.70

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Facsimile 760-322-2107

APRIL 3, 2020

City of Beaumont  
E-MAIL INVOICES

Our file no:  
COVID19-Beaumont

Professional services through: 3/31/2020

Invoice # 57324

Amount

**BALANCE DUE – PLEASE SUBMIT PAYMENT:**

**\$9,967.60**

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## SLOVAK BARON EMPEY MURPHY & PINKNEY LLP

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MEMORANDUM

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**To:** City of Beaumont  
**From:** Townsend Public Affairs  
**Date:** April 7, 2020  
**Subject:** Legislative Report for the City of Beaumont

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**State Legislative Update**

Both the Governor and the Legislature have been singularly focused on responding to the COVID-19 crisis this month. On April 10, the Department of Finance submitted a letter to the Chairs of the Assembly and Senate Budget and Appropriations Committees (attached) providing an interim fiscal update due to the impacts of COVID-19.

The financial impact from COVID-19 is expected to be immediate, impacting the current fiscal year, as well as the FY 2020-21 budget and out year budgets, depending upon the pace of recovery. The State has undertaken a massive public health response to the COVID-19 pandemic. In addition to the \$1 billion that was allocated by the Legislature in March, the Department of Finance anticipates an additional \$6 billion in response-related expenditures in 2020. This funding is being used to secure personal protective equipment and critical medical supplies to expand the surge capacity of hospitals and medical facilities, as well as to protect public health and reduce the spread of COVID-19.

The Phase 4 federal stimulus will provide the State with at least \$8.4 billion in direct assistance for the State's COVID-19 related expenditures and up to \$6.9 billion for direct assistance to local governments. Additional resources will be available through FEMA for reimbursement for certain activities. Through this cost sharing arrangement, the Department of Finance currently estimates that FEMA funding may exceed \$5 billion.

The Department of Finance recognizes that a significant increase in federal funding will be needed for states and local governments to maintain critical programs and services. The Governor has requested \$ 1 trillion in direct flexible relief for all states and local governments.

Below are the upcoming tentative dates for the Legislature.

**May 4:** Legislature scheduled to reconvene

## Senate Budget Committee COVID-19

On April 15, the Senate Budget Committee met to hear an overview of California's COVID-19 response from the Legislative Analyst's Office and the Department of Finance. This marked the first hearing that has been conducted by the Legislature since they adjourned for recess. The Assembly Budget Committee is scheduled to conduct a similar hearing on Monday, April 21<sup>st</sup>.

The hearing focused the use of the \$1 billion allocated through SB 89 and how the administration intends to utilize funds through emergency operations account or other accounts. There was also discussion on how the federal stimulus funds interact with our State responses and fiscal decisions.

California is more prepared than ever to address economic downturn due to large reserve funds however it is still critical that federal government steps up and provides resources for states and local governments across the Nation. The first panel from Legislative Analyst's Office highlighted that the pace of job losses makes it clear that the economy is in a recession with two plausible pathways:

- Sharp downturn is followed by a pronounced rebound of economic activity late this year or early next year, or
- Recovery is slow with economic output depressed for much longer due to an extended virus or a second virus wave

Economic outcome will largely be dependent on the development of the virus itself. More funding for discretionary aid is needed from the Federal government to go through the State out to local governments. Outlook points to a \$35 billion State revenue shortfall in first year, and additional \$85 billion in subsequent years. The LAO recommends preliminary spending with a baseline budget in mind, focusing only on existing safety-net programs, necessary additions surrounding COVID-19, and inflation.

## Governor's Executive Orders

Below is a summary of the executive orders signed since April 7.

**April 14 – Juvenile Justice:** The executive order calls for all discharge and reentry hearings to be held via videoconference to minimize the youth's and other participants' exposure to COVID-19. Additionally, notification given to county probation departments, the court in the county of commitment, and the youth's legal counsel will be shortened from 60 days to 30 days before holding a discharge consideration hearing. The discharge hearing is conducted by the Board of Juvenile Hearings.

**April 14 – Unemployment:** The Executive Order directs the Employment Development Department (EDD) to launch a new call center, which will operate 7-days a week from 8:00am until 8:00pm, to assist with individuals seeking unemployment benefits. The call center will open on Monday, April 20<sup>th</sup> and will be staffed with over 1,300 representatives. The Executive Order also directs EDD to set up a one-stop shop for individuals applying for unemployment insurance, as well as the new federal Pandemic Unemployment Assistance (PUA).

**April 15 – Food sector workers:** The Executive Order supports California workers from large employers in the food sector industry impacted by the COVID-19 pandemic with two weeks of



paid sick leave, filling a gap left by federal relief that had provided similar paid leave benefits for employers with fewer than 500 workers. The Executive Order provides health and safety standards to increase worker and customer protection by permitting workers at food facilities to wash their hands every 30 minutes, or as needed, to increase proper sanitation measures.

**April 16 – California State Universities:** The executive order addresses a variety of issues in response to the COVID-19 pandemic, including adjusting admissions requirements for the California State University system and providing flexibility for 60 days on background checks for critical infrastructure sectors. The CSU system will be able to waive hearing requirements to be able to make adjustments to admissions criteria for students applying this coming fall to enter as freshmen in the fall of 2021.

#### Timeline of Other Major COVID-19 State Actions

Below is a timeline of other major relevant State actions that have taken place related to COVID-19:

**Hazard Mitigation:** Governor Newsom formally submitted a request to the State Legislature to utilize funds from the disaster response account, which would allow the investment of over \$1.4 billion in personal protective equipment (PPE) for essential workers. The CalOES Director announced new technology to sanitize and reuse PPE masks.

**Unemployment Benefits:** California workers who are receiving unemployment benefits will begin receiving an extra \$600 on top of their weekly amount, as part of the new Pandemic Additional Compensation (PAC) initiated by the federal CARES Act.

**Roadmap for Modifying the Stay-at-Home Order:** Governor Newsom provided information on the State's roadmap for lifting the stay-at-home order. Attached is the presentation that was provided at the press conference. Several times, the Governor noted that the transition would be gradual and would not be done at once, but instead will be based on a set of six key indicators:

- The ability to monitor and protect our communities through testing, contact tracing, isolating, and supporting those who are positive or exposed.
- The ability to prevent infection in people who are at risk for more severe COVID-19.
- The ability of hospitals and health systems to handle surges.
- The ability to develop therapeutics to meet the demand.
- The ability for businesses, schools, and child-care facilities to support physical distancing.
- The ability to determine when to reinstitute certain measures, such as the stay-at-home orders, if necessary.

**Funding to Protect Foster Youth and Families:** Governor Newsom announced he was making \$42 million in funding available to protect foster youth and families from the negative impacts from COVID-19. The funding is being made available for:

- \$27.8 million will be used to provide \$200 per month supplements to families in the Emergency response and Family Maintenance programs.
- \$6.9 million will be used to for social worker overtime and additional outreach by county social workers to foster family caregivers at higher risk of COVID-19 (caregivers who are over 60 years old).

- \$3 million will be used for family resource centers who provide direct support and services to foster families.
- \$1.8 million will be used to extend foster care payments and extending the eligibility for those who would otherwise be exiting the foster care system during the current pandemic.
- \$1.7 million will be used for higher monthly reimbursement rates to covering the extra costs associated with supporting children with more complex needs.
- \$313,000 will be used to give more foster youth access to cell phones and laptops so they can stay connected with their families and continue to participate in educational opportunities.
- \$250,000 will be used to assist 2-1-1 and Parents Anonymous helplines to provide assistance to families in crisis.
- \$166,000 will be used to allow caregivers to be paid beyond one-year while awaiting Resource Family Approval

### **Federal Legislative Update**

**White House Plan to Reopen the Economy:** On April 16, the Trump Administration issued guidelines to Governors that would allow some states to phase out most social distancing practices within four weeks.

- The document gives nearly all of the decision-making power and testing responsibility to state Governors.
- The guidelines recommend states document a “downward trajectory” in cases for two weeks before beginning a three-phase process to return to near normal life.
- States should document another two weeks of declining cases before proceeding from one phase to another, the guidelines say, while a “rebound” in case numbers could mean reinstating some, or all, restrictions.
- In each phase, social distancing is relaxed until employers can finally resume “unrestricted staffing.”
- Schools, day-care centers, and bars shouldn’t reopen before phase two, according to the guidelines, while restaurants, movie theaters and sports venues could open in phase one if they practice “strict physical distancing.”
- Trump said sports would resume without a live audience and would be produced for television.
- The document calls on states to establish “safe and efficient screening and testing sites,” ensure “sentinel surveillance” for the disease and “quickly and independently” supply protective gear, medical equipment and hospital capacity to handle a surge in cases.

Senate Democratic Leadership continues to negotiate with Treasury officials to solve the impasse over small business funds and other coronavirus aid. All funds in the Small Business Administration’s (SBA) new Paycheck Protection Program (PPP) have been applied for, and as such, the SBA has put a hold on new applications until the existing ones are processed. As of April 16, 1.6 million loans have been approved by the SBA.

The Trump administration is pushing for an additional \$250 billion to supplement a \$350 billion loan program for small businesses. House Speaker Nancy Pelosi and Senate Minority Leader Chuck Schumer said they won’t agree to supplemental funding for small businesses without additional funding for hospitals, state and local governments and food stamp recipients.

In the meantime, elected officials continue to introduce standalone bills in the hopes of them being included in a forthcoming aid package. This includes the following:

- H.R. 6467, the “Coronavirus Community Relief Act” (CCRA), introduced by Representative Joe Neguse (D-CO). CCRA would provide \$250 billion in stabilization funds for local communities, cities, and towns with a population of 500,000 or less that are struggling amidst the coronavirus (COVID-19) pandemic.
- H.R. 6474, the “Healthcare Broadband Expansion during COVID-19 Act,” would expand the FCC’s Healthcare Connect Fund Program (HCFP) to include urban and suburban facilities alongside rural ones, include mobile and temporary facilities established to respond to the COVID-19 pandemic in eligibility, increase the subsidy rate of HCFP from 65 to 85 percent, and appropriates \$2 billion to fund these expansions.



To: City Council  
From: John O. Pinkney, City Attorney  
Date: April 13, 2020  
Re: List of Pending Litigation Against City of Beaumont

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**Pending Litigation Against the City (does not include litigation initiated by the City)**

1. ***Urban Logic v. City of Beaumont et al.***, Case No. RIC 1707201 (Pre-Trial)
2. ***Aguirre et al. v. City of Beaumont et al.***, Case No. RIC 1810937 (Pre-Trial)
3. ***Serrato v. City of Beaumont***, Case No. RIC 1820593 (Pre-Trial)
4. ***Angela Santa Cruz, individually and as Guardian ad litem for M.L.V., a minor v. City of Beaumont et al.***, Case No. 2:18-CV-08427 (Pre-Trial)
5. ***Charles Peters dba Pioneer Mobile Village v. City of Beaumont, et. al.***, Case No. RIC 1707116 (Pleading)
6. ***Hatcher v. City of Beaumont, et. al.***, Case No. MVC1913810 (Pleading)
7. ***Pucio, et. al. v. Cal. Dept. of Transp. et. al.***, Case No. RIC 1905672 (Pleading)
8. ***Loandepot.com, LLC, dba Imortgage v. Penman et. al.***, Case No. RIC 1722842 (Pleading)