



CITY COUNCIL CLOSED & REGULAR SESSION

550 E. Sixth Street, Beaumont, CA

Tuesday, January 18, 2022

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

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

AGENDA

MEETING PARTICIPATION NOTICE

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

beaumontca.gov/livestream

Public comments will be accepted using the following options.

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

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

CLOSED SESSION - 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 White, Mayor Pro Tem Martinez, Council Member Fenn, Council Member Santos, Council Member Lara

Public Comments Regarding Closed Session

- 1. Conference with Legal Counsel – Anticipated Litigation: Significant Exposure to Litigation Pursuant to Government Code Section 54956.9(d)(2) - Claim by Weka, Inc.**
- 2. Conference with Legal Counsel Regarding Potential Initiation of Litigation Pursuant to Government Code Section 54956.9(d)(4): One Potential Case**
- 3. Conference with Legal Counsel - Anticipated Litigation Significant to Litigation Pursuant to Paragraph (2) or (3) of subdivision (d) of Section 54956.9 - Mozafar Behzad, Hamid Roknian and Rozita Roknian: Tract 32850.**
- 4. Conference with Labor Negotiators Pursuant to Government Code Section 54957.6 Agency Designated Representatives: Councilmember Mike Lara and Mayor Pro Tem Julio Martinez. Unrepresented Employee: City Manager**

Adjourn to Regular Session

REGULAR SESSION - 6:00 PM

CALL TO ORDER

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

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

ANNOUNCEMENTS/ RECOGNITION / PROCLAMATIONS / CORRESPONDENCE

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:
December 21, 2021, and
January 4, 2022.

2. Ratification of Warrants

Recommended Action:

Ratify Warrants dated:
December 22, 2021, and
December 30, 2021.

3. Quarterly Status of City Council Travel and Training Reimbursements

Recommended Action:

Receive and file.

4. Approval of Corrected Gann Limit for FY2021 and FY2022

Recommended Action:

Waive the full reading and adopt by title only a "Resolution of the City Council of the City of Beaumont, approving the Appropriation Limit for the 2020-21 and 2021-22 Fiscal Years."

5. Accept Security Agreement and Performance and Payment Bond No. CMS0346632 for Street Improvements Associated with Tract Map No. 27971-9 and Accept Security Agreement and Performance and Payment Bond No. 30128141 for Street Improvements Associated with Tract Map No. 36307

Recommended Action:

Accept Security Agreement and Performance and Payment Bond No. CMS0346632 for street improvements associated with Tract Map No. 27971-9, and
Accept Security Agreement and Performance and Payment Bond No. 30128141 for street improvements associated with Tract Map No. 36307.

6. FY2022 General Fund and Wastewater Budget to Actual through December 2021, and Second Quarter Investment Report and Certification

Recommended Action:

Receive and file the attached reports.

7. Consider Adopting a Resolution Waiving the Facility Use and Staff Fees at the Albert A. Chatigny Sr. Community Recreation Center (CRC) for Boy Scout Troop 322

Recommended Action:

Waive the full reading and adopt by title only, "A Resolution of the City of Beaumont Authorizing the Waiver of a One-Time Facility Use Fee at the Albert A. Chatigny Sr. Community Recreation Center (CRC) for Boy Scout Troop 322."

PUBLIC HEARINGS

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

ACTION ITEMS

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

8. FY2021 Annual Comprehensive Financial Report and Report of Internal Control Over Financial Reporting

Recommended Action:

Receive and file the FY2021 Annual Comprehensive Report and associated reports.

9. FY2022 Mid-Year Budget Amendment 3/CIP/Wastewater/General Fund and Ratification of Emergency Wastewater Vehicle Purchase

Recommended Action:

Approve the Capital Improvement Plan budget adjustments as outlined in Attachment A,
Approve the budget adjustments as outlined in Attachment B,
Approve the budget adjustments as outlines in Attachment C, and
Ratify the cost of emergency vehicle purchase paid to Fritts Ford in the amount of \$41,943.78.

10. Pension Funding Policy and Investment Strategy for PARS 115 Trust

Recommended Action:

Approve Example 2 of the pension funding policy with an active moderate investment strategy for the PARS 115 Trust.

11. Traffic Signal Update for the First Street and Highway 79 Intersection, and the Sixth Street and Beaumont Avenue Intersection

Recommended Action:

Receive and File the Traffic Signal Update for the First Street and Highway 79 Intersection, and the Sixth Street and Beaumont Avenue Intersection Project.

12. Capital Improvement Drainage Projects Update

Recommended Action:

Receive and file the Capital Improvement Drainage Projects Update.

13. Community Development Department Update

Recommended Action:

Receive and file.

14. Adoption of a Resolution Authorizing the City Manager to Accept the Offer of Dedication for Park Purposes and Approve a Park Dedication Agreement between the City of Beaumont and SDC Fairway Canyon, LLC, for Mickelson Park (APN 413-801-012)

Recommended Action:

Waive the full reading and adopt by title only, “A Resolution of the City of Beaumont Authorizing the City Manager to Accept the Offers of Dedication for Park Purposes,”
Authorize City staff to record the certificate of acceptance of an interest in real property by the City of Beaumont, and
Authorize a Park Dedication Agreement between the City of Beaumont and SDC Fairway Canyon, LLC, for Mickelson Park (APN 413-801-012) and authorize the City Manager to execute the agreement on behalf of the City of Beaumont.

15. Homeless Outreach Approach for Beaumont

Recommended Action:

Receive and file.

16. Request City Council to Approve the Memorandum of Understanding between the City of Beaumont and Managers/Professional/Technical as Individuals

Recommended Action:

Approve the Memorandum of Understanding between the City of Beaumont and Managers/Professional/Technical as Individuals and authorize the City Manager to execute the agreement.

17. Approve the Draft Request for Proposal for Landscape Architecture and Engineering Design Services and Construction Documents for Stewart Park Improvement Project

Recommended Action:

Approve the draft Request for Proposals for Landscape Architecture and Engineering Design Services and Construction Documents for Stewart Park Improvement Project and direct City staff to publish the document on PublicPurchase.com.

18. Rangel Park Update

Recommended Action:

Receive and provide direction to City staff.

19. Discussion and Direction to City Staff Regarding Updates to the City of Beaumont Development Impact Fee (DIF) Program

Recommended Action:

Direct City staff to begin preparing requests for proposals (RFPs) for the impact fee nexus studies;
Direct City staff to include updates to the DIF nexus studies and the DIF program in the FY2022-2023 budget; and

Add an item on the next City Council agenda to discuss updates to the City's DIF program.

20. Review of Local Emergency Declaration Established via the Adoption of City of Beaumont Resolution No. 2020-07 Adopted on March 17, 2020

Recommended Action:

City staff recommends that there be no change regarding the local emergency declaration. This is due to the fact that there have been no significant changes in the original conditions, a State emergency declaration remains in effect and local emergency declaration helps to ensure that Beaumont remains eligible for federal and state emergency aid.

21. Approval of City Attorney Invoices for the Month of December 2021

Recommended Action:

Approve invoices in the amount of \$135,795.98.

LEGISLATIVE UPDATES AND DISCUSSION

ECONOMIC DEVELOPMENT UPDATE

Economic Development Committee Report Out and City Council Direction

CITY TREASURER REPORT

Finance and Audit Committee Report Out and City Council Direction

CITY CLERK REPORT

CITY ATTORNEY REPORT

CITY MANAGER REPORT

FUTURE AGENDA ITEMS

COUNCIL REPORTS

- Lara
- Santos
- Fenn
- Martinez
- White

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, February 1, 2022, at 5:00 p.m., unless otherwise posted.



CITY COUNCIL CLOSED & REGULAR SESSION

550 E. Sixth Street, Beaumont, CA

Tuesday, December 21, 2021

Closed Session: 4:30 PM | Regular Meeting: 6:00 PM

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

MINUTES

CLOSED SESSION - 4:30 PM

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CALL TO ORDER at 4:32 p.m.

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

Public Comments Regarding Closed Session

No comments

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, SEIU and Managers Professional Technical Unit

No reportable action.

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

No reportable action.

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

No reportable action.

- 4. Conference with Legal Counsel Regarding Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Southwest Regional Council of Carpenters v. City of Beaumont, Riv. Co. Sup. Case No. CVRI2000635

No reportable action.

Adjourn to Regular Session

REGULAR SESSION - 6:00 PM

CALL TO ORDER at 6:28 p.m.

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

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

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

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

Pledge of Allegiance

Adjustments to the Agenda: **None**

Conflict of Interest Disclosure: **None**

ANNOUNCEMENTS/ RECOGNITION / PROCLAMATIONS / CORRESPONDENCE

PUBLIC COMMENT PERIOD (ITEMS NOT ON THE AGENDA)

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No comments.

CONSENT CALENDAR

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Request to pull Item 1 by Council Member Fenn so that he may abstain from the vote due to being absent at the December 7 meeting.

- 1. Approval of Minutes

Motion by Mayor White

Second by Mayor Pro Tem Martinez

To approve Minutes dated: November 15, 2021, and December 7, 2021.

Ayes: Lara, Santos, Martinez, White
Abstain: Fenn

2. Ratification of Warrants

Recommended Action:

**Ratify Warrants dated:
November 24, 2021, and
December 2, 2021.**

3. Amendment to the Western Riverside Council of Governments' Joint Powers Agreement

Recommended Action:

**Approve the Amendment to the Western Riverside Council of
Governments' Joint Powers Agreement.**

4. Annual and Fifth Year Compliance Report of AB 1600 Development Impact Fees (DIF)

Recommended Action:

**Receive and file the AB 1600 report on development impact fee activity that
occurred during the period July 1, 2020 through June 30, 2021.**

Motion by Council Member Lara

Second by Council Member Santos

To approve Consent Calendar Items 2 through 4.

Approved by a unanimous vote.

PUBLIC HEARINGS

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

5. Public Hearing to Adopt Resolution to Amend the Prior Year Capital Improvement Plan 2016-2021

Public Hearing opened at 6:35 p.m.

No comments

Public Hearing closed at 6:35 p.m.

Motion by Council Member Lara

Second by Mayor Pro Tem Martinez

To waive the full reading and adopt by title only, "A Resolution of the City Council of the City of Beaumont Amending the Prior Year Capital Improvement Plan for Fiscal Years 2016 – 2021."

Approved by a unanimous vote.

Call to Order of the Successor Agency at 6:36 p.m.

SUCCESSOR AGENCY ACTION ITEMS

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

6. Resolution to Transfer Ownership of a 52 Acre Property Owned by the Dissolved Beaumont Redevelopment Agency to the City of Beaumont and Authorize the Retention of the Property by the City of Beaumont

Motion by Chairman White

Second by Member Lara

To waive the full reading and adopt by title only, “A Resolution of the City of Beaumont Successor Agency to Approve the Transfer of Ownership of One Property (APN 417-020-034) Owned by the Dissolved Redevelopment Agency to the City of Beaumont and Authorize the Retention of the Property by the City of Beaumont,” and Adjourn the meeting of the Beaumont Successor Agency and reconvene the City Council meeting.

Approved by a unanimous vote.

ACTION ITEMS

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

7. Resolution Authorizing the Acceptance of Property (APN 417-020-034) from the Former Redevelopment Agency Approval of Agreement Among Taxing Entities and Addendum Number One

Motion by Council Member Lara

Second by Council Member Santos

To approve the agreement among taxing entities and addendum number one, and Waive the full reading and adopt by title only, “A Resolution of the City of Beaumont Authorizing Acceptance of Property (APN 417-020-034) from the Dissolved Redevelopment Agency.”

Approved by a unanimous vote.

8. City Council Approval of the Third Amendment to the Webb Engineering Contract for the Wastewater Treatment Plant and Brine Line Project in an Amount of \$530,809 for the Design and Construction Services for a MBR Replacement System for a Total Contract Not to Exceed \$4,250,699

Motion by Mayor Pro Tem Martinez

Second by Mayor White

To approve the Third Amendment to the Webb Engineering Contract for the Wastewater Treatment Plant and Brine Line Project in an amount of \$530,809 for the design and construction services for a MBR replacement system for a total contract not to exceed \$4,250,699.

Approved by a unanimous vote.

9. Resolution Authorizing the Execution of Change Order No. 23 with W.M. Lyles, Co. to Install a New Membrane System in the Wastewater Treatment Plant for the Wastewater Treatment Plant Upgrade/Expansion in the Amount Not to Exceed \$5,143,400 for the Replacement MBR System.

**Motion by Council Member Lara
Second by Mayor White**

To approve a resolution authorizing the execution of Change Order No. 23 with W.M. Lyles, Co. to install a new membrane system in the Wastewater Treatment Plan for the Wastewater Treatment Plant Upgrade/Expansion in the amount not to exceed \$5,143,400 for the replacement MBR system.

Approved by a unanimous vote.

10. Consideration of PLAN2021-0665, Related to the Conceptual Park Design of Planning Area 21B of the Fairway Canyon Development (Assessor Parcel Number: Portion of 413-790-010 and -057) Located in the Oak Valley and SCPGA Golf Course Specific Plan, North of San Timoteo Canyon Road, West of Tukwet Canyon Parkway

Direction to consider adding a half basketball court to the park.

11. FY20/21 Street Projects Summary and Construction Update

Consensus to receive and file the FY20/21 Street Projects Summary and Construction Update.

12. Microsoft Office 365 License Renewal

**Motion by Mayor White
Second by Council Member Fenn**

To authorize the City Manager to execute the three-year renewal licensing agreement of Microsoft Office 365 with CDW-G.

Approved by a unanimous vote.

13. Discussion and Direction to City Staff to Draft a Code of Ethics and Conduct for City Council, Boards, Committees, and Commissions

Appointment of Council Member Lara and Mayor Pro Tem Martinez to an Ad Hoc subcommittee to establish a Code of Ethics and conduct policy.

14. Mayoral Appointments to Various Boards, Commissions and Committees

Appointments were made as follows:

Riverside Transit Agency

A collaboration of cities within the County of Riverside to discuss transportation within the County.

[Representative - Santos](#)

[Alternate Representative - Fenn](#)

Meets the fourth Thursday of the month @ 2:00pm

1825 Third Street, Board Room, Riverside

Transportation Now

Regional meeting of Transit providers and community advocates to discuss regional transit issues

[Representative - Fenn](#)

[Alternate Representative - Santos](#)

Meets the first Thursday of the month @ 12 noon

550 E 6th St, City Hall, Beaumont

Riverside County Transportation Commission*

Oversees transportation capital projects in the Western Riverside County.

[Representative - White](#)

[Alternate Representative - Fenn](#)

Meets the Second Wednesday of the month at 9:30am

4080 Lemon Street, First Floor

Western Riverside County Regional Conservation Authority

A joint powers authority for the purpose of acquiring, administering, operating and maintaining land and facilities for ecosystem conservation

[Board Member - Martinez](#)

[Alternate Board Member - White](#)

Meets the first Monday of the month at 12:30pm

4080 Lemon Street, First Floor

Beaumont Cherry Valley Parks and Recreation District

Operates parks and recreation centers in the Beaumont/Cherry Valley Area

[Liaison - White](#)

[Alternate Liaison - Lara](#)

Meets the second Wednesday of the month at 5:00pm

390 W. Oak Valley Pkwy, Beaumont

Beaumont Cherry Valley Water District

Water distribution for the Beaumont, Cherry Valley and a portion of Calimesa

[Liaison - Martinez](#)

[Alternate Liaison - White](#)

Meets the second Wednesday of the month at 7:00pm

560 Magnolia Ave, Beaumont

Beaumont Unified School District

Meeting for the Board of Trustees to discuss topics within the district.

[Liaison - Lara](#)

[Alternate Liaison - White](#)

Meets the second and fourth Tuesday of the month at 6:30pm

350 W. Brookside Ave, Beaumont

Legislative Liaison

Representation of Beaumont at Sacramento and Washington DC events.

[White](#)

Collaborative Agency

A joint meeting between agencies within the City to collaborate on events and issues, initially started as an emergency operations agency.

[Representative - Martinez](#)

[Alternate Representative – Fenn](#)

Meets every two months

City Manager and Mayor’s Breakfast

A joint meeting between the Mayors and City Mangers of Banning, Beaumont, Morongo, Calimesa and Riverside County Supervisor.

[Mayor White Representative](#)

City Manager, Todd Parton – Representative

Meets the first Thursday of the month at 7:00am

Eastern Riverside County Interoperable Communications Authority (ERICA)

Joint Powers authority of cities regarding radio communications

[Representative – Lloyd White](#)

Kari Mendoza – Board Member *Meets on the even months at 2:00*

68700 Avenida Lalo Guerrero, City Hall, Cathedral City

Committees and Boards

Southern California Association of Governments*

Joint Powers Authority under State Law to address regional issues

[Representative - Santos](#)

[Alternate - Martinez](#)

*Meets on the first Thursday of the month
818 West 7th Street, 12th Floor, Los Angeles*

League of California Cities

Association of California City Officials to combine resources and information to influence policy

[Voting Delegate - Martinez](#)

[Alternate - Fenn](#)

Rotating locations

Memorial Committee

Committee to oversee the City memorials (i.e Police and Fire Memorial, Veteran's Memorial)

[Committee Member - Martinez](#)

[Alternate Committee Member - Lara](#)

Meets on an as-needed basis

550 E 6th St, City Hall, Beaumont

Finance and Audit Committee

Promotes enhanced fiscal responsibility, accountability, integrity and transparency.

[Committee Member/Council Member - Fenn](#)

[Committee Member/Council Member - Santos](#)

Meets the first Monday of the month at 6:00pm

550 E 6th St, City Hall, Beaumont

Economic Development Committee

Evaluate and provide advice and recommendations to the City Council concerning Economic Development matters.

[Committee Member/Council Member - White](#)

[Committee Member/Council Member - Lara](#)

Meets the second Wednesday of the month at 4:00pm

550 E 6th St, City Hall, Beaumont

San Gorgonio Integrated Regional Water Management Region Stakeholder Advisory Committee

Collaborative committee to manage water resources on a regional scale

[Committee Member/Council Member - TBD](#)

[Committee Member/Council Member - TBD](#)

Meets the third Wednesday of the month at 5:30pm

125 E Ramsey St, Banning Police Department, Banning

Western Riverside Council of Governments*

Comprised of cities in Riverside County to discuss regional issues

[Committee Member/Council Member - Lara](#)

[Alternate Member/Council Member - Fenn](#)

Meets the first Monday of the month at 2:00pm

4080 Lemon St, County of Riverside Administrative Building, Riverside

Water Re-Use Ad-Hoc 2x2 Committee

Collaborative meeting with the Beaumont Cherry Valley Water District to discuss logistics of re-use water from the Treatment Plant

[Committee Member/Council Member - Martinez](#)

[Committee Member/Council Member - White](#)

BCVWD Board Member

BCVWD Board Member

Meets on an as needed basis

550 E 6th ST., City Hall, Beaumont

Passcom

[Board Member - Fenn](#)

[Alternate Board Member - White](#)

Meets on the 2nd Tuesday of the month at 8:30am

Four Seasons Meeting Room at Main Clubhouse

Beaumont Basin Watermaster Board

[Council Member - Martinez](#)

[City Manager Todd Parton](#)

Meets on the 1st Wednesday of even months at 10:00 am

560 Magnolia Ave. Beaumont

Memorial Ad-Hoc Committee

Council Member - Martinez

Alternate - Lara

To be determined

15. Approval of City Attorney Invoices for the Month of November 2021

Motion by Council Member Fenn

Second by Council Member Lara

To approve invoices in the amount of \$105,006.07.

LEGISLATIVE UPDATES AND DISCUSSION

ECONOMIC DEVELOPMENT UPDATE

Economic Development Committee Meeting scheduled for January 12, 2022.

CITY TREASURER REPORT ,

Finance and Audit Committee Meeting scheduled for January 10, 2022

CITY CLERK REPORT

No report.

CITY ATTORNEY REPORT

16. Current Pending Litigation

CITY MANAGER REPORT

17. November 2021 Department Project Schedule Updates

FUTURE AGENDA ITEMS

- Update of the Downtown Specific Plan and implementation
- Review of properties owned by the City after EDC and their findings

COUNCIL REPORTS

Lara - *Attended Shop with a Cop and thanked the officers that volunteered to attend.*

Santos – *Attended an RTA retirement, and thanked Mike Lara for his mayorship.*

Fenn – *No report*

Martinez – *Gave a report out from the Finance and Audit Committee, the ACA 7 committee, the Cal Cities Environment Committee Division, and the RCA Meeting. Thanked Mayor Lara.*

White – *Attended Shop with a Cop and the Christmas Light parade*

ADJOURNMENT at 8:32 p.m.

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, January 4, 2022, at 5:00 p.m., unless otherwise posted.



CITY COUNCIL CLOSED & REGULAR SESSION

550 E. Sixth Street, Beaumont, CA

Tuesday, January 04, 2022

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

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MINUTES

CLOSED SESSION - 5:00 PM

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CALL TO ORDER at 5:00 p.m.

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

Public Comments Regarding Closed Session

No comments

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, SEIU and Managers Professional Technical Unit

Motion by Council Member Lara

Second by Mayor White

To approve a Memorandum of Understanding between the City of Beaumont and the Beaumont Police Officers Association.

Approved by a unanimous vote.

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

No reportable action.

3. Conference with Legal Counsel – Anticipated Litigation: Significant Exposure to Litigation Pursuant to Government Code Section 54956.9(d)(2) - Claim by Weka, Inc.

No reportable action.

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

Not concluded and will resume after the Regular Session.

Adjourn to Regular Session

REGULAR SESSION - 6:00 PM

CALL TO ORDER at 6:22 p.m.

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

Report out from Closed Session: *see above.*

Action on any Closed Session Items

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

Pledge of Allegiance

Adjustments to the Agenda: **None**

Conflict of Interest Disclosure: **None**

ANNOUNCEMENTS/ RECOGNITION / PROCLAMATIONS / CORRESPONDENCE

PUBLIC COMMENT PERIOD (ITEMS NOT ON THE AGENDA)

No comments.

CONSENT CALENDAR

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1. Ratification of Warrants

Recommended Action:

**Ratify Warrants dated:
December 13, 2021, and
December 20, 2021.**

2. FY2022 General Fund and Wastewater Budget to Actual through November, 2021

Recommended Action:

Receive and file the attached reports.

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

Recommended Action:

Waive the full reading and adopt by title only, “A Resolution of the City Council of the City of Beaumont Proclaiming a Local Emergency Persists, Re-Ratifying the Proclamation of a State of Emergency by Executive Order N-09-21, and Re-Authorizing Remote Teleconference Meetings of the Legislative Bodies of the City of Beaumont for the Period of January 6, 2022, through February 5, 2022, Pursuant to Provisions of the Ralph M. Brown Act.”

4. Consider Adopting a Resolution Waiving the Monthly Facility Use at the Albert A. Chatigny Sr. Community Recreation Center (CRC) for Beaumont Community Youth Basketball (BCYB)

Recommended Action:

Waive the full reading and approve by title only, “A Resolution of the City of Beaumont authorizing the waiver of monthly facility use fees at the Albert A. Chatigny Sr. Community Recreation Center (CRC) for Beaumont Community Youth Basketball (BCYB).”

Motion by Council Member Lara

Second by Council Member Santos

To approve the Consent Calendar.

Approved by a unanimous vote.

ACTION ITEMS

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

5. Notice of Upcoming Vacancy on the Beaumont Planning Commission

Direction to staff to notice the upcoming vacancy of one seat with a partial term on the Beaumont Planning Commission.

6. City of Beaumont Grant Policies and Procedures

**Motion by Council Member Lara
Second by Mayor White**

To approve the proposed City of Beaumont Grant Policies and Procedures.

Approved by a unanimous vote.

7. Discussion of Beaumont Police Department Response to Calls for Illegal Fireworks and Provide Direction to City Staff

Direction to staff to increase the fines associated with firework violations and establish a campaign of the penalties especially prior to July and New Years.

8. Direct the Beaumont Economic Development Committee to Assist Downtown Business and Landowners to Promote Business Growth and Development in the Central Business District

Consensus to direct the Beaumont Economic Development Committee to assist downtown business and landowners to promote business growth and development in the central business district by providing ideas and goals to the City Council to approve.

9. Discussion and Direction to City Staff on Comments to the Draft Initial Study/Environmental Assessment Report Prepared for the IH-10/Cherry Valley Interchange Project

Authorize Mayor Lloyd White to execute a letter conveying City Council comments of support to Caltrans no later than January 24, 2022.

LEGISLATIVE UPDATES AND DISCUSSION

ECONOMIC DEVELOPMENT UPDATE

Economic Development Committee will meet on January 12, 2022.

CITY TREASURER REPORT

Finance and Audit Committee Report will meet January 10, 2022.

CITY CLERK REPORT

No report.

CITY ATTORNEY REPORT

No report.

CITY MANAGER REPORT

FUTURE AGENDA ITEMS

- Stewart Park RFP
- Update on Rangel Park

COUNCIL REPORTS

Lara - *Thanked Commissioner Paul St. Martin for his tenure on the Planning Commission.*

Santos - *No report.*

Fenn - *No report.*

Martinez - *No report.*

White – *No report.*

Adjourn to Closed Session

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

No reportable action.

ADJOURNMENT at 8:57 p.m.

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, January 18, 2022, at 5:00 p.m., unless otherwise posted.

AGENDA ITEM NO.



WARRANTS TO BE RATIFIED

Wednesday, December 22, 2021

Printed Checks	110891-110892	\$	117,344.10	FY 21/22
ACH	546	\$	914,004.51	
InvoicePay	APA000142-APA000183	\$	310,459.15	
	A/P Total	<u>\$</u>	<u>1,341,807.76</u>	
 Bank Drafts	 Kaiser Foundation	 \$	 178.00	 HSA Paydate 12/17/21

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

SIGNATURE: Barry J. Linneth
 TITLE: CITY TREASURER

SIGNATURE: [Signature]
 TITLE: FINANCE DIRECTOR

Check Report

By Check Number

Date Range: 12/21/2021 - 12/22/2021



City of Beaumont, CA

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
2163	COUNTY OF RIVERSIDE FIRE DEPARTMENT	12/22/2021	EFT	0.00	914,004.51	546
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
<u>234007</u>	Invoice	12/22/2021	FIRE PROTECTION SERVICES	0.00	914,004.51	
	<u>100-2100-7068-0000</u>		CONTRACTUAL SERVICES		914,004.51	
			FIRE PROTECTION SERVICES			
3834	SANTANDER BANK, N.A.	12/22/2021	Regular	0.00	21,087.81	110891
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
<u>2718994</u>	Invoice	12/22/2021	Lease Payment on Police Utility Vehicles	0.00	21,087.81	
	<u>100-2050-8060-0000</u>		VEHICLES		21,087.81	
			Lease Payment on Police Utility			
2311	SOUTHERN CALIFORNIA EDISON	12/22/2021	Regular	0.00	96,256.29	110892

Check Report

Date Range: 12/21/2021 - 12/22/2021

Vendor Number Payable #	Vendor Name Payable Type Account Number	Payment Date Post Date	Payment Type Payable Description Account Name	Item Description	Discount Amount Discount Amount	Payment Amount Payable Amount Distribution Amount	Number
<u>12/23/21</u>	Invoice	12/22/2021	ELECTRIC UTILITY		0.00	96,256.29	
	<u>100-3250-7010-0000</u>		UTILITIES	ELECTRIC UTILITY		10,771.45	
	<u>100-3250-7010-003X</u>		UTILITIES (IA 3)	ELECTRIC UTILITY		2,614.78	
	<u>100-3250-7010-004X</u>		UTILITIES (IA 4)	ELECTRIC UTILITY		158.09	
	<u>100-3250-7010-006B</u>		UTILITIES (IA 6B)	ELECTRIC UTILITY		2,252.53	
	<u>100-3250-7010-007B</u>		UTILITIES (IA 7B)	ELECTRIC UTILITY		29.83	
	<u>100-3250-7010-008A</u>		UTILITIES (IA 8A)	ELECTRIC UTILITY		38.92	
	<u>100-3250-7010-008C</u>		UTILITIES (IA 8C)	ELECTRIC UTILITY		365.90	
	<u>100-3250-7010-011A</u>		UTILITIES (IA 11A)	ELECTRIC UTILITY		82.40	
	<u>100-3250-7010-014X</u>		UTILITIES (IA 14)	ELECTRIC UTILITY		1,508.38	
	<u>100-3250-7010-018X</u>		UTILITIES (IA 18)	ELECTRIC UTILITY		93.70	
	<u>100-3250-7010-019C</u>		UTILITIES (IA 19C)	ELECTRIC UTILITY		2,680.23	
	<u>100-3250-7010-06A1</u>		UTILITIES (IA 6A1)	ELECTRIC UTILITY		191.35	
	<u>100-6000-7010-6025</u>		UTILITIES - CITY HALL	ELECTRIC UTILITY		1,947.74	
	<u>100-6000-7010-6031</u>		UTILITIES - CITY HALL BLD	ELECTRIC UTILITY		1,095.61	
	<u>100-6000-7010-6032</u>		UTILITIES - CITY HALL BLD	ELECTRIC UTILITY		1,095.61	
	<u>100-6000-7010-6040</u>		UTILITIES - POLICE DEPT	ELECTRIC UTILITY		2,897.63	
	<u>100-6000-7010-6041</u>		UTILITIES - POLICE ANNEX	ELECTRIC UTILITY		557.51	
	<u>100-6000-7010-6045</u>		UTILITIES - COMMUNITY	ELECTRIC UTILITY		3,055.15	
	<u>100-6000-7010-6055</u>		UTILITIES - FIRE STATION	ELECTRIC UTILITY		447.28	
	<u>100-6050-7010-0000</u>		UTILITIES	ELECTRIC UTILITY		298.66	
	<u>100-6050-7010-008C</u>		UTILITIES IA 8C	ELECTRIC UTILITY		20.19	
	<u>100-6050-7010-020X</u>		UTILITIES IA 20	ELECTRIC UTILITY		18.87	
	<u>100-6050-7010-06A1</u>		UTILITIES IA 6A1	ELECTRIC UTILITY		74.25	
	<u>700-4050-7010-0000</u>		UTILITIES	ELECTRIC UTILITY		61,307.55	
	<u>750-7000-7010-0000</u>		UTILITIES	ELECTRIC UTILITY		2,345.29	
	<u>750-7300-7010-0000</u>		UTILITIES	ELECTRIC UTILITY		307.39	

Bank Code APBNK Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	2	2	0.00	117,344.10
Manual Checks	0	0	0.00	0.00
Voided Checks	0	0	0.00	0.00
Bank Drafts	0	0	0.00	0.00
EFT's	1	1	0.00	914,004.51
Virtual Payments	0	0	0.00	0.00
	3	3	0.00	1,031,348.61

All Bank Codes Check Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	2	2	0.00	117,344.10
Manual Checks	0	0	0.00	0.00
Voided Checks	0	0	0.00	0.00
Bank Drafts	0	0	0.00	0.00
EFT's	1	1	0.00	914,004.51
Virtual Payments	0	0	0.00	0.00
	3	3	0.00	1,031,348.61

Fund Summary

Fund	Name	Period	Amount
999	POOLED CASH	12/2021	1,031,348.61
			1,031,348.61

JP 12/22/21

Check Register

Packet: APPKT02007 - 20211222 JM APA PAYMENT



City of Beaumont, CA

By Check Number

Vendor Number Payable #	Vendor Name Payable Type	Payment Date Payable Date	Payment Type Payable Description	Discount Amount Discount Amount	Payment Amount Payable Amount	Number
Bank Code: APBNK-AP Bank						
3761 <u>23451</u>	AKINS IT INC Invoice	12/22/2021 12/10/2021	Virtual Pay SOFTWARE	0.00 0.00	3,573.35 3,573.35	APA000142
1036 <u>214458</u>	ALBERT A. WEBB ASSOCIATES Invoice	12/22/2021 11/20/2021	Virtual Pay Engineering Services During Construction	0.00 0.00	56,918.25 56,918.25	APA000143
1050 <u>114G-67YN-1KW</u> <u>1LL4-DQYR-VCM4</u> <u>1MPK-LLK1-N4N7</u> <u>1TGK-RRTG-C6NC</u> <u>1VD1-KC3Y-QNN</u>	AMAZON CAPITAL SERVICES Invoice Invoice Invoice Invoice Invoice	12/22/2021 12/14/2021 12/15/2021 12/10/2021 12/11/2021 12/14/2021	Virtual Pay COMPUTER SUPPLIES OFFICE SUPPLIES EQUIPMENT MAINTENANCE COMPUTER SUPPLIES EQUIPMENT MAINTENANCE	0.00 0.00 0.00 0.00 0.00	3,928.19 33.38 269.18 2,499.80 107.60 1,018.23	APA000144
3302 <u>14799</u>	APGN INC / APG NEUROS Invoice	12/22/2021 11/30/2021	Virtual Pay WWTP DEPT SUPPLIES	0.00 0.00	5,711.49 5,711.49	APA000145
3967 <u>28955</u>	ARCHITERRA INC Invoice	12/22/2021 11/24/2021	Virtual Pay PROFESSIONAL SERVICES	0.00 0.00	2,845.00 2,845.00	APA000146
2618 <u>287302055450X1</u>	AT&T MOBILITY Invoice	12/22/2021 12/02/2021	Virtual Pay PHONE UTILITY	0.00 0.00	885.28 885.28	APA000147
1109 <u>1280837350 12/1</u>	BANK OF HEMET Invoice	12/22/2021 12/22/2021	Virtual Pay Batwing/Lawnmower FY 22	0.00 0.00	3,726.94 3,726.94	APA000148
1147 <u>005038-177 12/2</u>	BEAUMONT CHERRY VALLEY WATEF Invoice	12/22/2021 11/24/2021	Virtual Pay WATER UTILTIY	0.00 0.00	158.00 158.00	APA000149
3829 <u>200011784</u>	CALIFORNIA SOCIETY OF MUNICIPAL Invoice	12/22/2021 12/15/2021	Virtual Pay EMPLOYEE TRAINING	0.00 0.00	75.00 75.00	APA000150
1250 <u>35419</u>	CHAMBERS GROUP, INC Invoice	12/22/2021 12/13/2021	Virtual Pay PROFESSIONAL SERVICES	0.00 0.00	4,532.50 4,532.50	APA000151
1401 <u>OSIP 68955</u>	DEPARTMENT OF INDUSTRIAL RELA Invoice	12/22/2021 12/01/2021	Virtual Pay INSURANCE	0.00 0.00	47,429.45 47,429.45	APA000152
1402 <u>552822</u>	DEPARTMENT OF JUSTICE Invoice	12/22/2021 12/03/2021	Virtual Pay PROFESSIONAL SERVICES	0.00 0.00	245.00 245.00	APA000153
3560 <u>50783</u>	DOSSIER SYSTEMS INC Invoice	12/22/2021 10/31/2021	Virtual Pay SOFTWARE	0.00 0.00	1,710.00 1,710.00	APA000154
1445 <u>202109617</u>	DUDEK Invoice	12/22/2021 12/15/2021	Virtual Pay GROUNDWATER AND SURFACE WATER M	0.00 0.00	7,387.06 7,387.06	APA000155
1518 <u>21-358426</u>	FLYERS ENERGY Invoice	12/22/2021 07/22/2021	Virtual Pay VEHICLE MAINTENANCE	0.00 0.00	1,701.80 1,701.80	APA000156
1533 <u>213-180-1992-06</u> <u>951-769-5188-04</u> <u>951-769-6032-08</u> <u>951-769-8533-09</u> <u>951-769-8534-04</u> <u>951-845-9839-09</u>	FRONTIER COMMUNICATIONS Invoice Invoice Invoice Invoice Invoice Invoice	12/22/2021 12/10/2021 12/10/2021 12/04/2021 12/07/2021 12/10/2021 12/10/2021	Virtual Pay PHONE UTILITY PHONE UTILITY PHONE UTILITY PHONE UTILITY PHONE UTILITY PHONE UTILITY	0.00 0.00 0.00 0.00 0.00 0.00 0.00	1,237.49 280.98 377.29 69.36 53.27 334.83 121.76	APA000157
3874	GENERAC POWER SYSTEMS INC	12/22/2021	Virtual Pay	0.00	1,065.27	APA000158

Check Register

Packet: APPKT02007-20211222 JM APA PAYMENT

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Payable #	Payable Type	Payable Date	Payable Description	Discount Amount	Payable Amount	
6000436	Invoice	12/02/2021	General Generator Maintenance	0.00	1,065.27	
4181	HASA, INC	12/22/2021	Virtual Pay	0.00	2,710.57	APA000159
<u>790635</u>	Invoice	12/03/2021	CHEMICALS	0.00	2,710.57	
1612	HEARD'S INVESTIGATIONS AND POL	12/22/2021	Virtual Pay	0.00	175.00	APA000160
<u>7329</u>	Invoice	12/11/2021	HIRING COSTS	0.00	175.00	
1643	HUNTINGTON COURT REPORTERS &	12/22/2021	Virtual Pay	0.00	508.32	APA000161
<u>34185</u>	Invoice	12/17/2021	Huntington Transcription Servcies for FY 2	0.00	508.32	
1679	INTERWEST CONSULTING GRP, INC.	12/22/2021	Virtual Pay	0.00	1,093.33	APA000162
<u>74490</u>	Invoice	12/13/2021	GIS SERVICES	0.00	1,093.33	
1901	MANNING & KASS, ELLROD, RAMIR	12/22/2021	Virtual Pay	0.00	2,212.50	APA000163
<u>724340</u>	Invoice	11/09/2021	LEGAL SERVICES	0.00	2,212.50	
1971	MOTOROLA	12/22/2021	Virtual Pay	0.00	11,956.11	APA000164
<u>1162342956</u>	Invoice	11/13/2021	Motorola Radio Equipment Lease/Purcha	0.00	11,956.11	
1317	OCCUPATIONAL HEALTH CENTERS	12/22/2021	Virtual Pay	0.00	1,187.72	APA000165
<u>73536271</u>	Invoice	11/24/2021	HIRING COSTS	0.00	261.00	
<u>73604327</u>	Invoice	12/01/2021	EMPLOYEE MEDICAL SERVICES	0.00	45.00	
<u>73686137</u>	Invoice	12/08/2021	HIRING COSTS	0.00	400.00	
<u>123 0943754800</u>	Invoice	12/02/2021	EMPLOYEE MEDICAL SERVICES	0.00	192.95	
<u>123 0943754800</u>	Invoice	11/18/2021	EMPLOYEE MEDICAL SERVICES	0.00	288.77	
4473	PRECISION SURVEY SUPPLY, LLC	12/22/2021	Virtual Pay	0.00	29,920.02	APA000166
<u>19450</u>	Invoice	12/20/2021	Purchase of Crime Scene Scanner	0.00	29,920.02	
2078	PRO RISE GARAGE DOOR CO	12/22/2021	Virtual Pay	0.00	340.00	APA000167
<u>00023285</u>	Invoice	12/13/2021	BUILDING MAINTENANCE	0.00	340.00	
3652	PRUDENTIAL OVERALL SUPPLY	12/22/2021	Virtual Pay	0.00	178.86	APA000168
<u>23250802</u>	Invoice	12/08/2021	WW - Prudential Uniforms	0.00	89.43	
<u>23253525</u>	Invoice	12/15/2021	WW - Prudential Uniforms	0.00	89.43	
2098	QUILL CORPORATON	12/22/2021	Virtual Pay	0.00	949.81	APA000169
<u>21107839</u>	Invoice	11/18/2021	OFFICE SUPPLIES	0.00	140.80	
<u>21107930</u>	Invoice	11/18/2021	OFFICE SUPPLIES	0.00	90.65	
<u>21109400</u>	Invoice	11/18/2021	OFFICE SUPPLIES	0.00	109.83	
<u>21109800</u>	Invoice	11/18/2021	OFFICE SUPPLIES	0.00	371.10	
<u>21198396</u>	Invoice	11/23/2021	OFFICE SUPPLIES	0.00	45.24	
<u>21227221</u>	Invoice	11/26/2021	OFFICE SUPPLIES	0.00	192.19	
2104	RAMONA HUMANE SOCIETY INC	12/22/2021	Virtual Pay	0.00	5,365.24	APA000170
<u>COB11302 11/30</u>	Invoice	11/30/2021	Ramona Humane Society Sheltering Servi	0.00	5,365.24	
4199	ROGERS, ANDERSON, MALODY & SC	12/22/2021	Virtual Pay	0.00	17,500.00	APA000171
<u>67511</u>	Invoice	11/30/2021	Annual Audit	0.00	17,500.00	
1113	RYAN M. WESTBROOK INC	12/22/2021	Virtual Pay	0.00	18.00	APA000172
<u>768219</u>	Invoice	12/02/2021	ANIMAL CARE SERVICES	0.00	18.00	
2026	SECURITY SIGNAL DEVICES, INC	12/22/2021	Virtual Pay	0.00	1,234.70	APA000173
<u>R-00333506</u>	Invoice	12/22/2021	SECURITY SERVICES	0.00	179.55	
<u>R-00334998</u>	Invoice	12/22/2021	SECURITY SERVICES	0.00	163.50	
<u>R-00335723</u>	Invoice	12/22/2021	SECURITY SERVICES	0.00	58.25	
<u>R-00336119</u>	Invoice	12/22/2021	SECURITY SERVICES	0.00	61.50	
<u>R-00336213</u>	Invoice	12/22/2021	SECURITY SERVICES	0.00	138.00	
<u>R-00336338</u>	Invoice	12/22/2021	SECURITY SERVICES	0.00	55.65	
<u>R-00337866</u>	Invoice	12/22/2021	SECURITY SERVICES	0.00	218.65	
<u>R-00339408</u>	Invoice	12/22/2021	SECURITY SERVICES	0.00	186.50	
<u>R-00339782</u>	Invoice	12/22/2021	SECURITY SERVICES	0.00	113.25	

Check Register

Packet: APPKT02007-20211222 JM APA PAYMENT

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Payable #	Payable Type	Payable Date	Payable Description	Discount Amount	Payable Amount	
<u>R-00340149</u>	Invoice	12/22/2021	SECURITY SERVICES	0.00	59.85	
2292	SIRCHIE	12/22/2021	Virtual Pay	0.00	737.82	APA000174
<u>0514467-IN</u>	Invoice	09/24/2021	DEPT SUPPLIES	0.00	737.82	
2329	ST. FRANCIS ELECTRIC	12/22/2021	Virtual Pay	0.00	3,306.01	APA000175
<u>16605159</u>	Invoice	10/31/2021	EMERGENCY SERVICES	0.00	1,120.00	
<u>16605160</u>	Invoice	10/31/2021	EMERGENCY SERVICES	0.00	2,186.01	
2344	STATE WATER RESOURCES CONTRO	12/22/2021	Virtual Pay	0.00	3,326.00	APA000176
<u>WD-0191567</u>	Invoice	12/22/2021	ANNUAL PERMIT FEE	0.00	3,326.00	
2407	THE GAS COMPANY	12/22/2021	Virtual Pay	0.00	1,293.84	APA000177
<u>09712228007 01/</u>	Invoice	12/13/2021	GAS UTILITY	0.00	1,004.99	
<u>10552227000 01/</u>	Invoice	12/13/2021	GAS UTILITY	0.00	25.60	
<u>10552230004 12/</u>	Invoice	12/10/2021	GAS UTILITY	0.00	33.46	
<u>13912227587 01/</u>	Invoice	12/22/2021	GAS UTILITY	0.00	102.97	
<u>15382227021 01/</u>	Invoice	12/13/2021	GAS UTILITY	0.00	56.49	
<u>19782338008 01/</u>	Invoice	12/22/2021	GAS UTILITY	0.00	70.33	
4293	THE RETAIL COACH, LLC	12/22/2021	Virtual Pay	0.00	3,750.00	APA000178
<u>3774</u>	Invoice	12/22/2021	Retail Coach Contract	0.00	3,750.00	
2429	TK ELEVATOR CORP	12/22/2021	Virtual Pay	0.00	1,272.90	APA000179
<u>3006241341</u>	Invoice	11/01/2021	BUILDING MAINTENANCE	0.00	1,272.90	
2456	TURF STAR, INC.	12/22/2021	Virtual Pay	0.00	4,535.54	APA000180
<u>2334420-00</u>	Invoice	10/04/2021	EQUIPMENT MAINTENANCE	0.00	1,263.82	
<u>7194699-00</u>	Invoice	09/23/2021	EQUIPMENT MAINTENANCE	0.00	2,360.69	
<u>7200425-00</u>	Invoice	11/04/2021	EQUIPMENT MAINTENANCE	0.00	911.03	
2461	UNDERGROUND SERVICE ALERT	12/22/2021	Virtual Pay	0.00	226.16	APA000181
<u>920210052</u>	Invoice	10/01/2021	DIG ALERT - SEWER	0.00	132.10	
<u>DSB20204669</u>	Invoice	10/01/2021	DIG ALERT - SEWER	0.00	94.06	
2516	VOHNE LICHE KENNELS INC	12/22/2021	Virtual Pay	0.00	300.00	APA000182
<u>17739</u>	Invoice	12/07/2021	DEPT SUPPLIES	0.00	300.00	
2556	XYLEM WATER SOLUTIONS, INC	12/22/2021	Virtual Pay	0.00	73,230.63	APA000183
<u>3556C01173</u>	Invoice	11/30/2021	MARSHALL CREEK LIFT STATION PUMP	0.00	73,230.63	

Bank Code APBNK Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	0	0	0.00	0.00
Manual Checks	0	0	0.00	0.00
Voided Checks	0	0	0.00	0.00
Bank Drafts	0	0	0.00	0.00
EFT's	0	0	0.00	0.00
Virtual Payments	79	42	0.00	310,459.15
	79	42	0.00	310,459.15

AGENDA ITEM NO.



WARRANTS TO BE RATIFIED

Thursday, December 30, 2021

Printed Checks	110893-110904	\$ 359,902.44	FY 21/22
ACH	547-549	\$ 427,509.37	
InvoicePay	APA000184-APA000245	\$ 159,404.52	
	A/P Total	<u>\$ 946,816.33</u>	

Bank Drafts	MG Trust	\$ 24,781.76	457 Paydate 12/17/21
		\$ 3,591.24	401a Paydate 12/17/21
		\$ 709.20	FICA Paydate 12/17/21
CalPERS		\$ 46,394.12	742 Classic
		\$ 45,779.26	743 Classic
		\$ 17,783.03	27308 PEPRA
		\$ 16,304.28	25763 PEPRA

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

SIGNATURE: _____
TITLE: CITY TREASURER

SIGNATURE: _____
TITLE: FINANCE DIRECTOR



City of Beaumont, CA

Check Register

Packet: APPKT02027 - 20211230 JM APA PAYMENT

By Check Number

Vendor Number Payable #	Vendor Name Payable Type	Payment Date Payable Date	Payment Type Payable Description	Discount Amount Discount Amount	Payment Amount Payable Amount	Number
Bank Code: APBNK-AP Bank						
4260 <u>18209</u>	10-8 RETROFIT INC Invoice	12/30/2021 11/30/2021	Virtual Pay VEHICLE MAINTENANCE	0.00 0.00	5,149.01 5,149.01	APA000184
1015 <u>97346</u>	ACES ANIMAL CARE Invoice	12/30/2021 11/30/2021	Virtual Pay DEPT SUPPLIES	0.00 0.00	539.09 539.09	APA000185
1042 <u>47031</u>	ALL PURPOSE RENTALS Invoice	12/30/2021 12/16/2021	Virtual Pay DEPT SUPPLIES	0.00 0.00	79.20 79.20	APA000186
1050 <u>1CN4-W4XH-VT9</u> <u>1KTT-VJH9-W7QJ</u> <u>1MDF-1D9G-K3P</u> <u>1XWD-VNFV-7M</u> <u>1YVL-LPHP-76QM</u>	AMAZON CAPITAL SERVICES Invoice Invoice Invoice Invoice Invoice	12/30/2021 12/05/2021 12/08/2021 12/17/2021 12/01/2021 12/08/2021	Virtual Pay OFFICE SUPPLIES OFFICE SUPPLIES OFFICE SUPPLIES DEPT SUPPLIES DEPT SUPPLIES	0.00 0.00 0.00 0.00 0.00	1,375.91 299.60 139.15 15.03 107.43 814.70	APA000187
1086 <u>4455 2038686.1</u>	ARROWHEAD RADIOLOGY MEDICAL Invoice	12/30/2021 11/08/2021	Virtual Pay EMPLOYEE MEDICAL SERVICES	0.00 0.00	136.00 136.00	APA000188
1100 <u>2882961247</u>	AUTOZONE Invoice	12/30/2021 12/14/2021	Virtual Pay VEHICLE MAINTENANCE	0.00 0.00	13.34 13.34	APA000189
1005 <u>01P713579</u>	A-Z BUS SALES, INC. Invoice	12/30/2021 12/10/2021	Virtual Pay VEHICLE MAINTENANCE	0.00 0.00	300.44 300.44	APA000190
1111 <u>GOR20489456</u>	BANNING MEDICAL SERVICES Invoice	12/30/2021 11/09/2021	Virtual Pay EMPLOYEE MEDICAL SERVICES	0.00 0.00	396.00 396.00	APA000191
1127 <u>483774</u> <u>490123</u> <u>500775</u> <u>503468</u> <u>503614</u> <u>503932</u>	BEAUMONT DO IT BEST HOME CEN Credit Memo Credit Memo Invoice Invoice Invoice Invoice	12/30/2021 02/11/2020 07/22/2020 05/12/2021 07/23/2021 07/27/2021 08/04/2021	Virtual Pay DEPT SUPPLIES DEPT SUPPLIES STREETS - DEPARTMENT SUPPLIES STREETS - DEPARTMENT SUPPLIES STREETS - DEPARTMENT SUPPLIES STREETS - DEPARTMENT SUPPLIES	0.00 0.00 0.00 0.00 0.00 0.00	12.51 -22.56 -24.22 9.39 9.69 8.22 31.99	APA000192
1136 <u>7759</u>	BEAUMONT POWER EQUIPMENT Invoice	12/30/2021 12/14/2021	Virtual Pay DEPT SUPPLIES	0.00 0.00	58.67 58.67	APA000193
1140 <u>75924</u>	BEAUMONT SAFE & LOCK Invoice	12/30/2021 12/21/2021	Virtual Pay DEPT SUPPLIES	0.00 0.00	562.49 562.49	APA000194
1196 <u>14884</u>	CALIFORNIA BUILDING OFFICIALS Invoice	12/30/2021 12/17/2021	Virtual Pay EMPLOYEE TRAINING	0.00 0.00	140.00 140.00	APA000195
1210 <u>11089646</u> <u>11091167</u>	CALIFORNIA STATE FIRE PROTECTIO Invoice Invoice	12/30/2021 11/30/2021 11/30/2021	Virtual Pay BUILDING MAINTENANCE DEPT SUPPLIES	0.00 0.00 0.00	1,256.67 1,048.17 208.50	APA000196
1242 <u>0954-1007418</u> <u>0954-1008474</u>	CED Invoice Invoice	12/30/2021 10/13/2021 12/06/2021	Virtual Pay DEPARTMENT SUPPLIES - ELECTRICAL DEPARTMENT SUPPLIES - ELECTRICAL	0.00 0.00 0.00	591.68 333.08 258.60	APA000197
1302 <u>2101294</u>	CLINICAL LABORATORY OF SAN BERI Invoice	12/30/2021 12/01/2021	Virtual Pay Clinical Labs	0.00 0.00	10,354.00 10,354.00	APA000198
1353	CUSTOM TROPHIES	12/30/2021	Virtual Pay	0.00	210.11	APA000199

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Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Payable #	Payable Type	Payable Date	Payable Description	Discount Amount	Payable Amount	
<u>002577</u>	Invoice	12/17/2021	DEPT SUPPLIES	0.00	210.11	
1237	DANIEL WILLIAM DOPP	12/30/2021	Virtual Pay	0.00	630.00	APA000200
<u>114</u>	Invoice	12/09/2021	EMERGENCY SERVICES	0.00	140.00	
<u>115</u>	Invoice	12/09/2021	EMERGENCY SERVICES	0.00	210.00	
<u>116</u>	Invoice	12/16/2021	EMERGENCY SERVICES	0.00	280.00	
1392	DELL MARKETING L.P.	12/30/2021	Virtual Pay	0.00	1,524.65	APA000201
<u>10525065880</u>	Invoice	10/11/2021	COMPUTER SUPPLIES	0.00	1,524.65	
1402	DEPARTMENT OF JUSTICE	12/30/2021	Virtual Pay	0.00	1,081.00	APA000202
<u>548174</u>	Invoice	12/03/2021	PROFESSIONAL SERVICES	0.00	1,081.00	
1422	DICK'S ALL AUTO REPAIR, INC	12/30/2021	Virtual Pay	0.00	207.00	APA000203
<u>25831</u>	Invoice	11/05/2021	VEHICLE MAINTENANCE	0.00	51.75	
<u>25942</u>	Invoice	12/06/2021	VEHICLE MAINTENANCE	0.00	51.75	
<u>25952</u>	Invoice	12/07/2021	VEHICLE MAINTENANCE	0.00	51.75	
<u>25978</u>	Invoice	12/14/2021	VEHICLE MAINTENANCE	0.00	51.75	
1424	DIRECTV	12/30/2021	Virtual Pay	0.00	205.23	APA000204
<u>051885754X2112</u>	Invoice	12/30/2021	BUILDING UTILITY	0.00	205.23	
1501	FAIRVIEW FORD	12/30/2021	Virtual Pay	0.00	2,419.73	APA000205
<u>C86796</u>	Invoice	07/26/2021	VEHICLE MAINTENANCE	0.00	2,419.73	
1518	FLYERS ENERGY	12/30/2021	Virtual Pay	0.00	2,905.19	APA000206
<u>CFS-2828417</u>	Invoice	11/30/2021	FUEL EXPENSE	0.00	1,162.28	
<u>CFS-2847343</u>	Invoice	12/10/2021	FUEL EXPENSE	0.00	1,742.91	
1533	FRONTIER COMMUNICATIONS	12/30/2021	Virtual Pay	0.00	1,405.11	APA000207
<u>951-197-0708-12</u>	Invoice	12/16/2021	PHONE UTILITY	0.00	1,190.00	
<u>951-922-6646-04</u>	Invoice	12/16/2021	PHONE UTILITY	0.00	215.11	
1553	GALLS INC.	12/30/2021	Virtual Pay	0.00	921.26	APA000208
<u>BC1508101</u>	Invoice	12/15/2021	EMPLOYEE UNIFORMS	0.00	794.72	
<u>BC1509330</u>	Invoice	12/16/2021	EMPLOYEE UNIFORMS	0.00	126.54	
4181	HASA, INC	12/30/2021	Virtual Pay	0.00	2,777.61	APA000209
<u>791797</u>	Invoice	12/14/2021	CHEMICALS	0.00	2,777.61	
1612	HEARD'S INVESTIGATIONS AND POL	12/30/2021	Virtual Pay	0.00	175.00	APA000210
<u>7335</u>	Invoice	12/17/2021	HIRING COSTS	0.00	175.00	
3572	HECTOR ALVARADO	12/30/2021	Virtual Pay	0.00	3,830.00	APA000211
<u>1690</u>	Invoice	12/10/2021	Bus Wash and Detail	0.00	1,950.00	
<u>1696</u>	Invoice	12/21/2021	Bus Wash and Detail	0.00	1,880.00	
1622	HI-WAY SAFETY INC	12/30/2021	Virtual Pay	0.00	2,127.35	APA000212
<u>123735</u>	Invoice	12/08/2021	DEPT SUPPLIES	0.00	736.77	
<u>123736</u>	Invoice	12/08/2021	DEPT SUPPLIES	0.00	1,390.58	
3271	KS STATEBANK	12/30/2021	Virtual Pay	0.00	11,830.77	APA000213
<u>53429-2-2022</u>	Invoice	12/30/2021	VACTOR AND PATCH TRUCK PAYMENTS	0.00	11,830.77	
1901	MANNING & KASS, ELLROD, RAMIR	12/30/2021	Virtual Pay	0.00	297.50	APA000214
<u>727021</u>	Invoice	12/03/2021	LEGAL SERVICES	0.00	297.50	
1980	MYERS TIRE SUPPLY	12/30/2021	Virtual Pay	0.00	697.98	APA000215
<u>11458569</u>	Invoice	12/14/2021	VEHICLE MAINTENANCE	0.00	697.98	
1984	NAPA AUTO PARTS	12/30/2021	Virtual Pay	0.00	227.19	APA000216
<u>168472</u>	Credit Memo	12/30/2021	VEHICLE MAINTENANCE	0.00	-19.40	
<u>168816</u>	Invoice	12/06/2021	VEHICLE MAINTENANCE	0.00	88.64	
<u>168837</u>	Invoice	12/06/2021	VEHICLE MAINTENANCE	0.00	21.54	
<u>168872</u>	Invoice	12/07/2021	VEHICLE MAINTENANCE	0.00	15.15	

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Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Payable #	Payable Type	Payable Date	Payable Description	Discount Amount	Payable Amount	
<u>169075</u>	Invoice	12/10/2021	VEHICLE MAINTENANCE	0.00	21.54	
<u>169278</u>	Invoice	12/13/2021	VEHICLE MAINTENANCE	0.00	64.62	
<u>169362</u>	Invoice	12/14/2021	VEHICLE MAINTENANCE	0.00	14.66	
<u>169476</u>	Invoice	12/16/2021	VEHICLE MAINTENANCE	0.00	9.68	
<u>169562</u>	Invoice	12/17/2021	VEHICLE MAINTENANCE	0.00	10.76	
1317	OCCUPATIONAL HEALTH CENTERS	12/30/2021	Virtual Pay	0.00	290.00	APA000217
<u>73781530</u>	Invoice	12/15/2021	EMPLOYEE MEDICAL SERVICES	0.00	290.00	
3028	OFFICE SOLUTIONS	12/30/2021	Virtual Pay	0.00	36,886.70	APA000218
<u>I-01941254</u>	Invoice	11/22/2021	CUBICLES FOR WEST END ADMIN OFFICES	0.00	36,886.70	
2009	O'REILLY AUTO PARTS	12/30/2021	Virtual Pay	0.00	613.50	APA000219
<u>2678-400764</u>	Invoice	12/06/2021	VEHICLE MAINTENANCE	0.00	15.49	
<u>2678-400776</u>	Invoice	12/06/2021	VEHICLE MAINTENANCE	0.00	113.11	
<u>2678-401125</u>	Invoice	12/07/2021	VEHICLE MAINTENANCE	0.00	71.63	
<u>2678-401421</u>	Invoice	12/08/2021	VEHICLE MAINTENANCE	0.00	60.44	
<u>2678-402479</u>	Invoice	12/13/2021	VEHICLE MAINTENANCE	0.00	17.22	
<u>2678-402741</u>	Invoice	12/14/2021	VEHICLE MAINTENANCE	0.00	56.29	
<u>2678-402762</u>	Invoice	12/14/2021	VEHICLE MAINTENANCE	0.00	9.64	
<u>2678-403020</u>	Invoice	12/15/2021	VEHICLE MAINTENANCE	0.00	94.66	
<u>2678-403165</u>	Invoice	12/16/2021	VEHICLE MAINTENANCE	0.00	4.30	
<u>2678-404350</u>	Invoice	12/21/2021	VEHICLE MAINTENANCE	0.00	192.72	
<u>2678-404354</u>	Credit Memo	12/30/2021	VEHICLE MAINTENANCE	0.00	-22.00	
2039	PARKHOUSE TIRE, INC.	12/30/2021	Virtual Pay	0.00	1,247.22	APA000220
<u>2030208824</u>	Invoice	12/21/2021	VEHICLE MAINTENANCE	0.00	230.10	
<u>2030208825</u>	Invoice	12/16/2021	VEHICLE MAINTENANCE	0.00	374.60	
<u>2030208826</u>	Invoice	12/16/2021	VEHICLE MAINTENANCE	0.00	99.79	
<u>2030208827</u>	Invoice	12/16/2021	VEHICLE MAINTENANCE	0.00	542.73	
3652	PRUDENTIAL OVERALL SUPPLY	12/30/2021	Virtual Pay	0.00	631.60	APA000221
<u>23250789</u>	Invoice	12/08/2021	Streets - Prudential Uniforms	0.00	58.31	
<u>23253461</u>	Invoice	12/15/2021	Uniform Rental and Cleaning	0.00	103.71	
<u>23253502</u>	Invoice	12/15/2021	Uniform Rental and Cleaning	0.00	48.21	
<u>23253520</u>	Invoice	12/15/2021	Uniform Rental and Cleaning	0.00	93.02	
<u>23257352</u>	Invoice	12/22/2021	Uniform Rental and Cleaning	0.00	103.71	
<u>23257386</u>	Invoice	12/22/2021	Uniform Rental and Cleaning	0.00	50.64	
<u>23257400</u>	Invoice	12/22/2021	Uniform Rental and Cleaning	0.00	93.02	
<u>23257404</u>	Invoice	12/22/2021	WW - Prudential Uniforms	0.00	80.98	
4052	QUICK RESPONSE FIRE PROTECTION	12/30/2021	Virtual Pay	0.00	2,600.00	APA000222
<u>5616</u>	Invoice	12/13/2021	PERFORMANCE ON FIRE SUPPRESSION SY	0.00	2,600.00	
2105	RANCHO READY MIX	12/30/2021	Virtual Pay	0.00	536.06	APA000223
<u>129036</u>	Invoice	11/18/2021	DEPT SUPPLIES	0.00	536.06	
2157	RIVERSIDE ASSESSOR	12/30/2021	Virtual Pay	0.00	50.00	APA000224
<u>21-32112</u>	Invoice	01/31/2021	DOCUMENT# E-202100050 FISH	0.00	50.00	
3681	RIVERSIDE COUNTY DEPARTMENT C	12/30/2021	Virtual Pay	0.00	680.50	APA000225
<u>202111000169</u>	Invoice	12/15/2021	DEPT SUPPLIES	0.00	680.50	
2238	SAN GORGONIO MEMORIAL HOSPIT	12/30/2021	Virtual Pay	0.00	665.80	APA000226
<u>2004715</u>	Invoice	12/30/2021	EMPLOYEE MEDICAL SERVICES	0.00	665.80	
2257	SCOTT FAZEKAS & ASSOCIATES, INC	12/30/2021	Virtual Pay	0.00	17,393.47	APA000227
<u>21725</u>	Invoice	11/30/2021	FY 21/22 Building Plan Check Services, SF	0.00	17,393.47	
2026	SECURITY SIGNAL DEVICES, INC	12/30/2021	Virtual Pay	0.00	253.50	APA000228
<u>S-01062887</u>	Invoice	12/08/2021	SECURITY SERVICES	0.00	253.50	
3835	SEGURA FAMILY INVESTMENT INC	12/30/2021	Virtual Pay	0.00	65.00	APA000229

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Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Payable #	Payable Type	Payable Date	Payable Description	Discount Amount	Payable Amount	
<u>2118</u>	Invoice	12/13/2021	VEHICLE MAINTENANCE	0.00	65.00	
2281	SHRED-IT	12/30/2021	Virtual Pay	0.00	1,622.07	APA000230
<u>8000478935</u>	Invoice	11/30/2021	PROFESSIONAL SERVICES	0.00	1,622.07	
3260	SITEONE LANDSCAPE SUPPLY, LLC	12/30/2021	Virtual Pay	0.00	1,855.33	APA000231
<u>115289235-001</u>	Invoice	12/22/2021	DEPT SUPPLIES	0.00	1,855.33	
2310	SOUTH COAST LIGHTING & DESIGN	12/30/2021	Virtual Pay	0.00	12,402.03	APA000232
<u>1009161</u>	Invoice	10/22/2021	LIGHT REPAIR Beaumont Ave - Oak Valley	0.00	12,402.03	
2329	ST. FRANCIS ELECTRIC	12/30/2021	Virtual Pay	0.00	2,284.00	APA000233
<u>16605161A</u>	Invoice	11/30/2021	EMERGENCY SERVICES	0.00	840.00	
<u>16605161B</u>	Invoice	11/30/2021	EMERGENCY SERVICES	0.00	560.00	
<u>16605162A</u>	Invoice	11/30/2021	EMERGENCY SERVICES	0.00	616.50	
<u>16605162B</u>	Invoice	11/30/2021	EMERGENCY SERVICES	0.00	267.50	
4443	STEVE H NUTT	12/30/2021	Virtual Pay	0.00	1,500.00	APA000234
<u>4</u>	Invoice	12/20/2021	HIRING COSTS	0.00	1,500.00	
2405	THE COUNSELING TEAM	12/30/2021	Virtual Pay	0.00	300.00	APA000235
<u>80951</u>	Invoice	12/16/2021	HIRING COSTS	0.00	300.00	
2416	THE PRESS-ENTERPRISE	12/30/2021	Virtual Pay	0.00	653.20	APA000236
<u>0011499777</u>	Invoice	11/09/2021	ADVERTISING	0.00	275.20	
<u>0011502101</u>	Invoice	11/20/2021	ADVERTISING	0.00	218.00	
<u>0011502102</u>	Invoice	11/20/2021	ADVERTISING	0.00	196.00	
<u>P849651</u>	Credit Memo	12/29/2021	OVERAGE/UNAPPLIED AMOUNT ON STAT	0.00	-36.00	
2873	TPX COMMUNICATIONS	12/30/2021	Virtual Pay	0.00	508.61	APA000237
<u>151157742-0</u>	Invoice	12/16/2021	PHONE UTILITY	0.00	508.61	
2453	TRITECH FORENSICS	12/30/2021	Virtual Pay	0.00	177.95	APA000238
<u>583058</u>	Invoice	12/15/2021	DEPT SUPPLIES	0.00	177.95	
2456	TURF STAR, INC.	12/30/2021	Virtual Pay	0.00	507.88	APA000239
<u>7194457-01</u>	Invoice	09/23/2021	EQUIPMENT MAINTENANCE	0.00	507.88	
2472	UPS	12/30/2021	Virtual Pay	0.00	42.78	APA000240
<u>000087R790511</u>	Invoice	12/18/2021	SHIPPING COSTS	0.00	42.78	
2490	VERIZON BUSINESS SERVICE	12/30/2021	Virtual Pay	0.00	1,577.52	APA000241
<u>72058791</u>	Invoice	12/20/2021	PHONE UTILITY	0.00	1,577.52	
2518	VULCAN MATERIALS	12/30/2021	Virtual Pay	0.00	487.13	APA000242
<u>73114208</u>	Invoice	10/31/2021	ST - SPECIAL DEPT SUPPLIES	0.00	189.74	
<u>73152829</u>	Invoice	12/15/2021	ST - SPECIAL DEPT SUPPLIES	0.00	297.39	
3422	WAXIE SANITARY SUPPLY	12/30/2021	Virtual Pay	0.00	593.31	APA000243
<u>80539818</u>	Invoice	12/20/2021	BUILDING MAINTENANCE	0.00	507.78	
<u>80547343</u>	Invoice	12/22/2021	BUILDING MAINTENANCE	0.00	85.53	
3908	WEST COAST ARBORISTS, INC	12/30/2021	Virtual Pay	0.00	18,156.00	APA000244
<u>180483</u>	Invoice	12/02/2021	Removal of Trees at Stewart Park	0.00	18,156.00	
3457	ZONAR SYSTEMS	12/30/2021	Virtual Pay	0.00	385.67	APA000245

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Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Payable #	Payable Type	Payable Date	Payable Description	Discount Amount	Payable Amount	
<u>S1532760</u>	Invoice	12/20/2021	SOFTWARE	0.00	385.67	

Bank Code APBNK Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	0	0	0.00	0.00
Manual Checks	0	0	0.00	0.00
Voided Checks	0	0	0.00	0.00
Bank Drafts	0	0	0.00	0.00
EFT's	0	0	0.00	0.00
Virtual Payments	119	62	0.00	159,404.52
	119	62	0.00	159,404.52

Check Report

By Check Number

Date Range: 12/23/2021 - 12/30/202



City of Beaumont, CA

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
1279	CIGNA HEALTH CARE	12/28/2021	Regular	0.00	11,357.91	110893
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number		Account Name		Distribution Amount	
<u>INV0000282</u>	Invoice	11/05/2021	CIGNA MEDICAL INSURANCE	0.00	5,678.96	
	<u>100-0000-2200-0000</u>		HEALTH INSURANCE		5,678.96	
<u>INV0000331</u>	Invoice	11/19/2021	CIGNA MEDICAL INSURANCE	0.00	5,678.95	
	<u>100-0000-2200-0000</u>		HEALTH INSURANCE		5,678.95	
1310	COLONIAL LIFE	12/28/2021	Regular	0.00	519.04	110894
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number		Account Name		Distribution Amount	
<u>INV0000283</u>	Invoice	11/05/2021	COLONIAL INSURANCE	0.00	209.62	
	<u>100-0000-2051-0000</u>		COLONIAL INS-WITHHOL		209.62	
<u>INV0000284</u>	Invoice	11/05/2021	COLONIAL INSURANCE	0.00	49.90	
	<u>100-0000-2051-0000</u>		COLONIAL INS-WITHHOL		49.90	
<u>INV0000332</u>	Invoice	11/19/2021	COLONIAL INSURANCE	0.00	209.62	
	<u>100-0000-2051-0000</u>		COLONIAL INS-WITHHOL		209.62	
<u>INV0000333</u>	Invoice	11/19/2021	COLONIAL INSURANCE	0.00	49.90	
	<u>100-0000-2051-0000</u>		COLONIAL INS-WITHHOL		49.90	
1773	KAISER FOUNDATION HEALTH PLAN	12/28/2021	Regular	0.00	160,216.40	110895
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number		Account Name		Distribution Amount	
<u>INV0000302</u>	Invoice	11/05/2021	KAISER MEDICAL INSURANCE	0.00	80,384.53	
	<u>100-0000-2200-0000</u>		HEALTH INSURANCE		80,384.53	
<u>INV0000318</u>	Invoice	11/11/2021	KAISER MEDICAL INSURANCE	0.00	899.08	
	<u>100-0000-2200-0000</u>		HEALTH INSURANCE		899.08	
<u>INV0000322</u>	Invoice	11/11/2021	KAISER MEDICAL INSURANCE	0.00	899.08	
	<u>100-0000-2200-0000</u>		HEALTH INSURANCE		899.08	
<u>INV0000351</u>	Invoice	11/19/2021	KAISER MEDICAL INSURANCE	0.00	78,033.71	
	<u>100-0000-2200-0000</u>		HEALTH INSURANCE		78,033.71	
2074	PRE-PAID LEGAL SERVICES INC	12/28/2021	Regular	0.00	755.28	110896
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number		Account Name		Distribution Amount	
<u>INV0000303</u>	Invoice	11/05/2021	PREPAID LEGAL	0.00	249.10	
	<u>100-0000-2045-0000</u>		PRE PAID LEGAL		249.10	
<u>INV0000352</u>	Invoice	11/19/2021	PREPAID LEGAL	0.00	249.10	
	<u>100-0000-2045-0000</u>		PRE PAID LEGAL		249.10	
<u>INV0000390</u>	Invoice	12/03/2021	PREPAID LEGAL	0.00	257.08	
	<u>100-0000-2045-0000</u>		PRE PAID LEGAL		257.08	
3675	ZENITH AMERICAN SOLUTIONS	12/28/2021	Regular	0.00	31.32	110897
Payable #	Payable Type	Post Date	Payable Description	Discount Amount	Payable Amount	
	Account Number		Account Name		Distribution Amount	
<u>INV0000308</u>	Invoice	11/05/2021	ZENITH	0.00	15.66	
	<u>100-0000-2085-0000</u>		ZENITH WITHHOLDING		15.66	
<u>INV0000357</u>	Invoice	11/19/2021	ZENITH	0.00	15.66	

Check Report

Date Range: 12/23/2021 - 12/30/2021

Vendor Number

Vendor Name

100-0000-2085-0000

Payment Date
ZENITH WITHHOLDING

Payment Type
ZENITH

Discount Amount

Payment Amount
Number
15.66

Bank Code AP PY VEND Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	15	5	0.00	172,879.95
Manual Checks	0	0	0.00	0.00
Voided Checks	0	0	0.00	0.00
Bank Drafts	0	0	0.00	0.00
EFT's	0	0	0.00	0.00
Virtual Payments	0	0	0.00	0.00
	15	5	0.00	172,879.95



Staff Report

TO: City Council
FROM: Nicole Wheelwright, Deputy City Clerk
DATE January 18, 2022
SUBJECT: Quarterly Status of City Council Travel and Training Reimbursements

Background and Analysis:

Included in the FY2022 approved budget is a line item of \$12,500 allocated for City Council travel, training and meetings. Per City Council instruction, City staff is to provide quarterly reports on reimbursed travel expenses to City Council. Attachment A reflects the reimbursements processed during the months of October through December 2021.

Fiscal Impact:

The reimbursements are currently within the budgeted allotment.

Recommended Action:

Receive and file.

Attachments:

A. Travel Training and Meeting Reimbursement Quarterly Report

Council Travel and Training Reimbursements Oct - Dec 2021

Council Travel Training and Local Meeting Budget

<i>FY 2021-2022 Budget</i>	
<i>Travel and Training and Local Meetings</i>	\$12,500.00
Balance	\$11,436.04

Date	Elected	Travel/Training/ Meeting	Reimbursed Amount	Notes
11/15/2021	Lloyd White	Board of Supervisor's Meeting	\$39.36	Mileage and Parking



Staff Report

TO: City Council
FROM: Jennifer Ustation, Finance Director
DATE: January 18, 2022
SUBJECT: Approval of Corrected Gann Limit for FY2021 and FY2022

Background and Analysis:

In November 1979, Proposition 4 (Gann Initiative) was adopted by the State of California. Proposition 4 created Article XIII B of the State Constitution placing limits on the amount of revenue which can be spent by all entities of government. Proposition 4 was modified by Proposition 111 in June 1990. Proposition 111 provided new adjustment formulas for the calculation of the annual appropriations limit.

The appropriations limit is based on actual appropriations during the 1978-79 fiscal year and is increased each year using the growth of population and inflation. Not all revenues are restricted by the appropriations limit, only those that are referred to as "proceeds of taxes."

The limit is calculated by taking the prior year's limit and applying growth factors as appropriate. The growth factors are determined by 1) the change in population in either the City or the County, and 2) the change in per capita income or non-residential new construction.

It was discovered that the original calculation of the FY2021 had an incorrect per capita income growth rate of 4.63%. A rate of 3.73% should have been applied instead. Since the calculation begins with the prior year's limit the FY2022 calculation has also been corrected.

The City's actual appropriation level remains well below the limit of \$94.9 million for FY2021

Fiscal Impact:

City staff estimates the cost to prepare this report to be \$290.

Recommended Action:

Waive the full reading and adopt by title only a “Resolution of the City Council of the City of Beaumont, approving the Appropriation Limit for the 2020-21 and 2021-22 Fiscal Years.”

Attachments:

- A. Appropriation Limit Calculation for the Fiscal Year ending June 30, 2021
- B. Appropriation Limit Calculation for the Fiscal Year ending June 30, 2022
- C. Resolution of the City Council approving the FY2020-21 and FY2021-22 Appropriation Limit

CITY OF BEAUMONT
APPROPRIATION LIMIT CALCULATION
FOR THE YEAR ENDING JUNE 30, 2021

APPROPRIATION LIMIT JUNE 30, 2020		\$ 88,187,926
PRICE CHANGE (1):		
PER CAPITA INCOME	3.73%	
NON-RESIDENTIAL		
NEW CONSTRUCTION	<u>2.87%</u>	
GREATER OF TWO OPTIONS		3.73%
POPULATION CHANGE (2):		
BEAUMONT 1/1/20	3.72%	
RIVERSIDE COUNTY 1/1/20	<u>0.83%</u>	
GREATER OF TWO OPTIONS		3.72%
CALCULATION FACTOR FOR JUNE 30, 2020		
PER CAPITA PERCENTAGE INCREASE		1.0373
POPULATION PERCENTAGE INCREASE		<u>1.0372</u>
TOTAL (PER CAPITA x POPULATION)		<u>1.07588756</u>
GROSS APPROPRIATION LIMIT JUNE 30, 2021		\$ 94,880,293
ADJUSTMENTS:		<u>0</u>
APPROPRIATIONS LIMIT FOR 2020-2021		\$ 94,880,293
PROCEEDS OF TAXES SUBJECT TO APPROPRIATION		<u>18,311,953</u>
AMOUNT LIMIT EXCEEDS TAXES SUBJECT TO LIMIT		<u><u>\$ 76,568,340</u></u>

CONCLUSION: THE CITY HAS NOT EXCEEDED ITS APPROPRIATION LIMIT FOR THE '19-'20 YEAR.
THE CITY WILL NOT EXCEED ITS APPROPRIATION LIMIT FOR THE '20-'21 YEAR.

(1) ALLOWED TO USE THE LARGER OF THE STATE'S PER CAPITA INCOME INCREASE OR THE CITY'S INCREASE IN TAXABLE PROPERTY VALUES DUE TO NON-RESIDENTIAL CONSTRUCTION AS A PERCENTAGE OF THE TOTAL TAXABLE VALUE INCREASE.

(2) ALLOWED TO USE THE LARGER OF CITY'S OR COUNTY'S PERCENTAGE POPULATION INCREASE

CITY OF BEAUMONT
APPROPRIATION LIMIT CALCULATION
FOR THE YEAR ENDING JUNE 30, 2022

APPROPRIATION LIMIT JUNE 30, 2021		\$ 94,880,293
PRICE CHANGE (1):		
PER CAPITA INCOME	5.73%	
NON-RESIDENTIAL		
NEW CONSTRUCTION	<u>1.91%</u>	
GREATER OF TWO OPTIONS		5.73%
POPULATION CHANGE (2):		
BEAUMONT 1/1/21	1.85%	
RIVERSIDE COUNTY 1/1/21	<u>0.67%</u>	
GREATER OF TWO OPTIONS		1.85%
CALCULATION FACTOR FOR JUNE 30, 2021		
PER CAPITA PERCENTAGE INCREASE		1.0573
POPULATION PERCENTAGE INCREASE		<u>1.0185</u>
TOTAL (PER CAPITA x POPULATION)		<u>1.07686005</u>
GROSS APPROPRIATION LIMIT JUNE 30, 2022		\$ 102,172,797
ADJUSTMENTS:		<u>0</u>
APPROPRIATIONS LIMIT FOR 2021-2022		\$ 102,172,797
PROCEEDS OF TAXES SUBJECT TO APPROPRIATION		<u>21,424,656</u>
AMOUNT LIMIT EXCEEDS TAXES SUBJECT TO LIMIT		<u><u>\$ 80,748,141</u></u>

CONCLUSION: THE CITY HAS NOT EXCEEDED ITS APPROPRIATION LIMIT FOR THE '20-'21 YEAR.
THE CITY WILL NOT EXCEED ITS APPROPRIATION LIMIT FOR THE '21-'22 YEAR.

(1) ALLOWED TO USE THE LARGER OF THE STATE'S PER CAPITA INCOME INCREASE OR THE CITY'S INCREASE IN TAXABLE PROPERTY VALUES DUE TO NON-RESIDENTIAL CONSTRUCTION AS A PERCENTAGE OF THE TOTAL TAXABLE VALUE INCREASE.

(2) ALLOWED TO USE THE LARGER OF CITY'S OR COUNTY'S PERCENTAGE POPULATION INCREASE

RESOLUTION NO. 2022-

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BEAUMONT,
CALIFORNIA APPROVING THE APPROPRIATION LIMIT FOR THE 2020-21
AND 2021-22 FISCAL YEAR**

WHEREAS, this resolution is rescinding resolutions 2020-19 and 2021-27; and

WHEREAS, Article XIII B of the Constitution of the State of California was adopted in November 1979, establishing Proposition 4, placing limits on the amount of revenue which can be appropriated by any governmental agency in any fiscal year; and

WHEREAS, Proposition 111 was adopted in June 1990, amending Proposition 4, to change adjustments factor’s to using the greater of the percentage change in population in the City or the County, and greater of the percentage change in per capita income or non-residential new construction; and

WHEREAS, the percentage change in population was 3.72% for FY2021 and 1.85% for FY2022 in the City of Beaumont and the percentage change in State per capital personal income was 3.73% for Fiscal Year 2020-21 and 5.73% for Fiscal Year 2021-22, and

WHEREAS, the “proceeds of taxes” for the City of Beaumont will not exceed the appropriations limit for Fiscal Year 2020-21 and Fiscal Year 2021-22,

NOW, THEREFORE IT IS HEREBY RESOLVED, by the City Council of the City of Beaumont, California, as follows:

Section 1. That the appropriations limit for the City of Beaumont for Fiscal Year 2020-21 shall be \$94,880,293 and for Fiscal Year 2021-22 shall be \$103,059,285

Section 2. That the adjustment factors used in calculating the new limit shall be the percentage changes 1) in the population of the City of Beaumont, and 2) State per capita personal income change over prior year

MOVED, PASSED AND ADOPTED this 18th day of January 2022, by the following vote:

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

Lloyd White, Mayor

ATTEST:

Deputy City Clerk



Staff Report

TO: City Council

FROM: Robert Vestal, Assistant Public Works Director

DATE: January 18, 2022

SUBJECT: **Accept Security Agreement and Performance and Payment Bond No. CMS0346632 for Street Improvements Associated with Tract Map No. 27971-9 and Accept Security Agreement and Performance and Payment Bond No. 30128141 for Street Improvements Associated with Tract Map No. 36307**

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.

RSI COMMUNITIES-CALIFORNIA, LLC

The developer, RSI Communities-California, LLC (acquired by Taylor Morrison) is proposing to construct all work associated with the following improvements:

- Public Works Project No. 17-4291, as shown on City File No. 3378, under Performance and Payment Bond No. CMS0346632 for Tract Map No. 27971-9. Improvements generally consist of curb and gutter, sidewalks, ac pavement, etc., along Santa Fe Court, Winchester Place, Topeka Way, Little Rock Place, and Albany Lane.

RSI Communities-California, LLC has provided a security agreement and security in the form of a bond for the public improvements. The agreement has been reviewed by City staff and found to be consistent with the Beaumont Municipal Code.

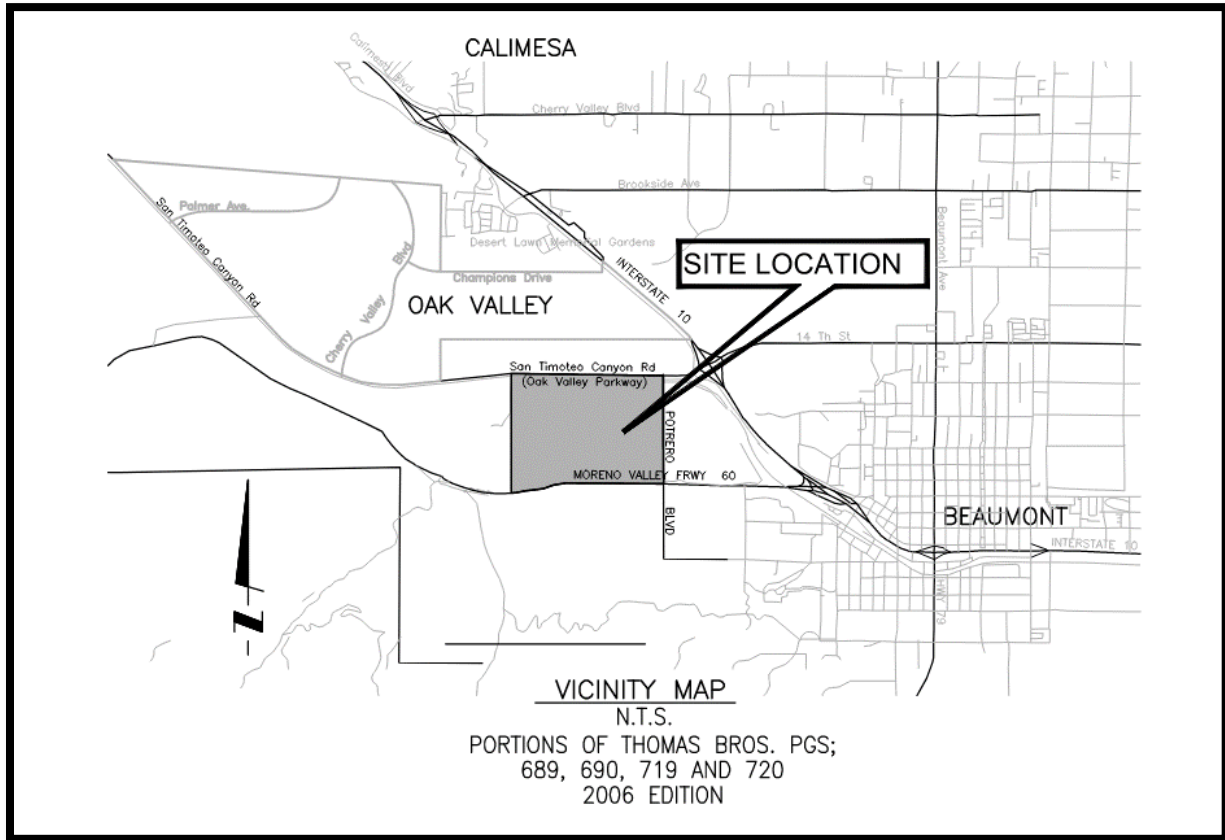


Figure 1- Olivewood Community (Tract Map No. 27971-9)

TRI POINTE HOMES IE-SD, INC.

The developer, Tri Pointe Homes IE-SD, Inc. is proposing to construct all work associated with the following improvements:

- Public Works Project No. 2021-0634, as shown on City File No. 3386, under Performance and Payment Bond No. 30128141 for Tract Map No. 36307. Improvements generally consist of sewer mains, manholes, and residential laterals within the tract boundary and along Oak Valley Parkway.

Tri Pointe Homes IE-SD, Inc. has provided a security agreement and security in the form of a bond for the public improvements. The agreement has been reviewed by City staff and found to be consistent with the Beaumont Municipal Code.

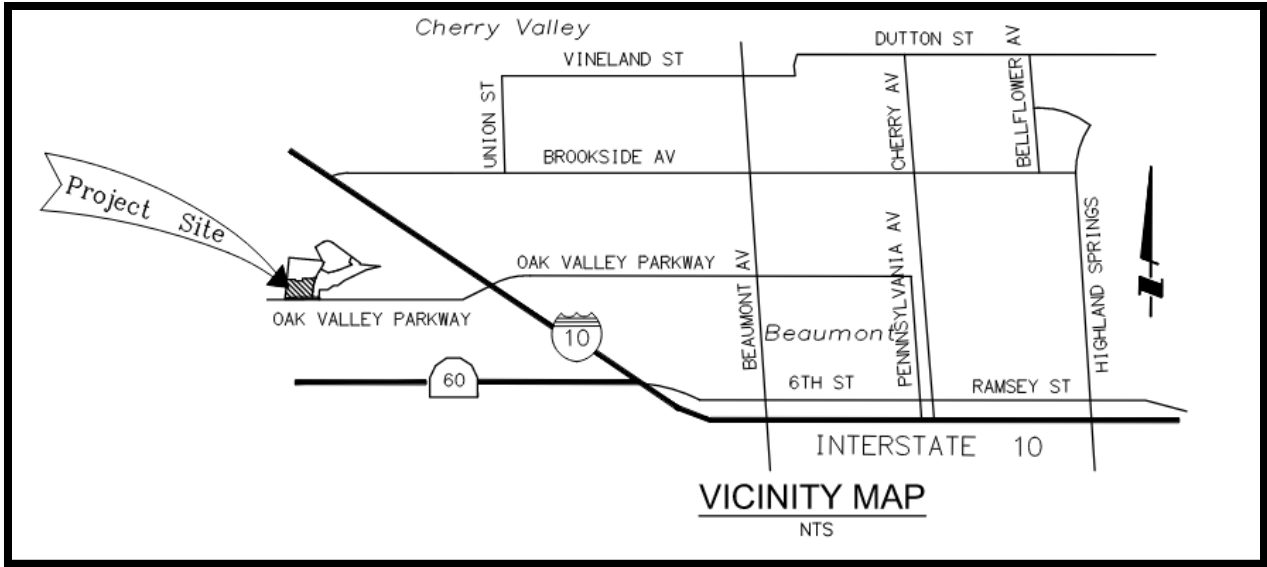


Figure 2- Tract Map No. 36307

The following table is a summary of the security recommended for acceptance:

Table 1

Security No.	Security Type	Type of Improvement	Principal
CMS0346632	Performance & Payment Bond	Street Tract 27971-9	RSI Communities-California, LLC
30128141	Performance & Payment Bond	Sewer Tract 36307	Tri Pointe Homes IE-SD, Inc

Fiscal Impact:

The cost of preparing the staff report is estimated to be \$750.

Recommended Action:

Accept Security Agreement and Performance and Payment Bond No. CMS0346632 for street improvements associated with Tract Map No. 27971-9, and
 Accept Security Agreement and Performance and Payment Bond No. 30128141 for street improvements associated with Tract Map No. 36307.

Attachments:

- A. Performance and Payment Bond No. CMS0346632 and security agreement
- B. Performance and Payment Bond No. 30128141 and security agreement

Basic Gov (Sales Force) # 17-4291
File # 3378

**AGREEMENT TO PROVIDE SECURITY FOR IMPROVEMENTS
FOR TRACT MAP OR PARCEL MAP OR PLOT PLAN
(Tract Map/Parcel Map/Plot Plan No. 27971-9)**

THIS AGREEMENT TO PROVIDE SECURITY FOR IMPROVEMENTS (“Security Agreement”) is made by and between CITY OF BEAUMONT (“CITY”) and RSI Communities-California LLC, a Delaware limited liability company (“DEVELOPER”).

RECITALS

A. DEVELOPER has applied to the CITY for permission to develop certain real property, pursuant to Tract Map/Parcel Map/Plot Plan # 27971-9, (“Map”). DEVELOPER has also asked the CITY to accept the dedication of the street or streets and other proposed public rights-of-way, parks and recreation facilities, and easements as depicted on the Map and to otherwise approve the Map so that it may be recorded as required by law; and

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

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

AGREEMENT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CITY OF BEAUMONT

By: _____
Mayor

Date: _____

DEVELOPER
RSI COMMUNITIES-CALIFORNIA LLC, a Delaware limited liability company

By:  _____
Sean Doyle
Vice President

Date: 10-07-2021

Title: _____

Bond Number: CMS0346632
Premium: \$3,790.00

EXHIBIT "A"

PERFORMANCE BOND

WHEREAS, the City Council of the City of Beaumont, State of California, and RSI Communities-California LLC, a Delaware limited liability company (hereinafter designated as "Principal") have entered into Agreement To Provide Security For Street Improvements For Tract 27971-9, dated 10-07, 2021, whereby Principal agrees to install and complete certain designated public improvements itemized and described on Tract Map, Parcel Map or Plot Plan No. _____, which is hereby incorporated herein and made a part hereof; and

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

NOW, THEREFORE, we, the Principal and RLI Insurance Company, as Surety, are held and firmly bound unto the City of Beaumont (hereinafter called "City"), in the penal sum of One Million Ten Thousand Five Hundred Thirty Eight and 93/100 dollars (\$ 1,010,538.93) lawful money of the United States, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, successors, executors and administrators, jointly and severally, firmly by these presents.

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

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

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

[signatures on following page]

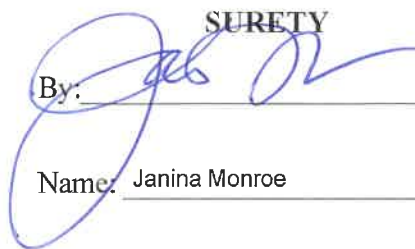
IN WITNESS WHEREOF, this instrument has been duly executed by the Principal and Surety above named, on October 6, 2021.

(Seal)

RLI Insurance Company

(Seal)

RSI Communities-California LLC, a Delaware limited liability company

By: 

Name: Janina Monroe



By: 

Name: **Sean Doyle**
Vice President

Title: Attorney-In-Fact

Title: _____

Address: 19800 MacArthur Blvd. Ste. 1250

By: _____

Irvine, CA 92612

Name: _____

Title: _____

Address: _____

ALL SIGNATURES MUST BE ACKNOWLEDGED BEFORE A NOTARY PUBLIC

ALL- PURPOSE CERTIFICATE OF ACKNOWLEDGMENT

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

State of California }

County of Orange }

On OCT 06 2021 before me, M. Barreras, Notary Public
(Here insert name and title of the officer)

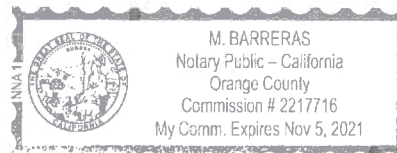
personally appeared Janina Monroe,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

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

WITNESS my hand and official seal.

[Signature]
Notary Public Signature

(Notary Public Seal)



ADDITIONAL OPTIONAL INFORMATION

DESCRIPTION OF THE ATTACHED DOCUMENT

(Title or description of attached document)

(Title or description of attached document continued)

Number of Pages _____ Document Date _____

CAPACITY CLAIMED BY THE SIGNER
 Individual (s)
 Corporate Officer

(Title)
 Partner(s)
 Attorney-in-Fact
 Trustee(s)
 Other _____

INSTRUCTIONS FOR COMPLETING THIS FORM

This form complies with current California statutes regarding notary wording and, if needed, should be completed and attached to the document. Acknowledgments from other states may be completed for documents being sent to that state so long as the wording does not require the California notary to violate California notary law.

- State and County information must be the State and County where the document signer(s) personally appeared before the notary public for acknowledgment.
- Date of notarization must be the date that the signer(s) personally appeared which must also be the same date the acknowledgment is completed.
- The notary public must print his or her name as it appears within his or her commission followed by a comma and then your title (notary public).
- Print the name(s) of document signer(s) who personally appear at the time of notarization.
- Indicate the correct singular or plural forms by crossing off incorrect forms (i.e. he/she/they, is /are) or circling the correct forms. Failure to correctly indicate this information may lead to rejection of document recording.
- The notary seal impression must be clear and photographically reproducible. Impression must not cover text or lines. If seal impression smudges, re-seal if a sufficient area permits, otherwise complete a different acknowledgment form.
- Signature of the notary public must match the signature on file with the office of the county clerk.
 - ❖ Additional information is not required but could help to ensure this acknowledgment is not misused or attached to a different document.
 - ❖ Indicate title or type of attached document, number of pages and date.
 - ❖ Indicate the capacity claimed by the signer. If the claimed capacity is a corporate officer, indicate the title (i.e. CEO, CFO, Secretary).
- Securely attach this document to the signed document with a staple

POWER OF ATTORNEY

RLI Insurance Company Contractors Bonding and Insurance Company

9025 N. Lindbergh Dr. Peoria, IL 61615
Phone: 800-645-2402

Know All Men by These Presents:

That this Power of Attorney is not valid or in effect unless attached to the bond which it authorizes executed, but may be detached by the approving officer if desired.

That **RLI Insurance Company and/or Contractors Bonding and Insurance Company**, each an Illinois corporation, (separately and together, the "Company") do hereby make, constitute and appoint:

Paul Boucher, Janina Monroe, Dennis Langer, Michelle Haase, Timothy Noonan, Adriana Valenzuela, Jennifer Ochs, Martha Barreras,
jointly or severally

in the City of Los Angeles, State of California its true and lawful Agent(s) and Attorney(s) in Fact, with full power and authority hereby conferred, to sign, execute, acknowledge and deliver for and on its behalf as Surety, in general, any and all bonds and undertakings in an amount not to exceed Twenty Five Million Dollars (\$25,000,000.00) for any single obligation.

The acknowledgment and execution of such bond by the said Attorney in Fact shall be as binding upon the Company as if such bond had been executed and acknowledged by the regularly elected officers of the Company.

RLI Insurance Company and/or Contractors Bonding and Insurance Company, as applicable, have each further certified that the following is a true and exact copy of a Resolution adopted by the Board of Directors of each such corporation, and is now in force, to-wit:

"All bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation shall be executed in the corporate name of the Company by the President, Secretary, any Assistant Secretary, Treasurer, or any Vice President, or by such other officers as the Board of Directors may authorize. The President, any Vice President, Secretary, any Assistant Secretary, or the Treasurer may appoint Attorneys in Fact or Agents who shall have authority to issue bonds, policies or undertakings in the name of the Company. The corporate seal is not necessary for the validity of any bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation. The signature of any such officer and the corporate seal may be printed by facsimile."

IN WITNESS WHEREOF, the **RLI Insurance Company and/or Contractors Bonding and Insurance Company**, as applicable, have caused these presents to be executed by its respective Vice President with its corporate seal affixed this 14th day of May, 2020.



**RLI Insurance Company
Contractors Bonding and Insurance Company**

By: B. W. Davis
Barton W. Davis Vice President

State of Illinois }
County of Peoria } SS

CERTIFICATE

On this 14th day of May, 2020, before me, a Notary Public, personally appeared Barton W. Davis, who being by me duly sworn, acknowledged that he signed the above Power of Attorney as the aforesaid officer of the **RLI Insurance Company and/or Contractors Bonding and Insurance Company** and acknowledged said instrument to be the voluntary act and deed of said corporation.

I, the undersigned officer of **RLI Insurance Company and/or Contractors Bonding and Insurance Company**, do hereby certify that the attached Power of Attorney is in full force and effect and is irrevocable; and furthermore, that the Resolution of the Company as set forth in the Power of Attorney, is now in force. In testimony whereof, I have hereunto set my hand and the seal of the **RLI Insurance Company and/or Contractors Bonding and Insurance Company** this 6th day of October, 2021.

By: Catherine D. Glover
Catherine D. Glover Notary Public

**RLI Insurance Company
Contractors Bonding and Insurance Company**

By: Jeffrey D. Dick
Jeffrey D. Dick Corporate Secretary



EXHIBIT "B"
PAYMENT BOND

WHEREAS, the City Council of the City of Beaumont, State of California, and RSI Communities-California LLC, a Delaware limited liability company (hereafter designated as "the Principal") have entered into Agreement To Provide Security For Street Improvements For Tract 27971-9, dated 10-07, 2021, whereby Principal agrees to install and complete certain designated public improvements which is hereby incorporated herein and made a part hereof; and

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

NOW, THEREFORE, the Principal and the undersigned as corporate surety, are held firmly bound unto the City of Beaumont and all contractors, subcontractors, laborers, materialmen, and other persons employed in the performance of the said agreement and referred to at Title 3 (commencing with Section 9000, et seq.) of Part 6 of Division 4 of the Civil Code in the sum of ^{One Million Ten Thousand Five} ^{Hundred Thirty Eight and 93/100} dollars (\$ 1,010,538.93), for materials furnished or labor thereon of any kind, or for amounts due under the Unemployment Insurance Act with respect to this work or labor, that the Surety will pay the same in an amount not exceeding the amount hereinabove set forth, and also in case suit is brought upon this bond, will pay, in addition to the face amount thereof, costs and reasonable expenses and fees, including reasonable attorney's fees, incurred by the City in successfully enforcing this obligation, to be awarded and fixed by the court, and to be taxed as costs and to be included in the judgment therein rendered.

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

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

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

[signatures on following page]

IN WITNESS WHEREOF, this instrument has been duly executed by the Principal and Surety above named, on October 6, 2021.

(Seal)

RLI Insurance Company

By: [Signature]
Name: Janina Monroe



Title: Attorney-In-Fact

Address: 19800 MacArthur Blvd. Ste. 1250

Irvine, CA 92612

(Seal)

RSI Communities-California LLC, a Delaware limited liability company

By: [Signature]
Name: Sean Doyle
Vice President

PRINCIPAL

Title: _____

By: _____

Name: _____

Title: _____

Address: _____

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ALL- PURPOSE CERTIFICATE OF ACKNOWLEDGMENT

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State of California }

County of Orange }

On OCT 06 2021 before me, M. Barreras, Notary Public
(Here insert name and title of the officer)

personally appeared Janina Monroe,
who proved to me on the basis of satisfactory evidence to be the person(s) whose
name(s) is/~~are~~ subscribed to the within instrument and acknowledged to me that
~~he/she/they~~ executed the same in ~~his/her/their~~ authorized capacity(~~ies~~), and that by
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I certify under PENALTY OF PERJURY under the laws of the State of California that
the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

M. Barreras
Notary Public Signature

(Notary Public Seal)



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in the City of Los Angeles, State of California its true and lawful Agent(s) and Attorney(s) in Fact, with full power and authority hereby conferred, to sign, execute, acknowledge and deliver for and on its behalf as Surety, in general, any and all bonds and undertakings in an amount not to exceed Twenty Five Million Dollars (\$25,000,000.00) for any single obligation.

The acknowledgment and execution of such bond by the said Attorney in Fact shall be as binding upon the Company as if such bond had been executed and acknowledged by the regularly elected officers of the Company.

RLI Insurance Company and/or **Contractors Bonding and Insurance Company**, as applicable, have each further certified that the following is a true and exact copy of a Resolution adopted by the Board of Directors of each such corporation, and is now in force, to-wit:

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IN WITNESS WHEREOF, the **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company**, as applicable, have caused these presents to be executed by its respective Vice President with its corporate seal affixed this 14th day of May, 2020.



**RLI Insurance Company
Contractors Bonding and Insurance Company**

By: B. W. Davis
Barton W. Davis Vice President

State of Illinois }
County of Peoria } SS

CERTIFICATE

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I, the undersigned officer of **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company**, do hereby certify that the attached Power of Attorney is in full force and effect and is irrevocable; and furthermore, that the Resolution of the Company as set forth in the Power of Attorney, is now in force. In testimony whereof, I have hereunto set my hand and the seal of the **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company** this 6th day of October, 2021.

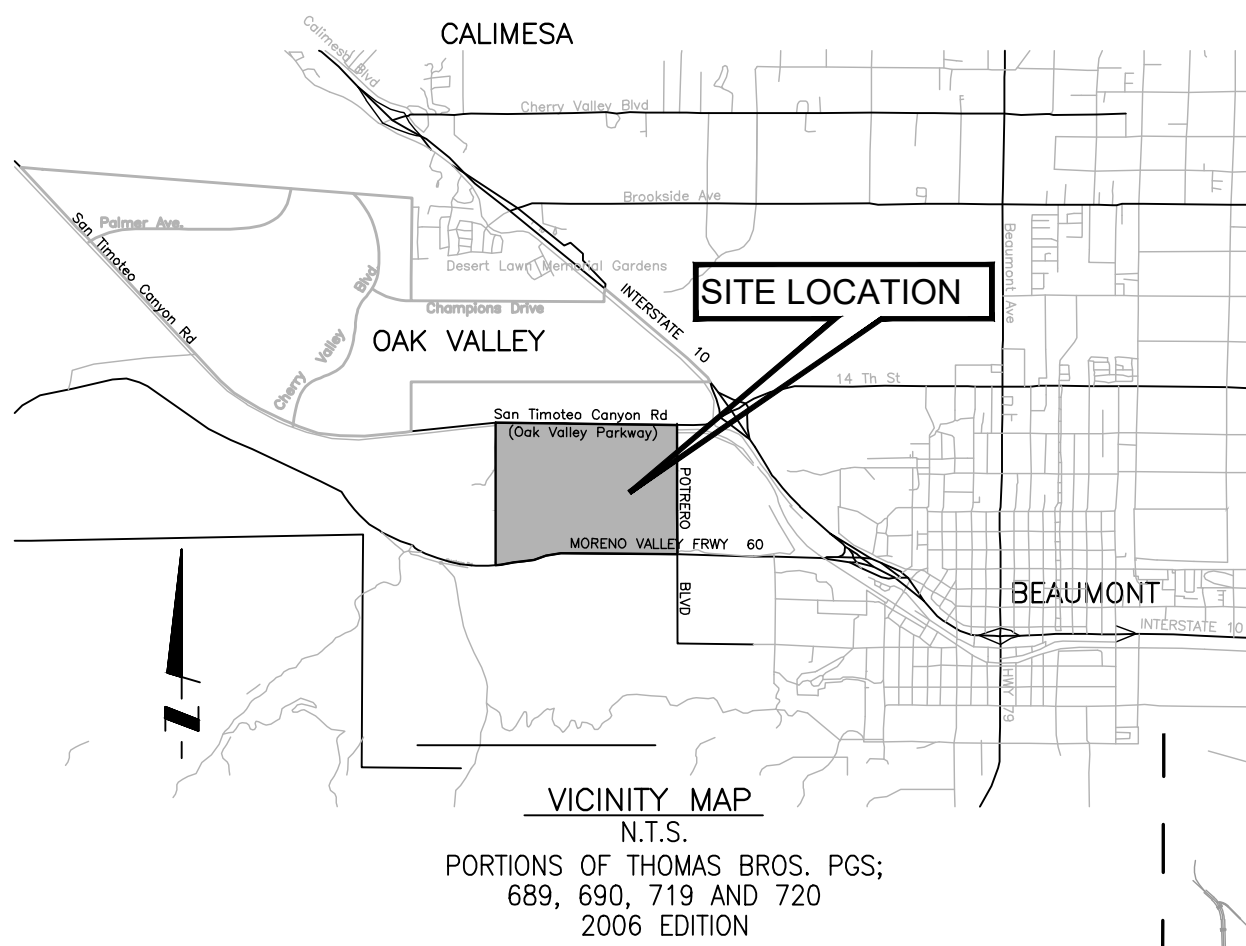
By: Catherine D. Glover
Catherine D. Glover Notary Public

**RLI Insurance Company
Contractors Bonding and Insurance Company**

By: Jeffrey D. Fick
Jeffrey D. Fick Corporate Secretary

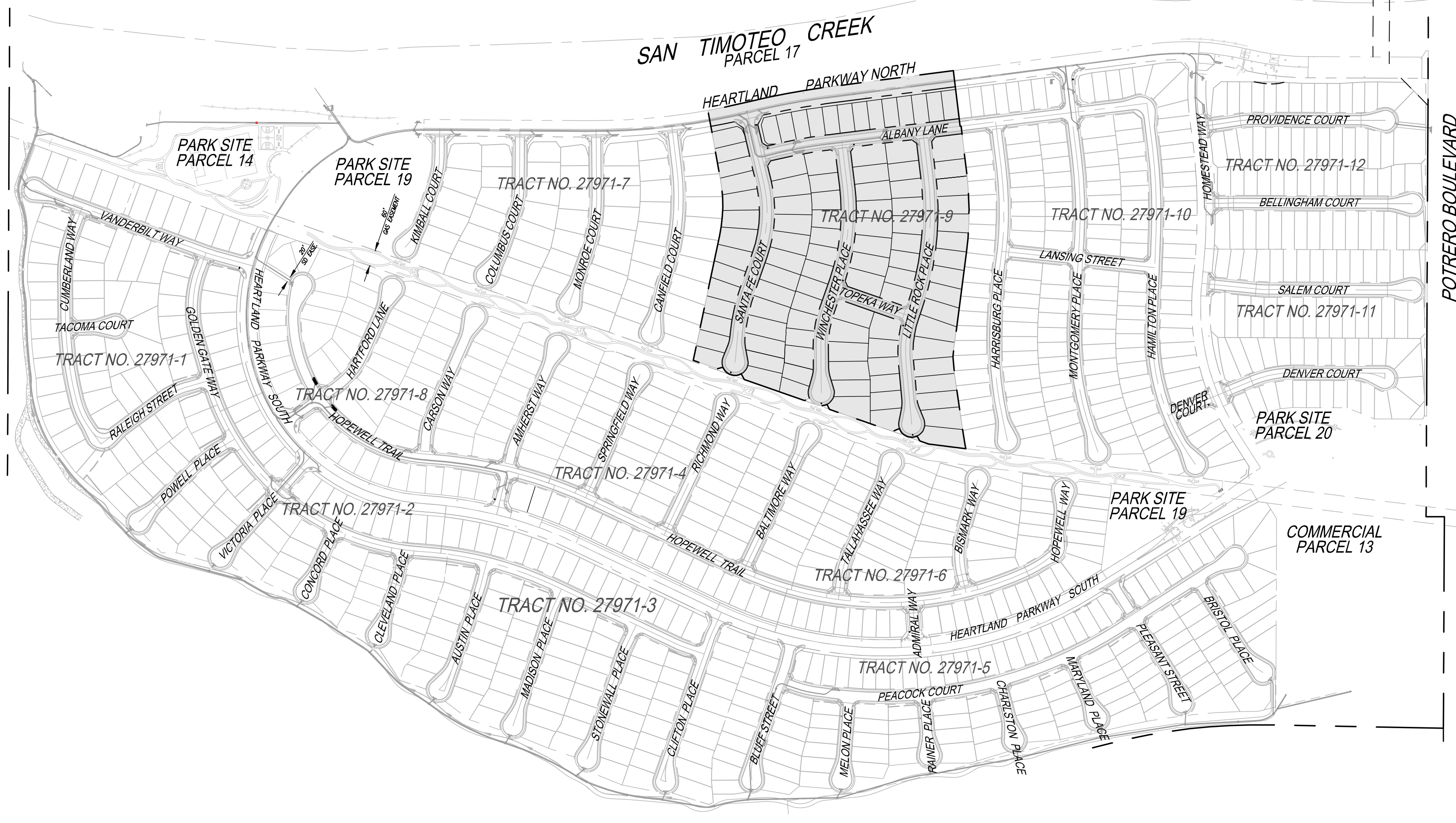


CITY OF BEAUMONT, CALIFORNIA PRIVATE STREET IMPROVEMENT PLANS TRACT NO. 27971-9



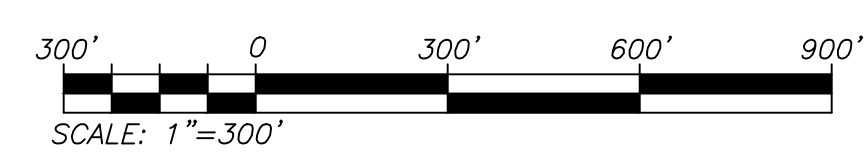
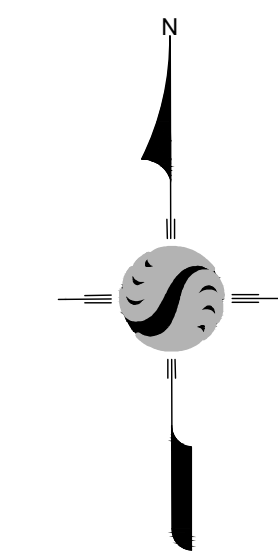
GENERAL NOTES:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CLEARING OF THE PROPOSED WORK AREA, AND RELOCATION COSTS OF ALL EXISTING UTILITIES. PERMITTEE MUST INFORM CITY OF ITS CONSTRUCTION SCHEDULE AT LEAST 48 HOURS PRIOR TO BEGINNING OF CONSTRUCTION. AT (951) 769-8520.
2. ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION, "LATEST EDITION", AND THE RIVERSIDE COUNTY TRANSPORTATION DEPARTMENT IMPROVEMENT STANDARDS AND SPECIFICATIONS, "LATEST EDITION," COUNTY ORDINANCE NO. 461 AND SUBSEQUENT AMENDMENT.
3. ALL UNDERGROUND FACILITIES, WITH LATERALS, SHALL BE IN PLACE PRIOR TO PAVING THE STREET SECTION INCLUDING, BUT NOT LIMITED TO, THE FOLLOWING: SEWER, WATER, ELECTRIC, GAS, AND STORM DRAIN.
4. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR OR DEVELOPER TO INSTALL AND MAINTAIN ALL CONSTRUCTION, REGULATORY, GUIDE AND WARNING SIGNS WITHIN THE PROJECT LIMITS AND ITS SURROUNDINGS TO PROVIDE SAFE PASSAGE FOR THE TRAVELING PUBLIC AND WORKERS UNTIL THE FINAL COMPLETION AND ACCEPTANCE OF THE PROJECT BY THE COUNTY.
5. ANY PRIVATE DRAINAGE FACILITIES SHOWN ON THESE PLANS ARE FOR INFORMATION ONLY. BY SIGNING THESE IMPROVEMENT PLANS, NO REVIEW OR APPROVAL OF THESE PRIVATE FACILITIES IS IMPLIED OR INTENDED BY CITY OF BEAUMONT PUBLIC WORKS DEPARTMENT.
6. IT SHALL BE THE RESPONSIBILITY OF THE DEVELOPER/OWNER OR CONTRACTOR TO APPLY TO THE CITY OF BEAUMONT PUBLIC WORKS DEPARTMENT, PERMIT SECTION, FOR AN ENCROACHMENT PERMIT FOR ALL WORK PERFORMED WITHIN PUBLIC RIGHT-OF-WAY, DEDICATED AND ACCEPTED FOR PUBLIC USE; AND TO BE RESPONSIBLE FOR SATISFACTORY COMPLIANCE FOR ALL CURRENT ENVIRONMENTAL REGULATIONS DURING THE LIFE OF CONSTRUCTION ACTIVITIES FOR THIS PROJECT. ADDITIONAL STUDIES AND/OR PERMIT MAY BE REQUIRED.
7. THE DEVELOPER WILL INSTALL STREET NAME SIGNS CONFORMING TO RCTD STANDARD NO. 816.
8. ALL STREET SECTIONS ARE TENTATIVE. ADDITIONAL SOIL TESTS SHALL BE TAKEN AFTER ROUGH GRADING TO DETERMINE THE EXACT STREET SECTION REQUIREMENTS. USE STANDARD NO. 401 IF EXPANSIVE SOIL ARE ENCOUNTERED.
9. IT SHALL BE THE RESPONSIBILITY OF THE DEVELOPER TO NOTIFY THE ENGINEER TO INSTALL STREET CENTERLINE MONUMENTS AS REQUIRED BY RIVERSIDE COUNTY ORDINANCE NO. 461.
10. ASPHALTIC EMULSION (FOG SEAL) SHALL BE APPLIED NOT LESS THAN FOURTEEN DAYS FOLLOWING PLACEMENT OF THE ASPHALT SURFACING. FOG SEAL AND PAINT BINDER SHALL BE APPLIED AT A RATE OF 0.05 AND 0.03 GALLON PER SQUARE YARD RESPECTIVELY. ASPHALTIC EMULSION SHALL CONFORM TO SECTION 37, 39 AND 94 OF THE STATE STANDARD SPECIFICATIONS.
11. AS DETERMINED BY THE PUBLIC WORKS DIRECTOR, THE DEVELOPER IS RESPONSIBLE AS A MINIMUM FOR ROAD IMPROVEMENTS TO CENTERLINE, AND MAY BE REQUIRED TO RECONSTRUCT EXISTING PAVEMENT, INCLUDING BASE, AND MATCHING OVERLAY REQUIRED TO MEET THE STRUCTURAL STANDARDS FOR THE CURRENT ASSIGNED TRAFFIC INDEX.
12. CONSTRUCTION PROJECTS DISTURBING MORE THAN ONE ACRE MUST OBTAIN A NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT. OWNERS/DEVELOPERS ARE REQUIRED TO FILE A NOTICE OF INTENT (NOI) WITH THE STATE WATER RESOURCES CONTROL BOARD (SWRCB), PREPARE A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AND MONITORING PLAN FOR THE SITE.
13. THE DEVELOPER SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ADDITIONAL SIGNS AND MARKINGS NOT INCLUDED IN THE SIGNING AND STRIPING PLAN WITHIN THE PROJECT AREAS, OR ON ROADWAYS ADJACENT TO THE PROJECT BOUNDARIES, UPON THE REQUEST OF THE DIRECTOR OF PUBLIC WORKS OR HIS DESIGNEE TO IMPROVE TRAFFIC SAFETY ON THE ROADS UNDER THE JURISDICTION OF THE DEVELOPER.
14. EXISTING STORM DRAIN PIPES / CULVERTS (WHETHER TO BE CONNECTED TO, EXTENDED, ADJUSTED, DRAINED TO, OR JUST IN THE PROJECT VICINITY) MUST BE REPAIRED, AND/OR CLEANED TO MAKE THEM FUNCTIONAL AND ACCEPTABLE AS DIRECTED BY THE PUBLIC WORKS DEPARTMENT.
15. ALL STORM DRAIN, CATCH BASINS AND STORM WATER RUNOFF STRUCTURES WILL BE PROVIDED WITH ADEQUATE CAPABILITIES TO FILTER AND RETAIN SEDIMENT AND GRIT, OIL AND GREASE, TO PREVENT POLLUTION IN STORM WATER RUNOFF IN COMPLIANCE WITH THE CITY OF BEAUMONT'S BEST MANAGEMENT PRACTICES AND THE BEAUMONT DRAINAGE MASTER PLAN FOR STORM WATER AS WELL AS BEST MANAGEMENT PRACTICES IDENTIFIED IN THE CURRENT REPORT OF WASTE DISCHARGE FOR RIVERSIDE COUNTY PERMITTEES.
16. DEVELOPER SHALL BE FULLY RESPONSIBLE IN ASSURING THAT PROPOSED IMPROVEMENTS CONFORM TO THE APPROVED PLANS, SPECIFICATIONS AND CITY OF BEAUMONT STANDARDS. WHERE DEVIATIONS EXIST, DEVELOPER SHALL PROPOSE CORRECTIVE MEASURES FOR REVIEW AND APPROVAL BY THE CITY.
17. THE DEVELOPER SHALL HAVE GEOTECHNICAL/SOILS ENGINEERING FIRM OBSERVE TRENCHING, BACKFILLING, AND SOIL COMPACTION OF ALL UTILITY TRENCHES WITHIN EASEMENTS AND ROAD RIGHT OF WAY. TWO SETS OF COMPACTION REPORTS CERTIFYING THAT WORKS WERE DONE IN CONFORMANCE TO STANDARDS AND GEOTECHNICAL REPORT SHALL BE SUBMITTED AFTER EACH UTILITY TRENCH IS COMPLETED AND CERTIFIED. COMPACTION REPORT MUST BE SUBMITTED TO THE DEPARTMENT OF PUBLIC WORKS AT LEAST TWO WORKING DAYS BEFORE AGGREGATE BASE MATERIALS ARE PLACED ONSITE.



LOCATION MAP

SCALE: 1" = 300'



UNDERGROUND STRUCTURES

ALL UNDERGROUND UTILITIES OR STRUCTURES REPORTED BY THE OWNER OR OTHERS AND THOSE SHOWN ON THE RECORD EXAMINED ARE INDICATED WITH THEIR APPROXIMATE LOCATION AND EXTENT. THE OWNER BY ACCEPTING THESE PLANS OR PROCEEDING WITH IMPROVEMENTS PURSUANT THERETO AGREES TO ASSUME LIABILITY AND TO HOLD UNDERSIGNED HARMLESS FOR ANY DAMAGES RESULTING FROM THE EXISTENCE OF UNDERGROUND UTILITIES OR STRUCTURES NOT REPORTED TO THE UNDERSIGNED; NOT INDICATED ON THE PUBLIC RECORDS EXAMINED; LOCATED AT VARIANCE WITH THAT REPORTED OR SHOWN ON RECORDS EXAMINED. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITIES OR STRUCTURES SHOWN AND ANY OTHER UTILITIES OR STRUCTURES FOUND AT THE SITE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE OWNERS OF THE UTILITIES OR STRUCTURES CONCERNED BEFORE STARTING WORK.

LEGEND

PROP.	PROPOSED	MOC	MIDDLE OF CURVE
EXIST.	EXISTING	RP	REFERENCE POINT
C.L., C/L	CENTERLINE	ST	STREET
T.C.	TOP OF CURB	R/W	RIGHT OF WAY
F.L.	FLOW LINE	D/W	DRIVEWAY
F.S.	FINISHED SURFACE	V.C.	VERTICAL CURVE
E.P.	EDGE OF PAVEMENT	PI	POINT OF INTERSECTION
C.B.	CATCH BASIN	PVI	POINT OF VERTICAL INTERSECTION
A.C.	ASPHALTIC CONCRETE		TRACT BOUNDARY
A.B.	AGGREGATE BASE		CENTER LINE
BCR	BEGIN CURB RETURN		DIRECTION OF FLOW
ECR	END CURB RETURN		PROP. STREET LIGHTS
BVC	BEGIN VERTICAL CURVE		PROP. A.C.
MVC	MIDDLE VERTICAL CURVE		PROP. SIDEWALK
EVC	END VERTICAL CURVE		COLD PLANE & AC OVERLAY
P.R.C.	POINT OF REVERSE CURVE		STOP SIGN/STREET NAME SIGN
PCC	POINT OF COMPOUND CURVE		STREET NAME SIGN
PRVC	POINT OF REVERSE VERTICAL CURVE		PROP. UTILITY X'ING SLEEVES
(1329.02)	EXISTING ELEVATION		(1) 6" PVC CLASS 200
1479.70	PROPOSED ELEVATION		(2) 4" PVC CLASS 315
LT	LEFT		PRIVATE STREET RIGHT OF WAY
RT	RIGHT		
RTN	RETURN		

"DECLARATION OF RESPONSIBLE CHARGE"

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

FIRM: STANTEC
 ADDRESS: 735 E. CARNEGIE DR., #280
 CITY, ST.: SAN BERNARDINO, CA 92405
 TELEPHONE: 909-255-8207
 BY: *[Signature]* DATE: 9/8/2021
 (NED ARAUJO, RCE:57835)

NOTE:
 ALL STREETS TO BE PRIVATE WITH THE EXCEPTION OF POTRERO BOULEVARD. POTRERO BOULEVARD IS A PUBLIC STREET. PRIVATE STREETS ARE TO HAVE PUBLIC UTILITY AND EMERGENCY ACCESS EASEMENTS.

24 HOUR EMERGENCY CONTACT

LAND DEVELOPMENT - DARREN BOLTON
 RSI COMMUNITIES-CALIFORNIA LLC
 4695 MACARTHUR COURT, FLOOR 8
 NEWPORT BEACH, CA 92660-1882
 MOBILE: (951) 704-5503
 EMAIL: DBOLTON@TAYLORMORRISON.COM
 WWW.TAYLORMORRISON.COM

NOTE:
 ALL PROPOSED STREETS IN TRACT NO.27971-9 ARE DESIGNATED AS PRIVATE STREETS.
 SIDEWALKS AND DRIVEWAYS APPROACHES WILL BE POURED/CONSTRUCTED ONLY AFTER DRIVEWAY LOCATIONS ARE DETERMINED.
 APPROVAL OF THESE PLANS APPLY ONLY WITHIN THE JURISDICTION OF THE CITY OF BEAUMONT.
 TRENCHING FOR UTILITIES AND STRUCTURES IS NOT ALLOWED UNTIL SOIL COMPACTION REPORT IS SUBMITTED TO AND APPROVED BY THE PUBLIC WORKS DEPARTMENT.
 THE CITY RESERVES THE RIGHT TO REQUIRE REVISION OF THE APPROVED PLANS TO CONFORM TO CURRENT STANDARDS AND TO POST A NEW BOND IF CONSTRUCTION HAS NOT COMMENCED WITHIN TWO YEAR AFTER PLANS WERE APPROVED.

APPLICANT/SUBDIVIDER:

OLIVEWOOD-TAYLOR MORRISON
 RSI COMMUNITIES-CALIFORNIA, LLC
 4695 MACARTHUR COURT, FLOOR 8
 NEWPORT BEACH, CALIFORNIA 92660-1882
 PH: (949) 503-0861
 BRYAN BERGERON

INDEX OF SHEETS:

SHEET 1	- TITLE SHEET-INDEX MAP-VICINITY MAP-GENERAL NOTES
SHEET 2	- CONSTRUCTION NOTES, QUANTITIES - TYPICAL SECTIONS
SHEET 3	- SANTA FE COURT STA. 10+00.00 TO STA. 19+46.53
SHEET 4	- WINCHESTER PLACE STA. 10+00.00 TO STA. 19+40.25
SHEET 5	- LITTLE ROCK PLACE STA. 10+00.00 TO STA. 20+91.05
SHEET 6	- ALBANY LANE STA.10+00.00 TO STA. 17+56.45
SHEET 7	- TOPEKA WAY STA. 10+00.00 TO STA. 13+00.02
SHEET 8	- SIGNING & STRIPING, BUILDERS RESPONSIBILITY
SHEET 8	- DETAILS

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

NOTE:
 WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.



BASIS OF BEARINGS:
 DESCRIPTION: THE BASIS OF COORDINATES FOR THIS MAP IS THE CALIFORNIA STATE PLANE COORDINATE SYSTEM, 1983, ZONE 6, BASED LOCALLY ON CONTROL STATIONS "REST" AND "RABBIT".
 BEARING: N 27°39'52" E

BENCHMARK:
 BENCHMARK ESTABLISHED BY THE COUNTY OF RIVERSIDE, 2.4 MILES WESTERLY ALONG U.S. HIGHWAY 60 FROM THE POST OFFICE AT BEAUMONT, RIVERSIDE COUNTY, AT A POINT WHERE THE HIGHWAY PASSES THROUGH A CUT, 97 FEET NORTH OF CENTERLINE OF THE OPPOSITE HIGHWAY ENGINEERS STATION 267+98; 16 FEET SOUTH OF THE NORTH RIGHT-OF-WAY FENCE, 16 FEET WEST OF THE NORTH RIGHT-OF-WAY FENCE, AND 18 FEET EAST OF POWER POLE #826632. A STANDARD DISC, STAMPED "U 448 RESET 1955" AND SET IN THE TOP OF A CONCRETE POST PROJECTING 0.5 FEET ABOVE GROUND. STAMPED U-448-1955 ELEV: 2448.129

BY	MARK	DESCRIPTION	APPR.	DATE
ENGINEER		REVISIONS		CITY

PREPARED BY: **Stantec**
 735 E. CARNEGIE DR., #280
 SAN BERNARDINO, CA 92405
 909.335-6120 stantec.com

BY: *[Signature]* DATE: 9/8/2021
 NED J. ARAUJO
 R.C.E. 57835

SEAL
 REGISTERED PROFESSIONAL ENGINEER
 NED J. ARAUJO
 No. 57835
 CIVIL
 STATE OF CALIFORNIA

DESIGN BY: JB
 DRAWN BY: TA
 CHECKED BY: YAD
 SCALE: AS NOTED
 DATE: 09/07/21
 JOB NUMBER: 2042495810

Reviewed By: *[Signature]* Date: 9/13/2021
 Recommended for Approval By: *[Signature]* Date: 9/13/2021
 Approved By: *[Signature]* Date: 09/20/2021
 Director of Public Works

CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
 ENGINEERING DIVISION
 506C 6th St
 Beaumont, CA 92223
 TEL: (951) 769-8520 FAX: (951) 769-8526

CITY OF BEAUMONT, CALIFORNIA
 PRIVATE STREET IMPROVEMENT PLANS
 TRACT 27971-9

TITLE SHEET - LOCATION MAP
 VICINITY MAP - GENERAL NOTES

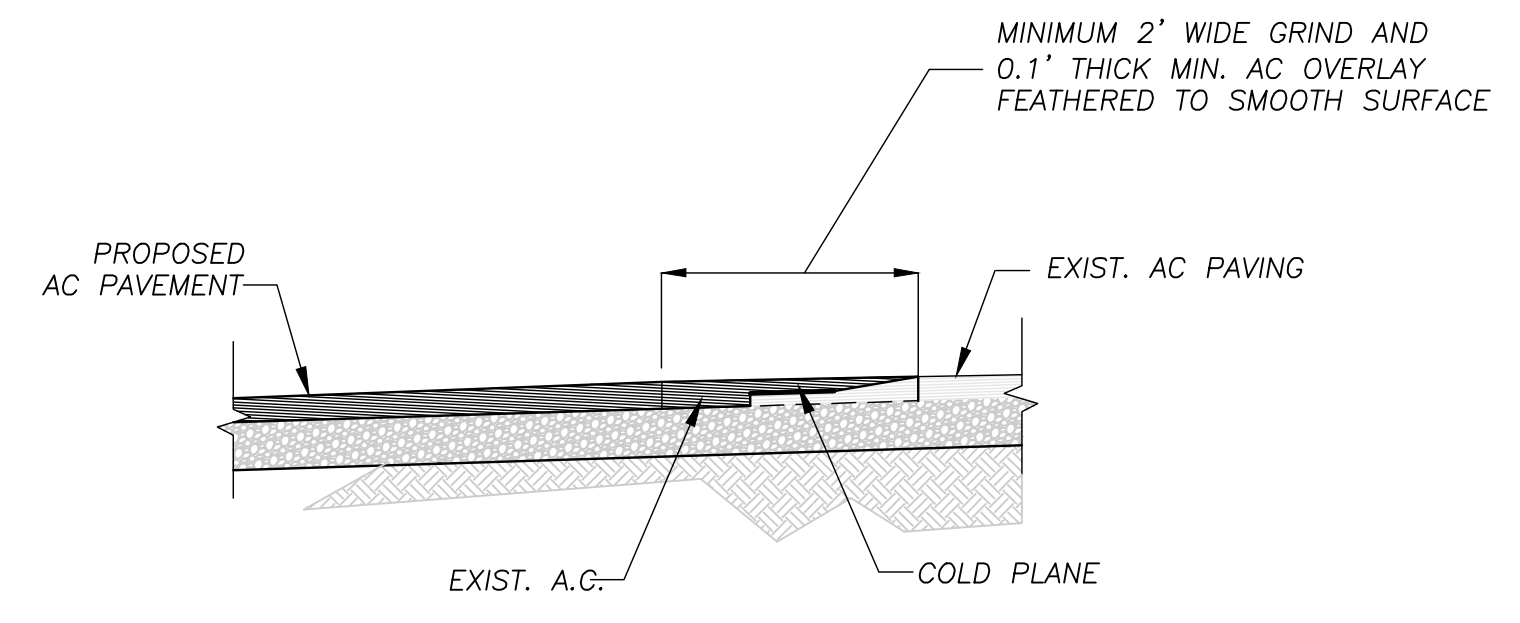
FOR: RSI COMMUNITIES-CALIFORNIA, LLC

SHEET 1
 OF 8 SHEETS
 DRAWING NAME:
 FILE NO.: 3378

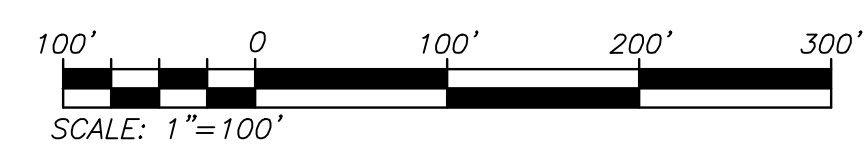
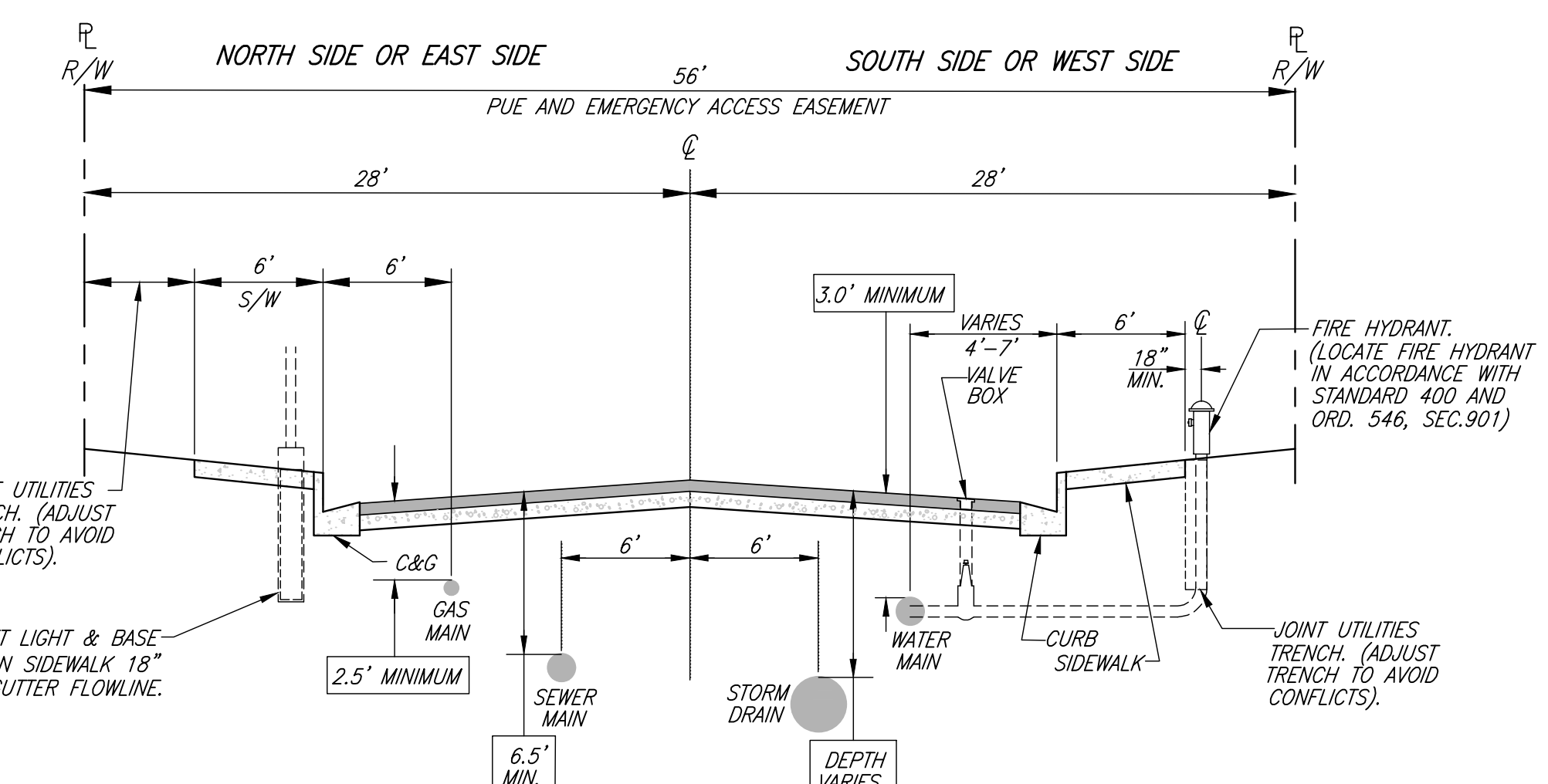
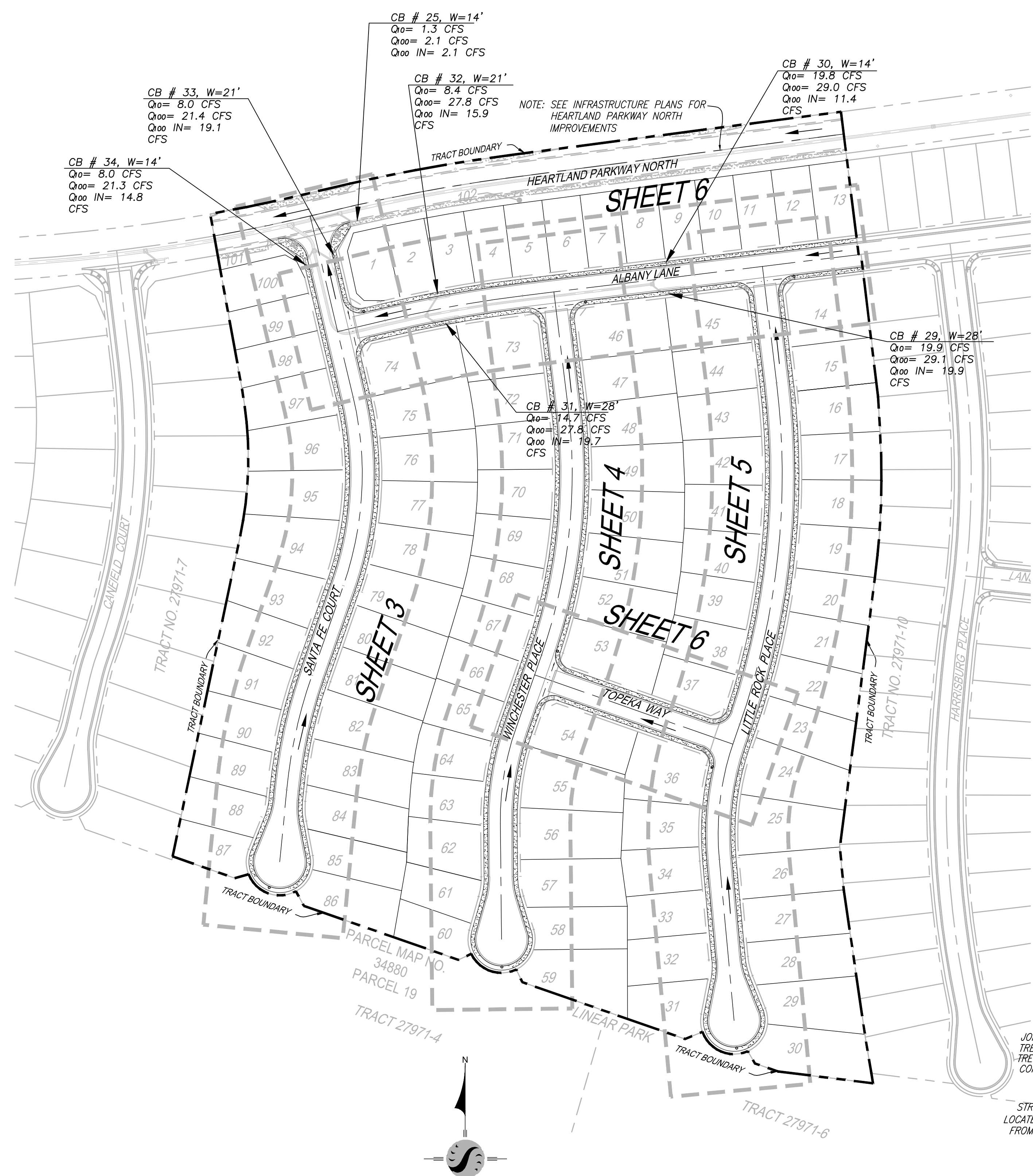
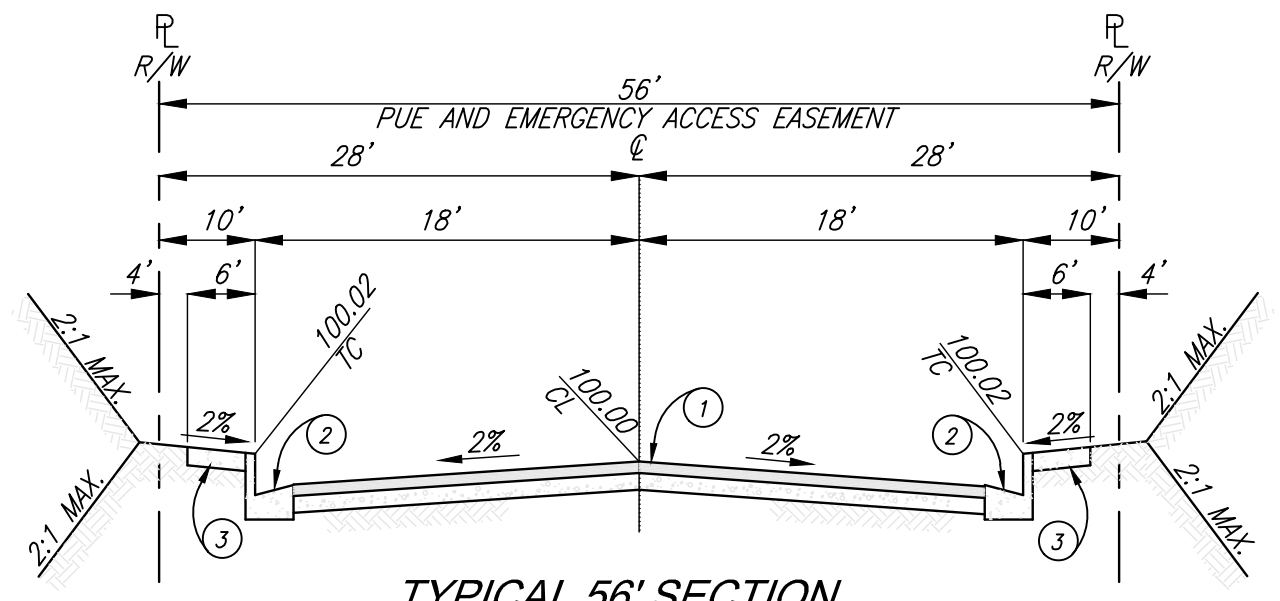
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CONSTRUCTION NOTES AND ESTIMATED QUANTITIES ITEM

ITEM	DESCRIPTION	TOTAL
1	CONSTRUCT 3" A.C. OVER 6.5" CLASS II A.B. PER GEOTECH RECOMMENDATIONS.	134,571 S.F.
2	CONSTRUCT TYPE A-6 CURB PER COUNTY OF RIVERSIDE STANDARD NO. 200.	7,860 L.F.
2A	CONSTRUCT TYPE A-8 CURB PER COUNTY OF RIVERSIDE STANDARD NO. 201.	1,380 S.F.
3	CONSTRUCT SIDEWALK PER COUNTY OF RIVERSIDE STANDARD PLAN NO. 401.	45,780 S.F.
4	INSTALL STREET NAME SIGN PER RIVERSIDE COUNTY STD. NO. 815.	1 E.A.
4A	INSTALL STREET NAME SIGN PER RIVERSIDE COUNTY STD. NO. 816.	6 E.A.
5	INSTALL W14-2 "NO OUTLET" PER 2014 CA MUTCD	3 E.A.
6	CONSTRUCT CURB RAMP (CASE B) PER DETAIL ON SHEET 8	10 E.A.
6A	CONSTRUCT CURB RAMP (CASE A) PER DETAIL ON SHEET 8	10 E.A.
7	CONSTRUCT CROSS-GUTTER PER COUNTY OF RIVERSIDE STANDARD NO. 209.	3,185 S.F.
8	CONSTRUCT GUTTER DEPRESSION, CASE B, PER RIVERSIDE COUNTY STANDARD NO. 311.	2 E.A.
10	INSTALL STREET LIGHT. LOCATE BASE 18" BEHIND CURB FLOWLINE AS SHOWN ON PLAN. PRIVATE STREET LIGHT PLANS PER SEPARATE SUBMITTAL AND PERMIT APPROVAL.	8 E.A.
13	INSTALL R1-1 "STOP SIGN" PER CALIFORNIA M.U.T.C.D.	6 E.A.
14	APPLY THERMOPLASTIC WHITE LIMIT LINE PER M.U.T.C.D., CA SUPPLEMENT, FIG. 3B-103	6 E.A.
15	APPLY THERMOPLASTIC "STOP" PAVEMENT MARKING PER M.U.T.C.D., CA SUPPLEMENT, FIG. 3B-20(CA)	6 E.A.
21	CONSTRUCT DRIVEWAY PER RIVERSIDE COUNTY STANDARD NO. 207 (W=16.5' UNLESS NOTED OTHERWISE)	100 E.A.
22	SAWCUT AND REMOVE EXISTING PAVEMENT PER DETAIL ON SHEET 2.	110 L.F.
23	INSTALL IRRIGATION SLEEVES, (1) 6" PVC CLASS 200 AND (2) 4" PVC CLASS 315 PIPE UNDER PAVEMENT AND HARDSCAPE. SLEEVES SHALL EXTEND A MINIMUM OF 6 INCHES BEYOND HARDSCAPE, IN-LINE FITTINGS, INCLUDING COUPLINGS, SHALL NOT BE PERMITTED UNDER PAVEMENT/HARDSCAPE SURFACES EXCEPT WHERE THE SLEEVE LENGTH IS 20 FEET OR GREATER. THE ENDS OF SLEEVES SHALL BE CAPPED HAND-TIGHT UNTIL PIPING IS LAID. ALL SLEEVES SHALL HAVE A MINIMUM CLEARANCE OF SIX INCHES (6") FROM EACH OTHER. PARALLEL SLEEVES SHALL NOT BE INSTALLED DIRECTLY OVER ONE ANOTHER. SLEEVES SHALL BE IPS PRESSURE RATED PVC 1120 SDR 13.5 (CLASS 315) FOR 4" PIPE AND SHALL BE IPS PRESSURE RATED PVC 1120 SDR 21 (CLASS 200) FOR 6" PIPE. SLEEVES SHALL BE INSTALLED AT DEPTH NO LESS THAN 24 INCHES FROM FINISH GRADE.	400 L.F.



22 AC PAVEMENT MATCH AND OVERLAY NTS



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

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811
Know what's below.
Call before you dig.

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ELEV: 2448.129

BY	MARK	DESCRIPTION	APPR.	DATE
ENGINEER		REVISIONS		CITY

PREPARED BY: **Stantec**
735 E. CARNEGIE DR., #280
SAN BERNARDINO, CA 92405
909.335-6120
stantec.com

SEAL
REGISTERED PROFESSIONAL ENGINEER
NED J. ARAUJO
No. 57835
CIVIL
STATE OF CALIFORNIA

DESIGN BY: JB
DRAWN BY: TA
CHECKED BY: VAD
SCALE: AS NOTED
DATE: 09/07/21
JOB NUMBER: 2042495810

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Reviewed By: *[Signature]* Date: 9/13/2021
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Approved By: *[Signature]* Date: 09/20/2021
Director of Public Works

CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

CITY OF BEAUMONT
CALIFORNIA
INCORPORATED NOV. 18, 1917

CITY OF RIVERSIDE
UNDERGROUND UTILITY LOCATIONS
STANDARD NO. 817
(MODIFIED TO MEET WATER SEPARATION REQUIREMENTS)

NOTE:
ALL STREETS TO BE PRIVATE WITH THE EXCEPTION OF POTRERO BOULEVARD. POTRERO BOULEVARD IS A PUBLIC STREET. PRIVATE STREETS ARE TO HAVE PUBLIC UTILITY AND EMERGENCY ACCESS EASEMENTS.

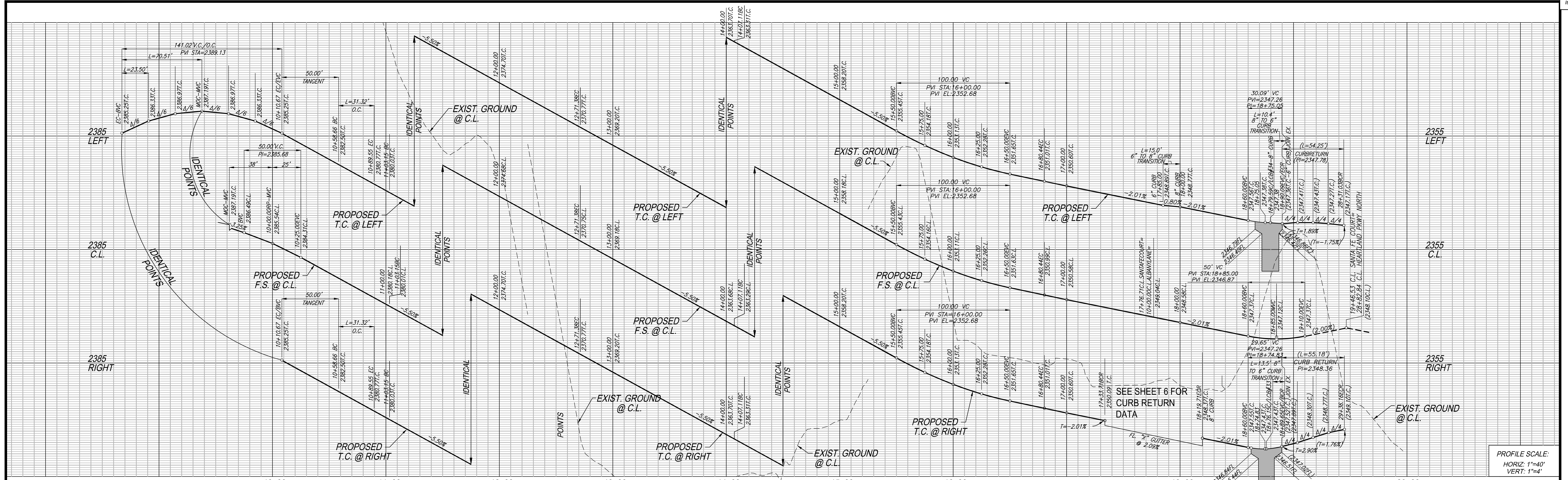
CITY OF BEAUMONT, CALIFORNIA
PRIVATE STREET IMPROVEMENT PLANS
TRACT 27971-9

CONSTRUCTION NOTES, QUANTITIES,
INDEX MAP, & TYPICAL SECTIONS

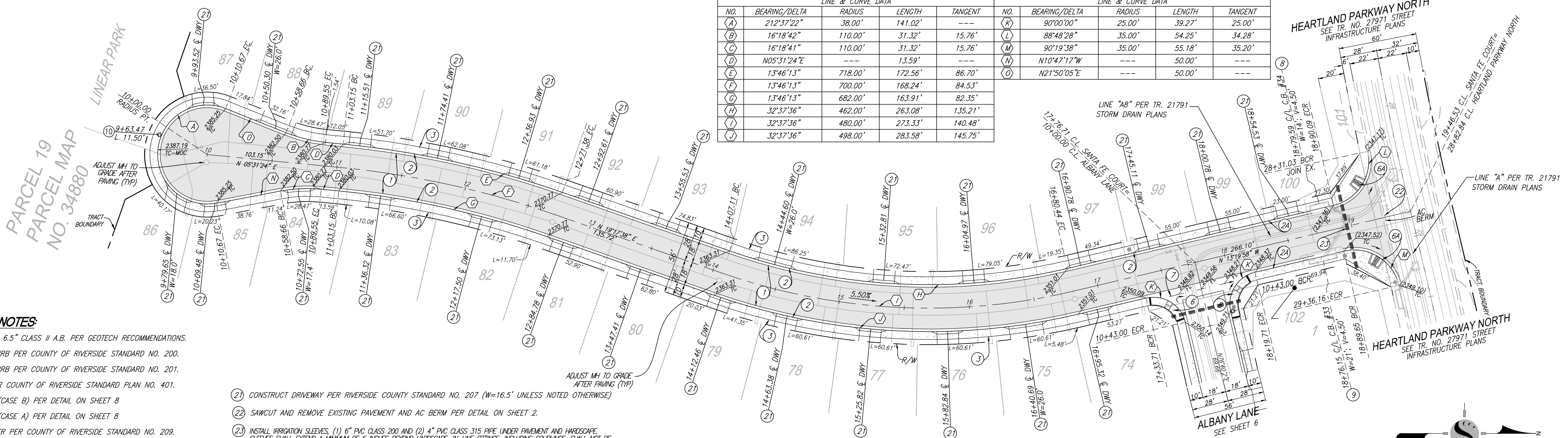
SHEET
2
OF 8 SHEETS
DRAWING NAME:
FILE NO.:
3378

FOR: RSI COMMUNITIES-CALIFORNIA, LLC

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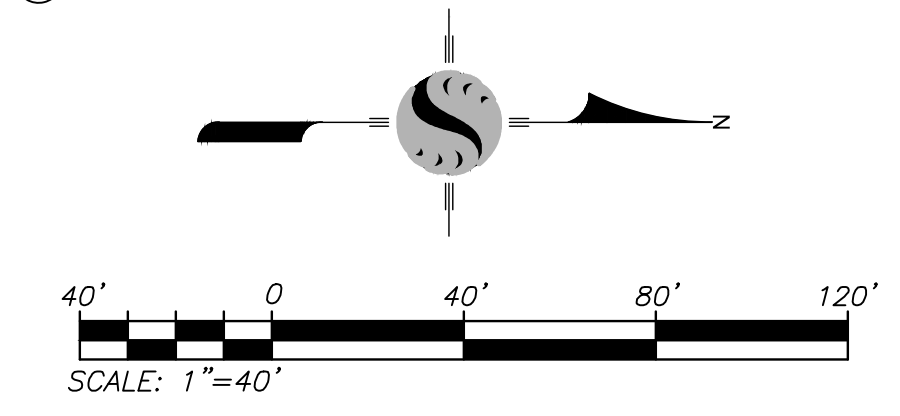


LINE & CURVE DATA					LINE & CURVE DATA				
NO.	BEARING/DELTA	RADIUS	LENGTH	TANGENT	NO.	BEARING/DELTA	RADIUS	LENGTH	TANGENT
A	212°37'22"	38.00'	141.02'	---	X	90°00'00"	25.00'	39.27'	25.00'
B	16°18'42"	110.00'	31.32'	15.76'	L	88°48'28"	35.00'	54.25'	34.28'
C	16°18'41"	110.00'	31.32'	15.76'	M	90°19'36"	35.00'	55.18'	35.20'
D	N05°31'24"E	---	13.59'	---	N	N10°47'17"W	---	50.00'	---
E	13°46'13"	718.00'	172.56'	86.70'	O	N21°50'05"E	---	50.00'	---
F	13°46'13"	700.00'	168.24'	84.53'					
G	13°46'13"	682.00'	163.91'	82.35'					
H	32°37'36"	462.00'	263.08'	135.21'					
I	32°37'36"	480.00'	273.33'	140.48'					
J	32°37'36"	498.00'	283.58'	145.75'					

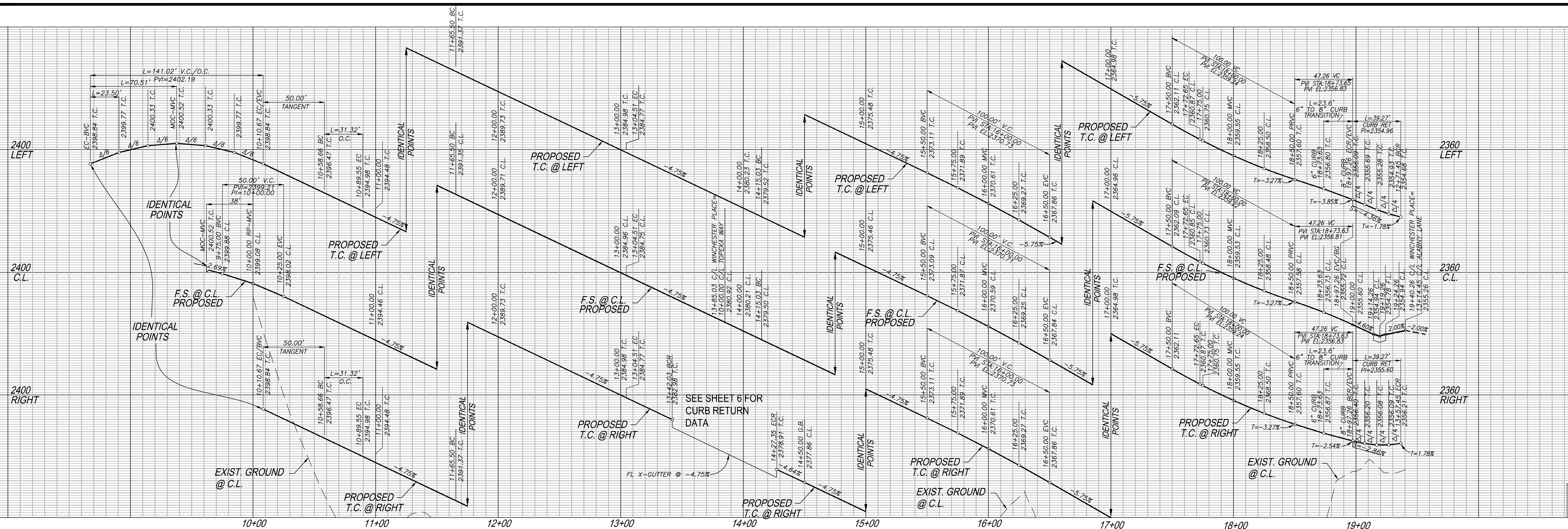


- CONSTRUCTION NOTES:**
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 - CONSTRUCT TYPE A-6 CURB PER COUNTY OF RIVERSIDE STANDARD NO. 200.
 - CONSTRUCT TYPE A-8 CURB PER COUNTY OF RIVERSIDE STANDARD NO. 201.
 - CONSTRUCT SIDEWALK PER COUNTY OF RIVERSIDE STANDARD PLAN NO. 401.
 - CONSTRUCT CURB RAMP (CASE B) PER DETAIL ON SHEET 8
 - CONSTRUCT CURB RAMP (CASE A) PER DETAIL ON SHEET 8
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 - CONSTRUCT GUTTER DEPRESSION, CASE B, PER RIVERSIDE COUNTY STANDARD NO. 311
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 - INSTALL STREET LIGHT. LOCATE BASE 18" BEHIND CURB FLOWLINE AS SHOWN ON PLAN. PRIVATE STREET LIGHT PLANS PER SEPARATE SUBMITTAL AND PERMIT APPROVAL.
 - CONSTRUCT DRIVEWAY PER RIVERSIDE COUNTY STANDARD NO. 207 (W=16.5' UNLESS NOTED OTHERWISE)
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SANTA FE COURT

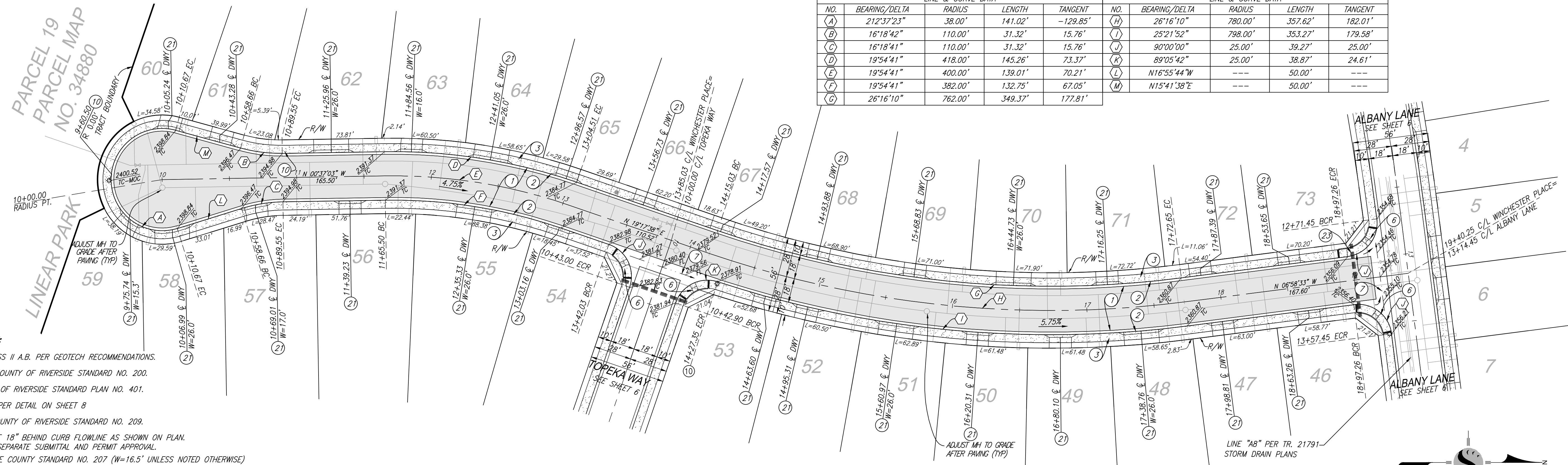


<p>Know what's below. Call before you dig.</p>	<p>BASIS OF BEARINGS: DESCRIPTION: THE BASIS OF COORDINATES FOR THIS MAP IS THE CALIFORNIA STATE PLANE COORDINATE SYSTEM, 1983, ZONE 6, BASED LOCALLY ON CONTROL STATIONS "REST" AND "RABBIT".</p> <p>BEARING: N 27°39'52" E</p>	<p>BENCHMARK: BENCHMARK ESTABLISHED BY THE COUNTY OF RIVERSIDE, 2.4 MILES WESTERLY ALONG U.S. HIGHWAY 60 FROM THE POST OFFICE AT BEAUMONT, RIVERSIDE COUNTY, AT A POINT WHERE THE HIGHWAY PASSES THROUGH A CUT, 97 FEET NORTH OF CENTERLINE OF THE OPPOSITE HIGHWAY ENGINEERS STATION 267/98; 16 FEET SOUTH OF THE NORTH RIGHT-OF-WAY FENCE, 16 FEET WEST OF RIGHT-OF-WAY FENCE CORNER, AND 18 FEET EAST OF POWER POLE #826632. A STANDARD DISC, STAMPED "U 448 RESET 1955" AND SET IN THE TOP OF A CONCRETE POST PROJECTING 0.5 FEET ABOVE GROUND. STAMPED U-448-1955 ELEV: 2448.129</p>	<p>PREPARED BY: Stantec 735 E. CARNEGIE DR., #280 SANTA ANA, CALIFORNIA 92705 909.335.6120 stantec.com</p>	<p>DESIGN BY: [Signature] DRAWN BY: TA CHECKED BY: VAD SCALE: AS NOTED DATE: 09/07/21 JOB NUMBER: 2042495810</p>	<p>Reviewed By: [Signature] Date: 9/13/2021 Recommended for Approval By: [Signature] Date: 9/13/2021 Approved By: [Signature] Date: 09/20/2021 Director of Public Works</p>	<p>CITY OF BEAUMONT, CALIFORNIA PRIVATE STREET IMPROVEMENT PLANS TRACT 27971-9 SANTA FE COURT STA. 10+00.00 TO STA. 19+46.53</p>	<p>SHEET 3 OF 8 SHEETS DRAWING NAME: FILE NO.: 3378</p>
	<p>BY MARK DESCRIPTION APPR. DATE</p> <p>ENGINEER REVISIONS CITY</p>	<p>SEAL: [Professional Engineer Seal] No. 57835 CIVIL STATE OF CALIFORNIA</p>	<p>CITY OF BEAUMONT, CALIFORNIA ENGINEERING DIVISION FOR: RSI COMMUNITIES-CALIFORNIA, LLC</p>				

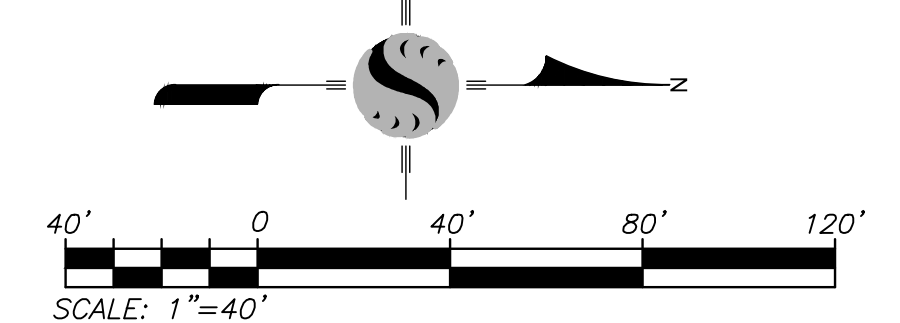


PROFILE SCALE:
HORIZ: 1"=40'
VERT: 1"=4'

LINE & CURVE DATA				LINE & CURVE DATA					
NO.	BEARING/DELTA	RADIUS	LENGTH	TANGENT	NO.	BEARING/DELTA	RADIUS	LENGTH	TANGENT
(A)	212°37'23"	38.00'	141.02'	-129.85'	(H)	26°16'10"	780.00'	357.62'	182.01'
(B)	16°18'42"	110.00'	31.32'	15.76'	(I)	25°21'52"	798.00'	353.27'	179.58'
(C)	16°18'41"	110.00'	31.32'	15.76'	(J)	90°00'00"	25.00'	39.27'	25.00'
(D)	19°54'41"	418.00'	145.26'	73.37'	(K)	89°05'42"	25.00'	38.87'	24.61'
(E)	19°54'41"	400.00'	139.01'	70.21'	(L)	N16°55'44"W	---	50.00'	---
(F)	19°54'41"	382.00'	132.75'	67.05'	(M)	N15°41'38"E	---	50.00'	---
(G)	26°16'10"	762.00'	349.37'	177.81'					



WINCHESTER PLACE



CONSTRUCTION NOTES:

- CONSTRUCT 3" A.C. OVER 6.5" CLASS II A.B. PER GEOTECH RECOMMENDATIONS.
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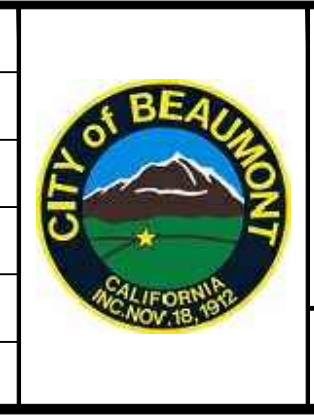
BEARING: N 27°39'52" E

BY	MARK	DESCRIPTION	APPR.	DATE
ENGINEER		REVISIONS		CITY

PREPARED BY: **Stantec**
735 E. CARNEGIE DR., #280
SAN BERNARDINO, CA 92405
909.335.6120 stantec.com

9/8/2021

DESIGN BY: JB
DRAWN BY: TA
CHECKED BY: VAD
SCALE: AS NOTED
DATE: 09/07/21
JOB NUMBER: 2042495810



Reviewed By: [Signature] Date: 9/13/2021
Recommended for Approval By: [Signature] Date: 9/13/2021
Approved By: [Signature] Date: 09/20/2021
Director of Public Works

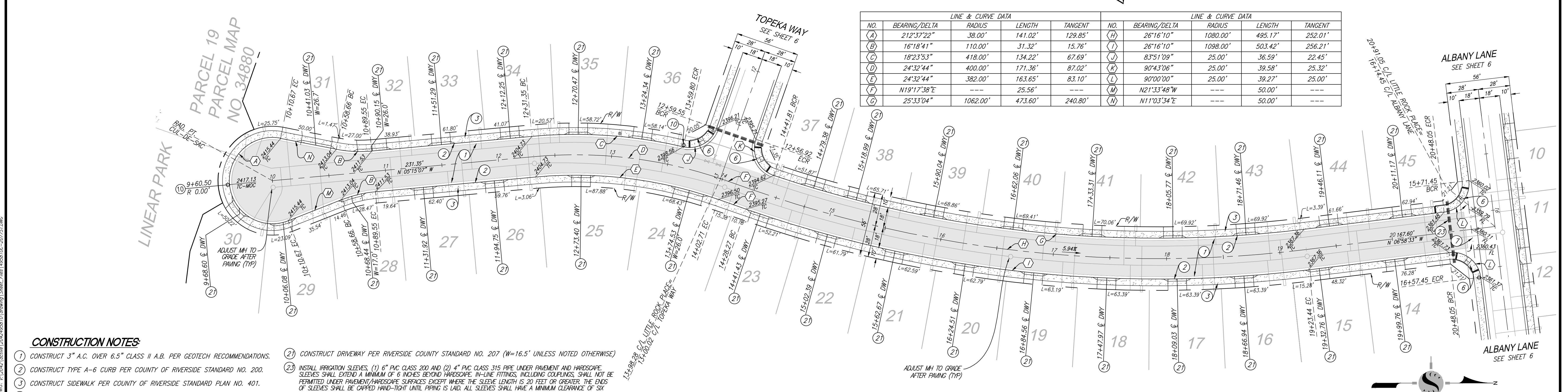
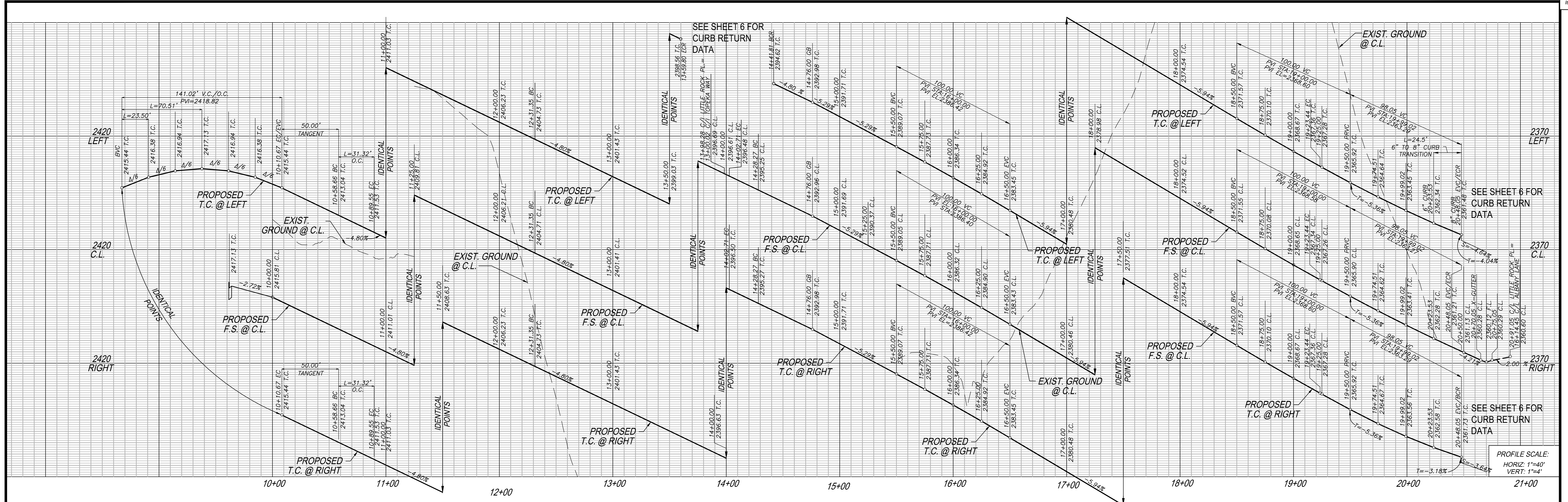
CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

CITY OF BEAUMONT, CALIFORNIA
PUBLIC STREET IMPROVEMENT PLANS
TRACT 27971-9

WINCHESTER PLACE
STA. 10+00.00 TO STA. 19+40.25

FOR: RSI COMMUNITIES-CALIFORNIA, LLC

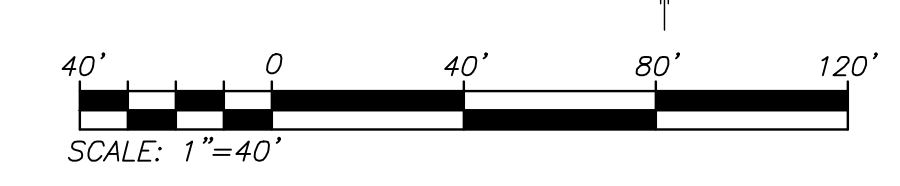
SHEET
4
OF 8 SHEETS
DRAWING NAME:
FILE NO.: 3378



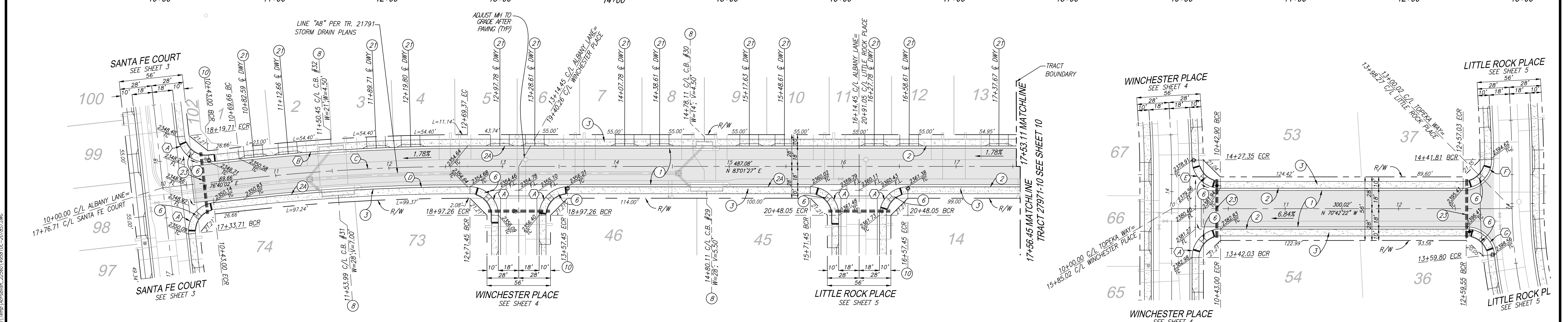
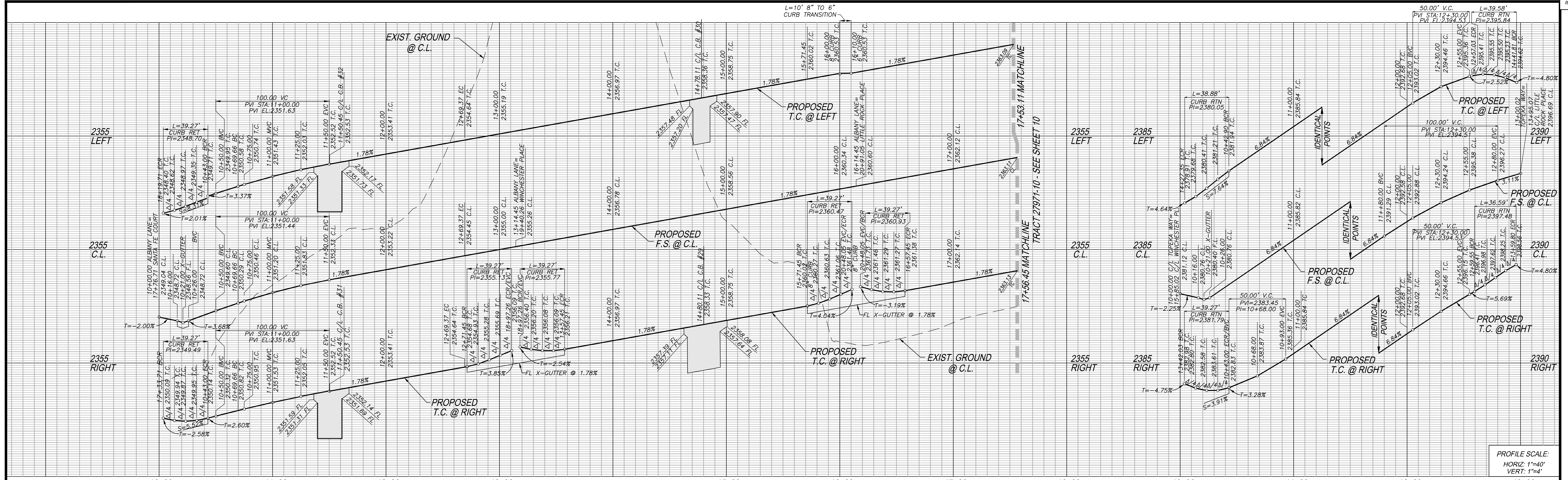
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C	182°3'53"	418.00'	134.22'	67.69'	J	83°51'09"	25.00'	36.59'	22.45'
D	24°32'44"	400.00'	171.36'	87.02'	K	90°43'06"	25.00'	39.58'	25.32'
E	24°32'44"	382.00'	163.65'	83.10'	L	90°00'00"	25.00'	39.27'	25.00'
F	N19°17'38"E	---	25.56'	---	M	N21°33'48"W	---	50.00'	---
G	25°33'04"	1062.00'	473.60'	240.80'	N	N11°03'34"E	---	50.00'	---

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- CONSTRUCT 3" A.C. OVER 6.5" CLASS II A.B. PER GEOTECH RECOMMENDATIONS.
 - CONSTRUCT TYPE A-6 CURB PER COUNTY OF RIVERSIDE STANDARD NO. 200.
 - CONSTRUCT SIDEWALK PER COUNTY OF RIVERSIDE STANDARD PLAN NO. 401.
 - CONSTRUCT CURB RAMP (CASE B) PER DETAIL ON SHEET 8
 - CONSTRUCT CROSS-GUTTER PER COUNTY OF RIVERSIDE STANDARD NO. 209.
 - INSTALL STREET LIGHT. LOCATE BASE 18" BEHIND CURB FLOWLINE AS SHOWN ON PLAN. PRIVATE STREET LIGHT PLANS PER SEPARATE SUBMITTAL AND PERMIT APPROVAL.
 - CONSTRUCT DRIVEWAY PER RIVERSIDE COUNTY STANDARD NO. 207 (W=16.5' UNLESS NOTED OTHERWISE)
 - INSTALL IRRIGATION SLEEVES, (1) 6" PVC CLASS 200 AND (2) 4" PVC CLASS 315 PIPE UNDER PAVEMENT AND HARDSCAPE. SLEEVES SHALL EXTEND A MINIMUM OF 6 INCHES BEYOND HARDSCAPE. IN-LINE FITTINGS, INCLUDING COUPLINGS, SHALL NOT BE PERMITTED UNDER PAVEMENT/HARDSCAPE SURFACES EXCEPT WHERE THE SLEEVE LENGTH IS 20 FEET OR GREATER. THE ENDS OF SLEEVES SHALL BE CAPED HAND-TIGHT UNTIL PERMIT IS LAD. ALL SLEEVES SHALL HAVE A MINIMUM CLEARANCE OF SIX INCHES (6") FROM EACH OTHER. PARALLEL SLEEVES SHALL NOT BE INSTALLED DIRECTLY OVER ONE ANOTHER. SLEEVES SHALL BE IPS PRESSURE RATED PVC 1120 SDR 13.5 (CLASS 315) FOR 4" PIPE AND SHALL BE IPS PRESSURE RATED PVC 1120 SDR 21 (CLASS 200) FOR 6" PIPE. SLEEVES SHALL BE INSTALLED AT DEPTH NO LESS THAN 24 INCHES FROM FINISH GRADE.

LITTLE ROCK PLACE



<p>Know what's below. Call before you dig.</p>	<p>BASIS OF BEARINGS: DESCRIPTION: THE BASIS OF COORDINATES FOR THIS MAP IS THE CALIFORNIA STATE PLANE COORDINATE SYSTEM, 1983, ZONE 6, BASED LOCALLY ON CONTROL STATIONS "REST" AND "RABBIT".</p> <p>BEARING: N 27°39'52" E</p>	<p>BENCHMARK: BENCHMARK ESTABLISHED BY THE COUNTY OF RIVERSIDE, 2.4 MILES WESTERLY ALONG U.S. HIGHWAY 60 FROM THE POST OFFICE AT BEAUMONT, RIVERSIDE COUNTY, AT A POINT WHERE THE HIGHWAY PASSES THROUGH A CUT, 97 FEET NORTH OF CENTERLINE OF THE OPPOSITE HIGHWAY ENGINEERS STATION 267/98; 16 FEET SOUTH OF THE NORTH RIGHT-OF-WAY FENCE, 16 FEET WEST OF RIGHT-OF-WAY FENCE CORNER, AND 18 FEET EAST OF POWER POLE #826632. A STANDARD DISC, STAMPED "U 448 RESET 1955" AND SET IN THE TOP OF A CONCRETE POST PROJECTING 0.5 FEET ABOVE GROUND. ELEV: 2448.129</p>	<p>PREPARED BY: Stantec 735 E. CARNEGIE DR., #200 SANTA ANA, CALIFORNIA 92705 909.335.6120 stantec.com</p> <p>DESIGNED BY: MED M. ARALUO R.C.E. 57835</p> <p>DATE: 9/8/2021</p>	<p>DESIGN BY: JB DRAWN BY: TA CHECKED BY: VAD SCALE: AS NOTED DATE: 09/07/21 JOB NUMBER: 2042495810</p> <p></p>	<p>REVIEWED BY: Date: 9/13/2021</p> <p>RECOMMENDED FOR APPROVAL BY: Date: 9/13/2021</p> <p>APPROVED BY: Date: 09/20/2021 Director of Public Works</p>	<p>CITY OF BEAUMONT, CALIFORNIA PRIVATE STREET IMPROVEMENT PLANS TRACT 27971-9</p> <p>LITTLE ROCK PLACE STA. 10+00.00 TO STA. 20+91.05</p>	<p>SHEET 5</p> <p>OF 8 SHEETS DRAWING NAME: FILE NO.: 3378</p>
	<p>BY MARK DESCRIPTION APPR. DATE</p> <p>ENGINEER REVISIONS CITY</p>	<p>CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION</p> <p>FOR: RSI COMMUNITIES-CALIFORNIA, LLC</p>					

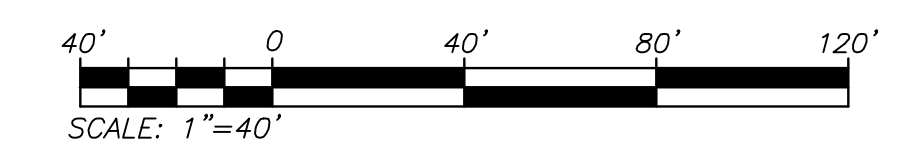


- CONSTRUCTION NOTES:**
- CONSTRUCT 3" A.C. OVER 6.5" CLASS II A.B. PER GEOTECH RECOMMENDATIONS.
 - CONSTRUCT TYPE A-6 CURB PER COUNTY OF RIVERSIDE STANDARD NO. 200.
 - CONSTRUCT TYPE A-8 CURB PER COUNTY OF RIVERSIDE STANDARD NO. 201.
 - CONSTRUCT SIDEWALK PER COUNTY OF RIVERSIDE STANDARD PLAN NO. 401.
 - CONSTRUCT CURB RAMP (CASE B) PER DETAIL ON SHEET 8
 - CONSTRUCT GUTTER DEPRESSION, CASE B, PER RIVERSIDE COUNTY STANDARD NO. 311
 - CONSTRUCT CURB RAMP (CASE B) PER RIVERSIDE COUNTY STANDARD NO. 311
 - INSTALL STREET LIGHT. LOCATE BASE 18" BEHIND CURB FLOWLINE AS SHOWN ON PLAN. PRIVATE STREET LIGHT PLANS PER SEPARATE SUBMITTAL AND PERMIT APPROVAL.
 - CONSTRUCT DRIVEWAY PER RIVERSIDE COUNTY STANDARD NO. 207 (W=16.5' UNLESS NOTED OTHERWISE)
 - INSTALL IRRIGATION SLEEVES. (1) 6" PVC CLASS 200 AND (2) 4" PVC CLASS 315 PIPE UNDER PAVEMENT AND HARDSCAPE. SLEEVES SHALL EXTEND A MINIMUM OF 6 INCHES BEYOND HARDSCAPE. IN-LINE FITTINGS, INCLUDING COUPLINGS, SHALL NOT BE PERMITTED UNDER PAVEMENT/HARDSCAPE SURFACES EXCEPT WHERE THE SLEEVE LENGTH IS 20 FEET OR GREATER. THE ENDS OF SLEEVES SHALL BE CAPPED HAND-TIGHT UNTIL PIPING IS LAID. ALL SLEEVES SHALL HAVE A MINIMUM CLEARANCE OF SIX INCHES (6") FROM EACH OTHER. PARALLEL SLEEVES SHALL NOT BE INSTALLED DIRECTLY OVER ONE ANOTHER. SLEEVES SHALL BE IPS PRESSURE RATED P/C 1120 SDR 13.5 (CLASS 315) FOR 4" PIPE AND SHALL BE IPS PRESSURE RATED P/C 1120 SDR 21 (CLASS 200) FOR 6" PIPE. SLEEVES SHALL BE INSTALLED AT DEPTH NO LESS THAN 24 INCHES FROM FINISH GRADE.

ALBANY LANE

CURVE DATA				
NO.	BEARING/DELTA	RADIUS	LENGTH	TANGENT
A	90°00'00"	25.00'	39.27'	25.00'
B	06°21'26"	1818.00'	201.71'	100.96'
C	06°21'26"	1800.00'	199.72'	99.96'
D	06°21'26"	1782.00'	197.72'	98.96'
E	89°05'42"	25.00'	38.87'	24.61'
F	90°43'06"	25.00'	39.58'	25.32'
G	83°51'09"	25.00'	36.59'	22.45'

TOPEKA WAY



811
Know what's below.
Call before you dig.

BASIS OF BEARINGS:
DESCRIPTION: THE BASIS OF COORDINATES FOR THIS MAP IS THE CALIFORNIA STATE PLANE COORDINATE SYSTEM, 1983, ZONE 6, BASED LOCALLY ON CONTROL STATIONS "REST" AND "RABBIT".
BEARING: N 27°39'52" E

BENCHMARK:
BENCHMARK ESTABLISHED BY THE COUNTY OF RIVERSIDE, 2.4 MILES WESTERLY ALONG U.S. HIGHWAY 60 FROM THE POST OFFICE AT BEAUMONT, RIVERSIDE COUNTY, AT A POINT WHERE THE HIGHWAY PASSES THROUGH A CUT, 97 FEET NORTH OF CENTERLINE OF THE OPPOSITE HIGHWAY ENGINEERS STATION 267/98; 16 FEET SOUTH OF THE NORTH-OF-WAY FENCE, 16 FEET WEST OF RIGHT-OF-WAY FENCE CORNER, AND 18 FEET EAST OF POWER POLE #826632. A STANDARD DISC, STAMPED "U 448 RESET 1955" AND SET IN THE TOP OF A CONCRETE POST PROJECTING 0.5 FEET ABOVE GROUND. STAMPED U-448-1955
ELEV: 2448.129

BY	MARK	DESCRIPTION	APPR.	DATE

PREPARED BY: **Stantec**
735 E. CARNEGIE DR., #280
SUN BERNARDINO, CA 92405
909.335.6120 | stantec.com

DESIGNED BY: **NEED J. ARAUJO**
R.C.E. 57835

DATE: 9/8/2021

DESIGN BY: **NEED J. ARAUJO**
DRAWN BY: TA
CHECKED BY: VAD
SCALE: AS NOTED
DATE: 09/07/21
JOB NUMBER: 2042495810

CITY OF BEAUMONT
CALIFORNIA

Reviewed By: *[Signature]* Date: 9/13/2021
Recommended for Approval By: *[Signature]* Date: 9/13/2021
Approved By: *[Signature]* Date: 09/20/2021
Director of Public Works

CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

CITY OF BEAUMONT, CALIFORNIA
PRIVATE STREET IMPROVEMENT PLANS
TRACT 27971-9

ALBANY LANE
STA. 10+00.00 TO STA. 17+56.45
TOPEKA WAY
STA. 10+00.00 TO STA. 13+00.02

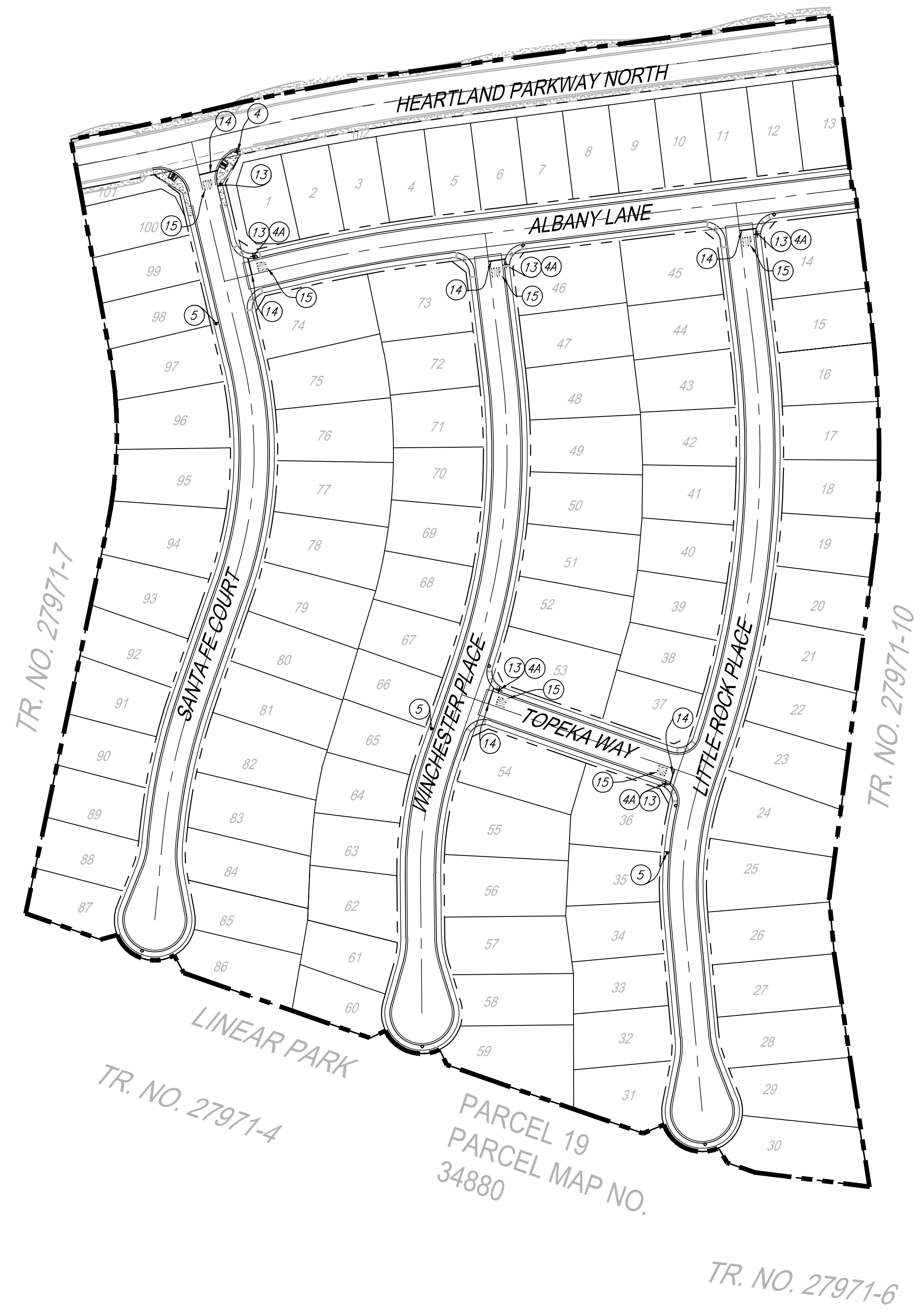
SHEET **6**
OF 8 SHEETS
DRAWING NAME:
FILE NO.: 3378

FOR: RSI COMMUNITIES-CALIFORNIA, LLC

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 By: jaraman
 Plot: Sep 02, 2021 - 5:42pm

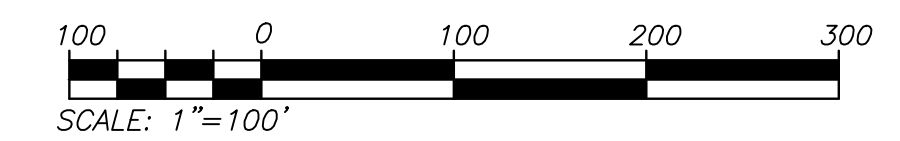
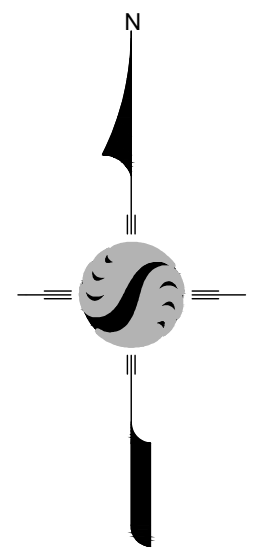
GENERAL SIGNAGE/STRIPING NOTES:

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, LATEST EDITION, AND RIVERSIDE COUNTY STANDARD PLANS, LATEST EDITION HEREAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS AND STANDARD PLANS UNLESS OTHERWISE SPECIFIED.
2. TRAFFIC STRIPES, RAISED PAVEMENT MARKERS AND SIGNS, (EXCEPT PAVEMENT LEGENDS), SHALL COMPLY WITH THE 2003 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), AND THE 2003 MUTCD CALIFORNIA SUPPLEMENT.
3. PAVEMENT LEGENDS SHALL EXACTLY MATCH THE CITY OF BEAUMONT STANDARD STENCILS.
4. RAISED PAVEMENT MARKERS SHALL CONFORM TO THE PROVISIONS IN SECTION 85 OF THE STATES STANDARD SPECIFICATIONS, ENTITLED "PAVEMENT MARKERS". ADHESIVE FOR PAVEMENT MARKERS SHALL CONFORM TO THE PROVISIONS IN SECTION 95-2.04 OF CALTRANS STANDARD SPECIFICATIONS (JULY 2002 EDITION) ENTITLED "RAPID SET EPOXY ADHESIVE FOR PAVEMENT MARKERS".
5. THERMOPLASTIC TRAFFIC STRIPES AND MARKINGS SHALL CONFORM TO THE SECTION 84-2, ENTITLED "THERMOPLASTIC TRAFFIC STRIPES AND PAVEMENT MARKINGS", AS SPECIFIED IN THE CALTRANS STANDARD SPECIFICATIONS (JULY 2002 EDITION).
6. ALL TRAFFIC STRIPING, PAVEMENT LEGENDS AND RAISED PAVEMENT MARKERS THAT CONFLICT OR CONFUSE TRAFFIC AS A RESULT OF THE NEWLY INSTALLED WORK SHOWN ON THIS PLAN SHALL REMOVED BY WET SANDBLASTING OR GRINDING AS DIRECTED BY THE ENGINEER.
7. DEBRIS FROM REMOVAL OPERATIONS SHALL BE CONTAINED WITHIN THE WORK AREA AND THE CONTRACTOR SHALL TAKE PRECAUTIONS NECESSARY TO PROTECT PERSONS AND PROPERTY ADJACENT TO THE SANDBLASTING OPERATIONS. THE DEBRIS RESULTING FROM THE SANDBLASTING SHALL BE IMMEDIATELY REMOVED AND DISPOSED OF BY THE CONTRACTOR. DEBRIS WITHIN THE ROADWAY SHALL BE REMOVED BY MECHANICAL SWEEPING OR HIGH-POWER VACUUM.
8. SCARRED PAVEMENT SURFACES RESULTING FROM REMOVAL OPERATIONS SHALL BE SEALED WITH ASPHALT PAINT CONFORMING TO SECTION 203-8 OF THE STANDARD SPECIFICATIONS. SCARRED AREAS RESULTING FROM WORD OR GRAPHIC LEGEND REMOVAL SHALL BE FULLY COVERED WITH AN ASPHALTIC PAINTED SQUARE OR RECTANGULAR SHAPE THAT COMPLETELY OBLITERATES THE OLD LEGEND FORM.
9. ALL SIGNS SHALL CONFORM TO SECTION 56-2, ENTITLED "ROADSIDE SIGNS", AS SPECIFIED IN THE CALTRANS STANDARD SPECIFICATIONS (JULY 2002 EDITION). SIGNS SHALL BE REFLECTORIZED SHEET ALUMINUM USING HIGH INTENSITY GRADE SHEETING WITH 3M #1150 PROTECTIVE OVERLAY FILM OR APPROVED EQUAL. ALL SIGNS SHALL BE MOUNTED WITH THEFT/VANDA-PROOF FASTENERS.
10. ALL SIGNS SHALL BE STANDARD SIZE IN ACCORDANCE WITH THE 2003 MUTCD AND THE 2003 MUTCD CALIFORNIA SUPPLEMENT, EXCEPT PARKING RELATED SIGNS SHALL BE 12"x18".
11. PER GOVERNMENT CODE SECTION 4216, IF THE WORK IN AN AREA WHICH IS KNOWN, OR REASONABLY SHOULD KNOW, TO CONTAIN SUBSURFACE INSTALLATIONS, CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT (U.S.A.) AT 1-800-227-2600 AND OBTAIN AN INQUIRY IDENTIFICATION NUMBER AT LEAST TWO WORKING DAYS (48 HOURS) PRIOR TO COMMENCING ANY WORK THAT PENETRATES THE EXISTING SURFACE.
12. STRIPING LAYOUT SHALL BE APPROVED BY THE CITY PUBLIC WORKS DEPARTMENT PRIOR TO APPLICATION OF THE THERMOPLASTIC MATERIAL. CONTACT THE CITY PUBLIC WORKS DEPARTMENT CITY INSPECTOR AT (951) 769-8520 EXT. 250 (BEAUMONT) 2 WORKING DAYS PRIOR TO LAYOUT.
13. STEEL SIGN POSTS INSTALLED IN CONCRETE AREAS SHALL BE INSTALLED IN PVC SLEEVES TO FACILITATE REPLACEMENT. ALL POSTS SHALL BE 2" TELSAPR POSTS UNLESS NOTED OTHERWISE.



CONSTRUCTION NOTES

- (4) INSTALL STREET NAME SIGN PER RIVERSIDE COUNTY STD. NO. 815.
- (4A) INSTALL STREET NAME SIGN PER RIVERSIDE COUNTY STD. NO. 816.
- (5) INSTALL W14-2 "NO OUTLET" PER 2014 CA M.U.T.C.D.
- (13) INSTALL R1-1 "STOP SIGN" PER CALIFORNIA M.U.T.C.D.
- (14) APPLY THERMOPLASTIC WHITE LIMIT LINE PER M.U.T.C.D., CA SUPPLEMENT, FIG. 3B-103
- (15) APPLY THERMOPLASTIC "STOP" PAVEMENT MARKING PER M.U.T.C.D., CA SUPPLEMENT, FIG. 3B-20(CA).



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 BEARING: N 27°39'52" E

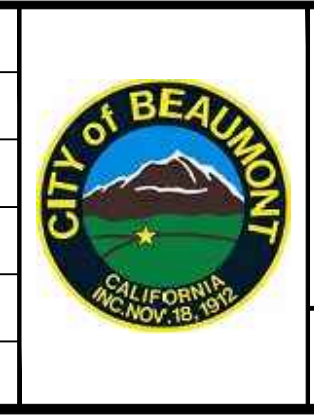
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 STAMPED U-448-1955
 ELEV: 2448.129

BY	MARK	DESCRIPTION	APPR.	DATE
ENGINEER		REVISIONS		CITY

PREPARED BY: **Stantec**
 735 E CARNEGIE DR., #280
 SAN BERNARDINO, CA 92405
 909.335.6120 stantec.com

DATE: 9/8/2021

DESIGN BY: JB
 DRAWN BY: TA
 CHECKED BY: VAD
 SCALE: AS NOTED
 DATE: 09/07/21
 JOB NUMBER: 2042495810



Reviewed By: Date: 9/13/2021
 Recommended for Approval By: Date: 9/13/2021
 Approved By: Date: 09/20/2021
 Director of Public Works

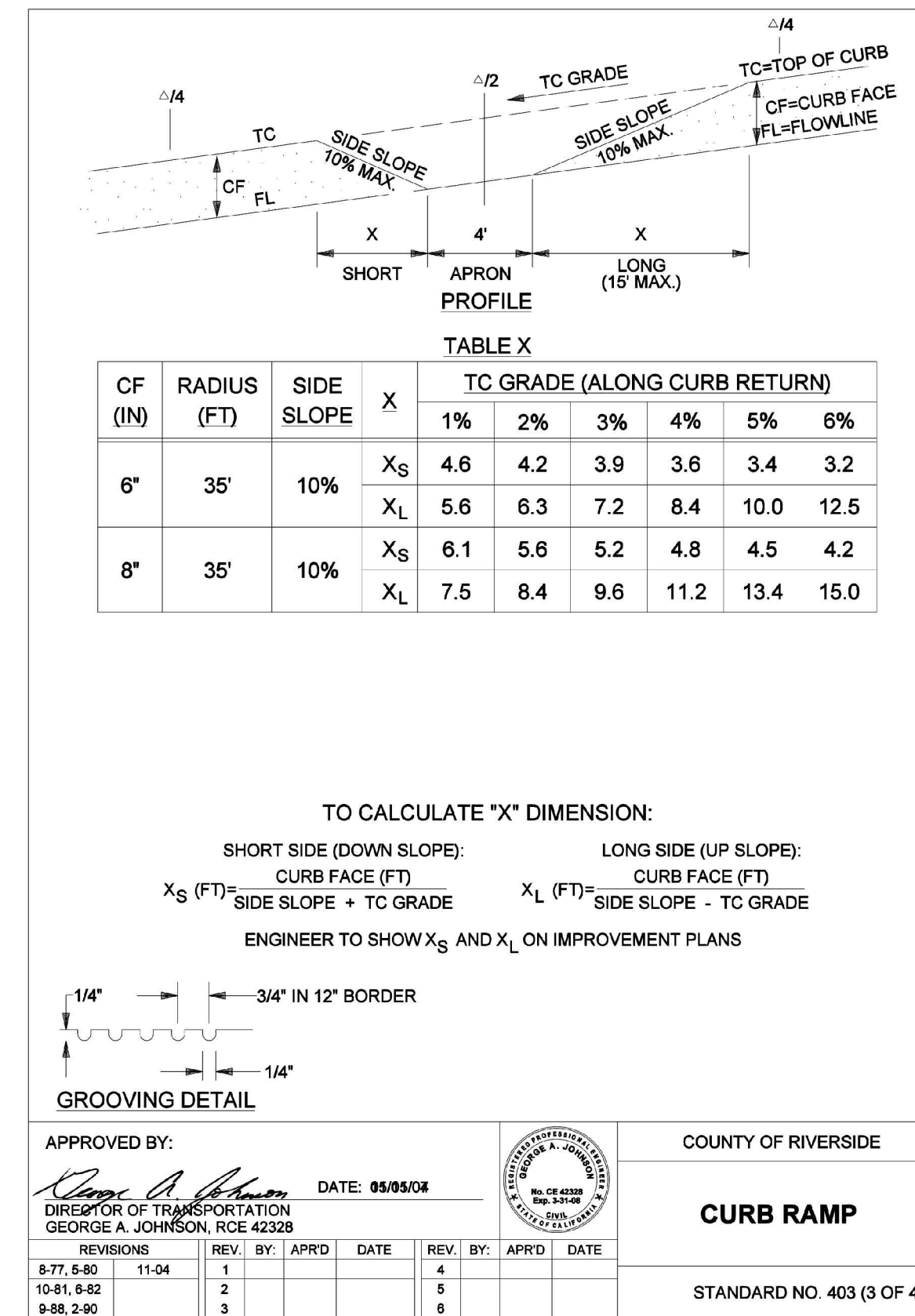
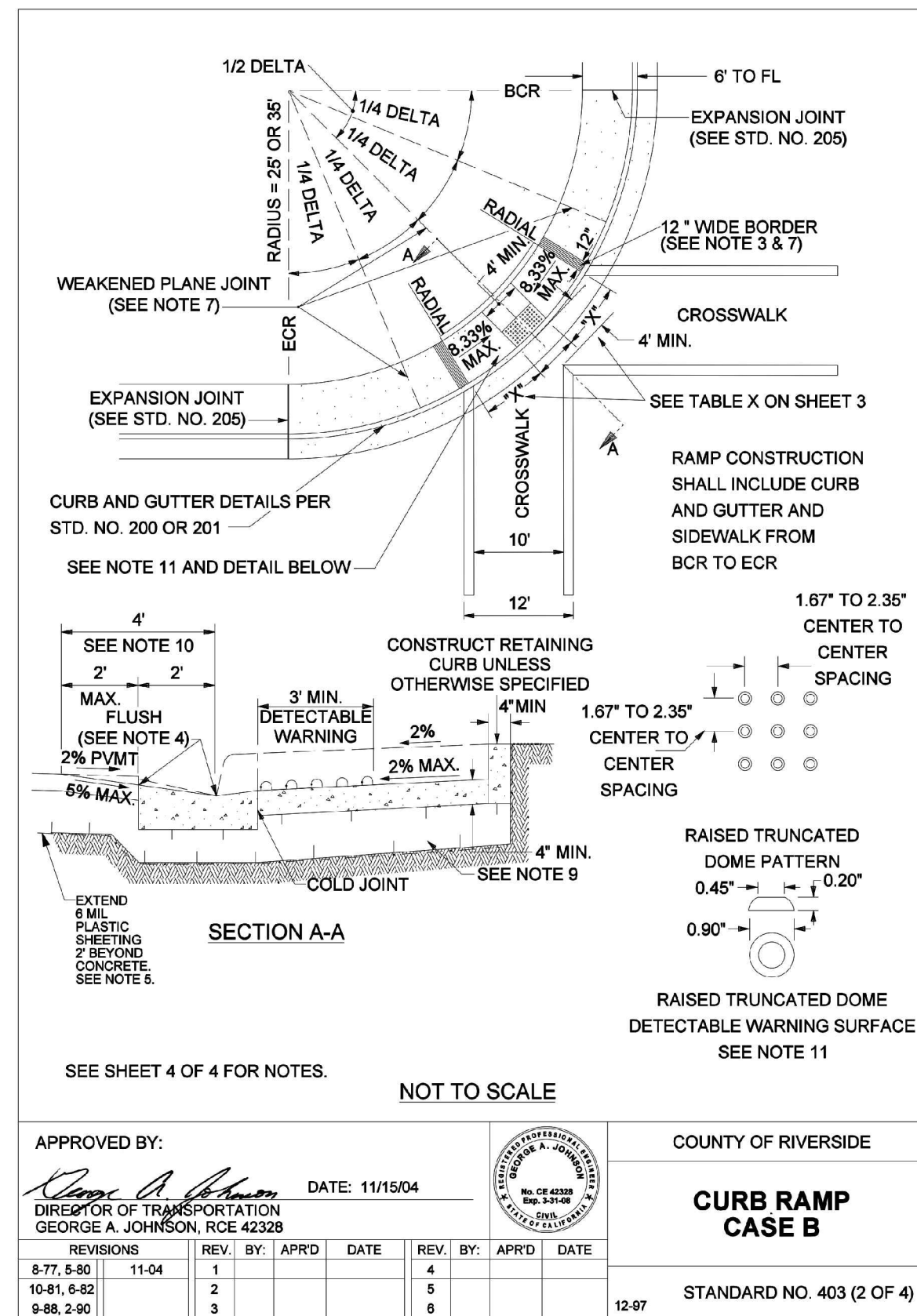
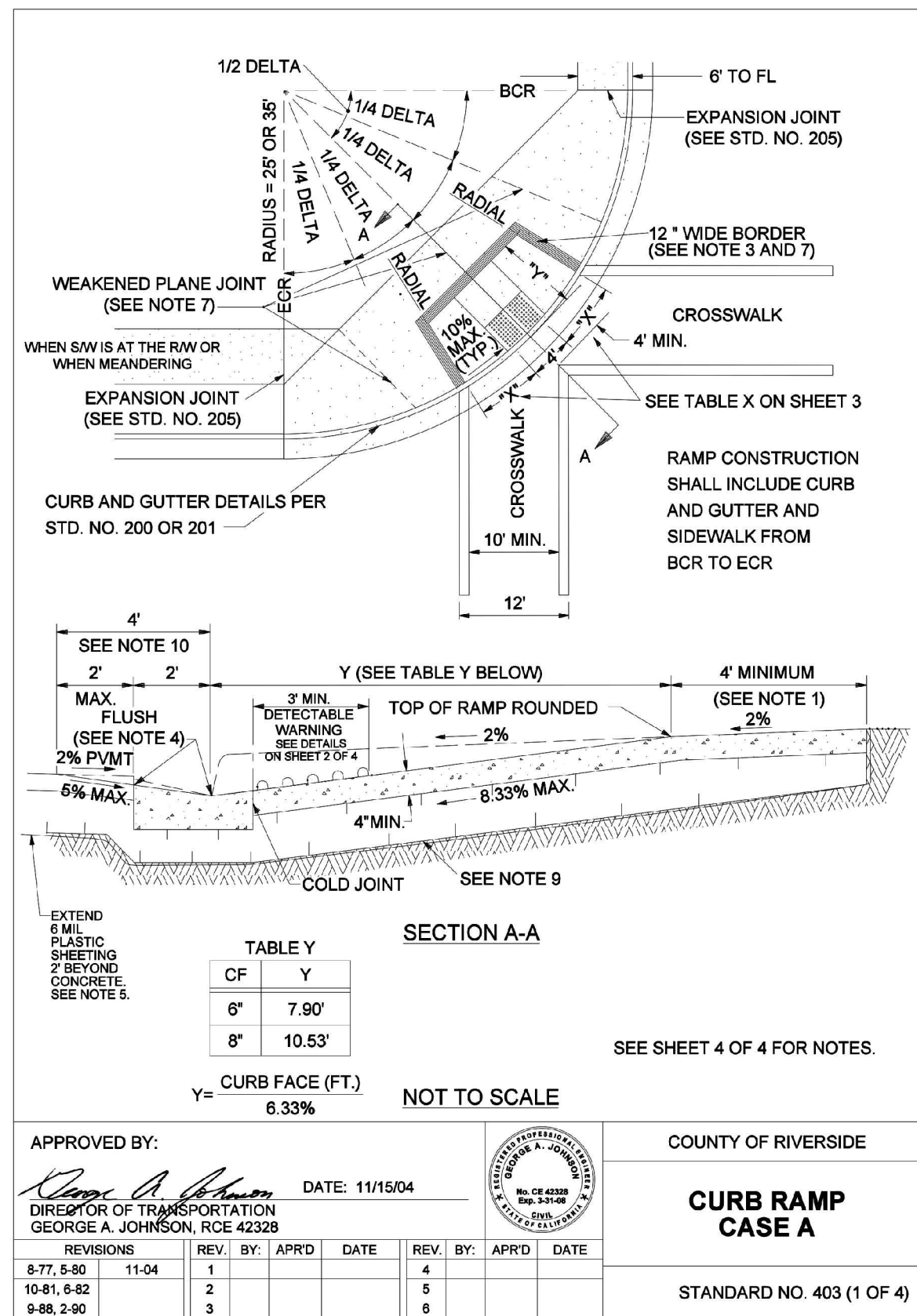
CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
 ENGINEERING DIVISION

CITY OF BEAUMONT, CALIFORNIA
 PRIVATE STREET IMPROVEMENT PLANS
 TRACT 27971-9

**SIGNAGE AND STRIPING
 BUILDER RESPONSIBILITY**

FOR: RSI COMMUNITIES-CALIFORNIA, LLC

SHEET
 7
 OF 8 SHEETS
 DRAWING NAME:
 FILE NO.: 3378

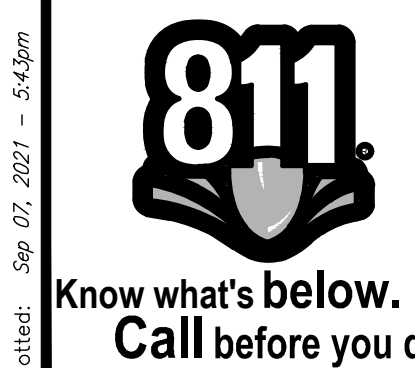


CONSTRUCTION NOTES:

- IF DISTANCE FROM CURB TO BACK OF SIDEWALK IS TOO SHORT TO ACCOMMODATE RAMP AND 4' LANDING, THEN USE THE CASE "B" RAMP.
- IF SIDEWALK IS LESS THAN 6' WIDE, THE FULL WIDTH OF THE SIDEWALK SHALL BE DEPRESSED AS SHOWN IN CASE B. MINIMUM SIDEWALK WIDTH IS 4' FROM BACK OF CURB.
- THE RAMP SHALL HAVE A 12" WIDE BORDER WITH GROOVES 1/4" WIDE AND 1/4" DEEP APPROXIMATELY 3/4" ON CENTER. SEE GROOVING DETAIL.
- TRANSITIONS FROM RAMPS TO WALKS, GUTTERS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES.
- WHEN ABUTTING SOIL HAS A HIGH SULFATE CONTENT, SPECIAL CONSIDERATIONS ARE REQUIRED. SEE SPECIFICATIONS (SECTION 16.04).
- RAMP SIDE SLOPE VARIES UNIFORMLY FROM A MAXIMUM OF UP TO 10% AT CURB TO CONFORM WITH LONGITUDINAL SIDEWALK SLOPE ADJACENT TO TOP OF THE RAMP (EXCEPT IN CASE B).
- CONSTRUCT WEAKENED PLANE JOINTS AT 1/4 DELTAS WHEN RADIUS EQUALS 35' AND AT INSIDE EDGE OF GROOVED BORDER WHEN RADIUS EQUALS 25'.
- IF EXPANSIVE SOIL IS ENCOUNTERED, THEN RAMP SHALL BE CONSTRUCTED OVER CLASS 2 AGGREGATE MATERIAL.
- CONCRETE SHALL BE CLASS B.
- MAXIMUM SLOPES OF ADJOINING GUTTERS: THE ROAD SURFACE IMMEDIATELY ADJACENT TO THE CURB RAMP AND CONTINUOUS PASSAGE TO THE CURB RAMP SHALL NOT EXCEED 5% WITHIN 4' OF THE BOTTOM OF THE CURB RAMP.
- DETECTABLE WARNING SURFACES ARE REQUIRED ON ALL CURB RAMPS THAT ENTER INTO A VEHICULAR TRAVEL WAY.

CURB RAMP DETAILS

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BY	MARK	DESCRIPTION	APPR.	DATE
ENGINEER		REVISIONS		CITY

PREPARED BY: **Stantec**
 735 E. CARNEGIE DR., #200
 SAN BERNARDINO, CA 92405
 909.335-6120 stantec.com

DATE: 9/8/2021

DESIGN BY: JB
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Reviewed By: *[Signature]* Date: 9/13/2021
 Recommended for Approval By: *[Signature]* Date: 9/13/2021
 Approved By: *[Signature]* Date: 09/20/2021
 Director of Public Works

CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
 ENGINEERING DIVISION

CITY OF BEAUMONT, CALIFORNIA
 PRIVATE STREET IMPROVEMENT PLANS
 TRACT 27971-9

DETAILS

FOR: RSI COMMUNITIES-CALIFORNIA, LLC

SHEET
 OF 8 SHEETS
 DRAWING NAME:
 FILE NO.: 3378

Approved
NV5
Padma Asam
09/03/2021

CITY OF BEAUMONT PUBLIC WORKS DEPARTMENT
CONSTRUCTION COST WORKSHEET

PARCEL MAP OR TRACT NO.: Tract 27971-9 Street, Storm Drain, and Sewer
DATE: 24-Aug-17

PP, CUP NO.: _____ BY: _____, P.E.

IMPROVEMENTS FAITHFUL PERFORMANCE 100%
LABOR & MATERIALS SECURITY 100%

	Construction Costs)
Streets/Drainage	\$ 1,010,538.93
Sewer	\$ 288,581.00
Total	\$ 1,299,119.93
Warranty Retention (22.5%)	\$ 292,301.98
Street/Drainage Plan Check Fees =	\$ 20,210.78
Sewer Plan Check Fees =	\$ 7,214.53
Street Inspection Fees =	\$ 30,316.17
Sewer Inspection Fees =	\$ 11,543.24

DESIGN ENGINEERS CALCULATIONS OF IMPROVEMENT BONDING COSTS

Construction items and their quantities as shown on attached sheets are accurate for the improvements required to construct the above project and the mathematical extensions using City's unit costs are accurate for determining bonding, plan check and inspection costs.

Above amounts do include additional 20% for recordation prior to having signed plans

Above amounts do not include additional 20% for recordation prior to having signed plans

Ned J. Araujo
Engineer's Signature

28 AUG 2017
Date



NED J. ARAUJO, P.E.
Name typed or printed

Civil Engineer's Stamp

FORM \$ UNIT COSTS REVISED 01/02/2017

*****PLEASE READ INSTRUCTIONS BELOW*****

- Quantities to be taken from improvement plans, Unit costs to be as provided on "City of Beaumont Construction Cost Worksheet".
- Show Bond Amounts to the nearest \$500.
- For construction items not covered by the Construction Cost Worksheet", Design Engineer is to provide his opinion of construction cost and use of that cost. If City of Beaumont unit costs are determined to be too low in the opinion of the Design Engineer, the higher costs as provided by the Design Engineer should be used.

CITY OF BEAUMONT PUBLIC WORKS DEPARTMENT
IMPROVEMENT REQUIREMENT WORKSHEET

PROJECT: Tract 27971-9 Street, Storm Drain, and SewerDATE: 24-Aug-17

STREET IMPROVEMENTS (Cont'd.)				
QTY.	UNIT	ITEM	UNIT COST	AMOUNT
	L.F.	Remove Chain Link Fence	\$ 7.50	\$ -
	EA.	Remove Barricade	\$ 200.00	\$ -
2,422	TON	Asphalt Concrete - 144 lbs/cu. Ft. (134,571 OnSite SF @ 3")	\$ 90.00	\$ 217,980
2,700	C.Y.	Aggregate Base Class II (134,571 OnSite SF @ 6.50")	\$ 50.00	\$ 135,000
5	TON	Asphalt Emulsion (Fog Seal/Paint Binder) (1 ton = 240 gals) (134,571 OnSite SF)	\$ 600.00	\$ 3,000
		apply at 0.05 + 0.03 = 0.08 gal/SY		\$ -
	S.F.	AC overlay (min. 0.10') If export, provide (a) & (b), a=fill, b=cut-fill If import, provide (a)&(C), a=cut, c=fill-cut (Unit costs for (a), (b) & (C) are 20% of actual costs to assure that work will be corrected to eliminate hazardous conditions.)	\$ 0.90	\$ -
	S.F.	Remove A.C. Pavement	\$ 1.45	\$ -
	L.F.	Curb and Gutter (Wedge Curb)	\$ 12.00	\$ -
7,860	L.F.	Curb and Gutter (Type A-6)	\$ 15.00	\$ 117,900
	L.F.	Curb and Gutter (Type A-8)	\$ 17.00	\$ -
	L.F.	Type "C" Curb	\$ 12.00	\$ -
	L.F.	Type "D" Curb	\$ 15.00	\$ -
	L.F.	A.C. Dike (6") (incl. material & labor)	\$ 10.00	\$ -
	L.F.	A.C. Dike (8") (incl. Material & labor)	\$ 15.00	\$ -
	S.F.	P.C.C. Cross Gutter and Spandrels	\$ 10.00	\$ -
47,160	S.F.	P.C.C. Sidewalk	\$ 6.00	\$ 282,960
	SF	P.C.C. Drive Approach	\$ 8.00	\$ -
20	EA.	Handicapped Access Ramp	\$ 2,000.00	\$ 40,000
	EA.	P.C.C. Drive Approach (individual lot driveway approach per finished grading plan)	\$ 12.00	\$ -
	S.F.	Cold Plane & Overlay Exist. A.C. Paving	\$ 4.00	\$ -
				\$ -
				\$ -
				\$ -

CITY OF BEAUMONT PUBLIC WORKS DEPARTMENT
IMPROVEMENT REQUIREMENT WORKSHEET

PROJECT: Tract 27971-9 Street, Storm Drain, and SewerDATE: 24-Aug-17

STREET IMPROVEMENTS (Cont'd.)				
QTY.	UNIT	ITEM	UNIT COST	AMOUNT
7	EA.	Street Name Sign	\$ 400.00	\$ 2,800
	EA.	Delineators-per Caltrans Std. A73C, Class 1, Type F	\$ 40.00	\$ -
	EA.	Object Markers - Modified Type F Delineators, Riverside County	\$ 45.00	\$ -
	L.F.	Barricades	\$ 100.00	\$ -
	L.F.	Utility Trench, one side (Edison, Telephone, Cable) (Total length of streets)	\$ 10.00	\$ -
	L.F.	Chain Link Fence (6')	\$ 80.00	\$ -
	L.F.	Remove Fence	\$ 4.00	\$ -
	EA.	Remove Power Pole	\$ 1,200.00	\$ -
6	EA.	Street Lights (including conduit)	\$ 5,000.00	\$ 30,000
	EA.	Street Trees (15 gallon)	\$ 150.00	\$ -
	L.S.	Landscape and Irrigation	\$ -	\$ -
	EA.	Concrete Bulkhead	\$ 200.00	\$ -
	C.Y.	Structural Reinforced Concrete	\$ 400.00	\$ -
	EA.	Slope Anchors for Pipes	\$ 300.00	\$ -
	L.F.	Cut Off Wall (Std. 2')	\$ 5.50	\$ -
	EA.	A.C. Overside Drain	\$ 800.00	\$ -
	EA.	Under Sidewalk Drain	\$ 2,000.00	\$ -
	S.F.	Terrace Drains and Down Drains	\$ 6.50	\$ -
	S.F.	Interceptor Drains	\$ 6.50	\$ -
2	EA.	Gutter Depression for Curb Opening Catchbasin	\$ 1,500.00	\$ 3,000
	EA.	Access Driveway for Storm Drain at Cul-de-Sac	\$ 640.00	\$ -
6	EA.	"STOP" Pavement Marking	\$ 200.00	\$ 1,200
	L.F.	Limit Line	\$ 2.00	\$ -
6	EA.	RI "STOP SIGN"	\$ 250.00	\$ 1,500
	EA.	W53 "NOT A THROUGH STREET" Sign	\$ 250.00	\$ -
				\$ -
				\$ -
				\$ -
				\$ -

CITY OF BEAUMONT PUBLIC WORKS DEPARTMENT
IMPROVEMENT REQUIREMENT WORKSHEET

PROJECT: Tract 27971-9 Street, Storm Drain, and SewerDATE: 24-Aug-17

STREET IMPROVEMENTS (Cont'd.)				
QTY.	UNIT	ITEM	UNIT COST	AMOUNT
	C.Y.	Rip Rap (1/4 Ton) Method B	\$ 40.00	\$ -
	C.Y.	Rip Rap (1/2 Ton) Method B	\$ 45.00	\$ -
	C.Y.	Rip Rap (1 Ton) Method B	\$ 50.00	\$ -
	C.Y.	Rip Rap (2 Ton) Method B	\$ 55.00	\$ -
	C.Y.	Grouted Rip Rap (1/4 Ton) Method B	\$ 60.00	\$ -
	C.Y.	Grouted Rip Rap (1/2 Ton) Method B	\$ 67.00	\$ -
	C.Y.	Grouted Rip Rap (1Ton) Method B	\$ 75.00	\$ -
	C.Y.	Grouted Rip Rap (2 Ton) Method B	\$ 80.00	\$ -
	L.F.	18" R.C.P.	\$ 113.00	\$ -
	L.F.	24" R.C.P.	\$ 140.00	\$ -
	L.F.	30" R.C.P.	\$ 150.00	\$ -
	L.F.	36" R.C.P.	\$ 155.00	\$ -
	L.F.	42" R.C.P.	\$ 160.00	\$ -
	L.F.	48 " RCP	\$ 165.00	\$ -
	L.F.	54" RCP	\$ 170.00	\$ -
	L.F.	60" RCP	\$ 175.00	\$ -
	L.F.	72" RCP	\$ 250.00	\$ -
	0.001		\$ 1.00	\$ -
	L.F.		\$ 1.00	\$ -
	EA.	H.D.P.E. Clean Out	\$ 400.00	\$ -
	EA.	Drain Basin	\$ 500.00	\$ -
	EA.	Curb Outlet	\$ 3,000.00	\$ -
	EA.	Fossil Filters	\$ 500.00	\$ -
	EA.	18" C.M.P. Wye	\$ 500.00	\$ -
	EA.	Riprap Headwall	\$ 1,000.00	\$ -
	EA.	Concrete Collar	\$ 500.00	\$ -
	EA.	Outlet Structure	\$ 10,000.00	\$ -
	EA.			\$ -
				\$ -
				\$ -

CITY OF BEAUMONT PUBLIC WORKS DEPARTMENT
IMPROVEMENT REQUIREMENT WORKSHEET

PROJECT: Tract 27971-9 Street, Storm Drain, and SewerDATE: 24-Aug-17

STREET IMPROVEMENTS (Cont'd.)				
QTY.	UNIT	ITEM	UNIT COST	AMOUNT
	L.F.	60" C.S.P.	\$ 120.00	\$ -
	EA.	Catch Basin W = 4'	\$ 2,200.00	\$ -
	EA.	Catch Basin W = 7'	\$ 4,000.00	\$ -
	EA.	Catch Basin W = 10'	\$ 6,000.00	\$ -
	EA.	Catch Basin W = 14'	\$ 7,800.00	\$ -
	EA.	Catch Basin W = 21'	\$ 12,000.00	\$ -
	EA.	Type IX Inlet	\$ 3,000.00	\$ -
	EA.	Type X Inlet	\$ 3,000.00	\$ -
	EA.	Junction Structure No. 1	\$ 3,000.00	\$ -
	EA.	Junction Structure No. 2	\$ 3,000.00	\$ -
	EA.	Junction Structure No. 6	\$ 3,700.00	\$ -
	EA.	Transition Structure No. 1	\$ 12,500.00	\$ -
	EA.	Transition Structure No. 3	\$ 2,700.00	\$ -
	EA.	Manhole No. 1	\$ 2,700.00	\$ -
	EA.	Manhole No. 2	\$ 3,300.00	\$ -
	EA.	Manhole No. 3	\$ 2,700.00	\$ -
	EA.	Manhole No. 4	\$ 5,000.00	\$ -
	EA.	Adjust Water Valve (if no water plan)	\$ 250.00	\$ -
	EA.	Adjust MH to grade (if no sewer plan)	\$ 600.00	\$ -
	EA.	Headwall	\$ 5,000.00	\$ -
		Remove & Dispose of Interfering 30" Storm Drain		
	L.S.	and 36" Riser	\$ 700.00	\$ -
	EA.	Remove & Dispose of RCB Headwall & Wingwall	\$ 12,000.00	\$ -
	L.F.	and Concrete Bulkhead	\$ 30.00	\$ -
	EA.	Outlet Structure (Line A & B)	\$ 7,000.00	\$ -
	EA.	Remove Existing Headwall	\$ 1,500.00	\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -

CITY OF BEAUMONT PUBLIC WORKS DEPARTMENT
IMPROVEMENT REQUIREMENT WORKSHEET

PROJECT: Tract 27971-9 Street, Storm Drain, and Sewer

DATE: 24-Aug-17

STREET IMPROVEMENTS (Cont'd.)				
QTY.	UNIT	ITEM	UNIT COST	AMOUNT
	EA.	Water Quality Structure	\$ 5,000.00	\$ -
	LS	Concrete Inlet Apron	\$ 11,000.00	\$ -
	LS	Emergency Spillway	\$ 27,000.00	\$ -
	LS	84" Storm Drain Grate	\$ 8,500.00	\$ -
	SF	3' Wide V-Gutter (945 LF)	\$ 7.00	\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -

Subtotal: \$ -

A.	Subtotal	\$ 878,730
B.	Contingency (15%)	\$ 131,809
C.	Streets/Drainage Total (A + B)	\$ 1,010,539

CITY OF BEAUMONT PUBLIC WORKS DEPARTMENT
IMPROVEMENT REQUIREMENT WORKSHEET

PROJECT: Tract 27971-9 Street, Storm Drain, and Sewer

DATE: 24-Aug-17

SEWER IMPROVEMENTS

Show quantities on this sheet only if project has a sewer plan. If no water plan, then show applicable quantities as part of street improvements.

QTY.	UNIT	ITEM	UNIT COST	AMOUNT
	L.F.	4" V.C.P. (45 Lots @ 25' Avg. Length & 5' for cleanout)	\$ 15.00	\$ -
	L.F.	4" P.V.C. Force Main & Fittings	\$ 26.00	\$ -
	L.F.	8" V.C.P.	\$ 30.00	\$ -
	L.F.	10" V.C.P.	\$ 35.00	\$ -
	L.F.	12" V.C.P.	\$ 40.00	\$ -
	L.F.	15" V.C.P.	\$ 50.00	\$ -
17	EA.	Standard or Terminus Manholes	\$ 2,500.00	\$ 42,500
	EA.	Drop Manholes	\$ 4,000.00	\$ -
	EA.	Cleanouts	\$ 500.00	\$ -
	EA.	Sewer Y's	\$ 30.00	\$ -
	EA.	Chimneys	\$ 400.00	\$ -
17	EA.	Adjust M.H. to grade	\$ 500.00	\$ 8,500
	L.F.	Concrete Encasement	\$ 35.00	\$ -
	EA.	4" P.V.C. Misc. Fittings	\$ 120.00	\$ -
	L.F.	Sewer Pipe Sleeving	\$ 45.00	\$ -
	EA.	Sewer Lift Station		\$ -
61	EA.	Backflow prevention device	\$ 400.00	\$ 24,400
2,870	L.F.	4" P.V.C Sewer Lateral	\$ 17.00	\$ 48,790
3,610	L.F.	8" P.V.C.	\$ 35.00	\$ 126,350
1	L.F.	8" P.V.C. Misc. Fittings and Plugs	\$ 200.00	\$ 200
1	EA.	Remove 8" Plug	\$ 200.00	\$ 200
				\$ -

A.	Subtotal	\$ 250,940
B.	Contingency (15% x A)	\$ 37,641
C.	Sewer Total (A + B)	\$ 288,581

**AGREEMENT TO PROVIDE SECURITY FOR IMPROVEMENTS
FOR TRACT MAP OR PARCEL MAP OR PLOT PLAN
(Tract Map/Parcel Map/Plot Plan No. 36307)**

Sewer Improvements

THIS AGREEMENT TO PROVIDE SECURITY FOR IMPROVEMENTS (“Security Agreement”) is made by and between CITY OF BEAUMONT (“CITY”) and Tri Pointe Homes IE-SD, Inc. a California [if other state specify the state] [corporation] or [limited liability company] or [limited partnership] (“DEVELOPER”).

RECITALS

A. DEVELOPER has applied to the CITY for permission to develop certain real property, pursuant to Tract Map/Parcel Map/Plot Plan # 36307, (“Map”). DEVELOPER has also asked the CITY to accept the dedication of the street or streets and other proposed public rights-of-way, parks and recreation facilities, and easements as depicted on the Map and to otherwise approve the Map so that it may be recorded as required by law; and

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

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

AGREEMENT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CITY OF BEAUMONT

By: _____
Mayor

Date: _____

DEVELOPER

By:  _____

Date; December 15, 2021

Title: Michael C. Taylor, Division President

California All-Purpose Certificate of Acknowledgment

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

State of California }
County of Riverside } s.s.

On December 15, 2021 before me, Ana E. Chavez Perez, Notary Public,
Name of Notary Public, Title

personally appeared Michael C. Taylor
Name of Signer (1)

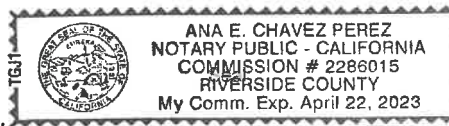
Name of Signer (2)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

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

WITNESS my hand and official seal.


Signature of Notary Public



OPTIONAL INFORMATION

Although the information in this section is not required by law, it could prevent fraudulent removal and reattachment of this acknowledgment to an unauthorized document and may prove useful to persons relying on the attached document.

Description of Attached Document

The preceding Certificate of Acknowledgment is attached to a document titled/for the purpose of _____

containing _____ pages, and dated _____.

The signer(s) capacity or authority is/are as:

- Individual(s)
- Attorney-in-fact
- Corporate Officer(s) _____ Title(s)

- Guardian/Conservator
- Partner - Limited/General
- Trustee(s)
- Other: _____

representing: _____
Name(s) of Person(s) Entity(ies) Signer is Representing

Additional Information	
Method of Signer Identification	
Proved to me on the basis of satisfactory evidence:	
<input type="checkbox"/> form(s) of identification	<input type="checkbox"/> credible witness(es)
Notarial event is detailed in notary journal on:	
Page # _____	Entry # _____
Notary contact: _____	
Other	
<input type="checkbox"/> Additional Signer	<input type="checkbox"/> Signer(s) Thumbprints(s)
<input type="checkbox"/> _____	

EXHIBIT "A"

PERFORMANCE BOND

WHEREAS, the City Council of the City of Beaumont, State of California, and _____
Tri Pointe Homes IE-SD, Inc. (hereinafter designated as "Principal") have entered into
Agreement To Provide Security For Improvements For Tract Map Or Parcel Map Or Plot Plan, No. 36307
dated December 15, 2021, whereby Principal agrees to install and complete certain designated
public improvements itemized and described on Tract Map, Parcel Map or Plot Plan No. 36307,
which is hereby incorporated herein and made a part hereof; and

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

NOW, THEREFORE, we, the Principal and The Continental Insurance Company,
as Surety, are held and firmly bound unto the City of Beaumont (hereinafter called "City"), in the penal
sum of ^{Three Hundred Ninety-Four Thousand Six Hundred Fifty-Seven and no/100} ~~_____~~ dollars (\$ 394,657.00) lawful money of the
United States, for the payment of which sum well and truly to be made, we bind ourselves, our heirs,
successors, executors and administrators, jointly and severally, firmly by these presents.

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

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

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

[signatures on following page]

IN WITNESS WHEREOF, this instrument has been duly executed by the Principal and Surety above named, on ~~XXX2020~~ December 17, 2021.



(Seal)

SURETY

PRINCIPAL

By: Michelle Haase

By: Michael C. Taylor

Name: Michelle Haase

Name: Michael C. Taylor

Title: Attorney-in-Fact

Title: Division President

Address: 2 Park Plaza, Suite 400

By: _____

Irvine, CA 92614

Name: _____

Title: _____

Address: 1250 Corona Pointe Court Suite 600

Corona, CA 92879

ALL SIGNATURES MUST BE ACKNOWLEDGED BEFORE A NOTARY PUBLIC

ALL-PURPOSE CERTIFICATE OF ACKNOWLEDGMENT

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

State of California }

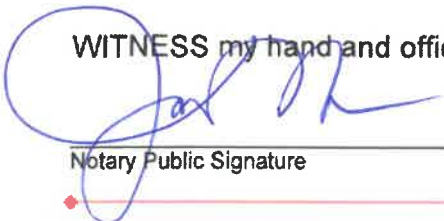
County of Orange }

On DEC 17 2021 before me, Janina Monroe, Notary Public
(Here insert name and title of the officer)

personally appeared Michelle Haase
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

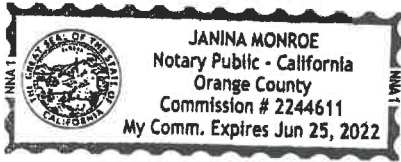
I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Notary Public Signature

(Notary Public Seal)



ADDITIONAL OPTIONAL INFORMATION

DESCRIPTION OF THE ATTACHED DOCUMENT

(Title or description of attached document)

(Title or description of attached document continued)
Number of Pages _____ Document Date _____

CAPACITY CLAIMED BY THE SIGNER
 Individual (s)
 Corporate Officer

(Title)
 Partner(s)
 Attorney-in-Fact
 Trustee(s)
 Other _____

INSTRUCTIONS FOR COMPLETING THIS FORM

This form complies with current California statutes regarding notary wording and, if needed, should be completed and attached to the document. Acknowledgments from other states may be completed for documents being sent to that state so long as the wording does not require the California notary to violate California notary law.

- State and County information must be the State and County where the document signer(s) personally appeared before the notary public for acknowledgment.
- Date of notarization must be the date that the signer(s) personally appeared which must also be the same date the acknowledgment is completed.
- The notary public must print his or her name as it appears within his or her commission followed by a comma and then your title (notary public).
- Print the name(s) of document signer(s) who personally appear at the time of notarization.
- Indicate the correct singular or plural forms by crossing off incorrect forms (i.e. ~~he/she/they~~, is /are) or circling the correct forms. Failure to correctly indicate this information may lead to rejection of document recording.
- The notary seal impression must be clear and photographically reproducible. Impression must not cover text or lines. If seal impression smudges, re-seal if a sufficient area permits, otherwise complete a different acknowledgment form.
- Signature of the notary public must match the signature on file with the office of the county clerk.
 - ❖ Additional information is not required but could help to ensure this acknowledgment is not misused or attached to a different document.
 - ❖ Indicate title or type of attached document, number of pages and date.
 - ❖ Indicate the capacity claimed by the signer. If the claimed capacity is a corporate officer, indicate the title (i.e. CEO, CFO, Secretary).
- Securely attach this document to the signed document with a staple.

ACKNOWLEDGMENT

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

State of California
County of Riverside)

On 12/20/2021 before me, Olinda E. Rodriguez / Notary Public
(insert name and title of the officer)

personally appeared Michael C. Taylor,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are
subscribed to the within instrument and acknowledged to me that he/she/they executed the same in
his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

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

WITNESS my hand and official seal.

Signature *Olinda Rodriguez* (Seal)



POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Item 5.

Know All Men By These Presents, That The Continental Insurance Company, a Pennsylvania insurance company, is a duly organized and existing insurance company having its principal office in the City of Chicago, and State of Illinois, and that it does by virtue of the signature and seal herein affixed hereby make, constitute and appoint

Janina Monroe, Tom Mc Call, Michelle Haase, Paul Boucher, Timothy J Noonan, Dennis Langer, Adriana Valenzuela, Jennifer Ochs, Martha Barreras, Individually

of Los Angeles, CA, its true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on its behalf bonds, undertakings and other obligatory instruments of similar nature

- In Unlimited Amounts -

and to bind them thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of the insurance company and all the acts of said Attorney, pursuant to the authority hereby given is hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Law and Resolutions, printed on the reverse hereof, duly adopted, as indicated, by the Board of Directors of the insurance company.

In Witness Whereof, The Continental Insurance Company has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed on this 21st day of June, 2021.



The Continental Insurance Company

Paul T. Bruflat
Paul T. Bruflat Vice President

State of South Dakota, County of Minnehaha, ss:

On this 21st day of June, 2021, before me personally came Paul T. Bruflat to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is a Vice President of The Continental Insurance Company, a Pennsylvania insurance company, described in and which executed the above instrument; that he knows the seal of said insurance company; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said insurance company and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said insurance company.



My Commission Expires March 2, 2026

M. Bent
M. Bent Notary Public

CERTIFICATE

I, D. Johnson, Assistant Secretary of The Continental Insurance Company, a Pennsylvania insurance company, do hereby certify that the Power of Attorney herein above set forth is still in force, and further certify that the By-Law and Resolution of the Board of Directors of the insurance company printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said insurance company this 17th day of December, 2021.



The Continental Insurance Company

D. Johnson
D. Johnson Assistant Secretary

Form F6850-4/2012

Authorizing By-Laws and Resolutions

ADOPTED BY THE BOARD OF DIRECTORS OF THE CONTINENTAL INSURANCE COMPANY:

This Power of Attorney is made and executed pursuant to and by authority of the following By-Law duly adopted by the Board of Directors of the Company at a meeting held on May 10, 1995.

“RESOLVED: That any Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Group Vice President to the Secretary of the Company prior to such execution becoming effective.

This Power of Attorney is signed by Paul T. Brufat, Vice President, who has been authorized pursuant to the above resolution to execution power of attorneys on behalf of The Continental Insurance Company.

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 25th day of April, 2012.

“Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the “Authorized Officers”) to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and

Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, “Electronic Signatures”), Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company.”



Digital Seal Authority and Enforceability

This communication is being provided on behalf of all CNA Surety companies, including **Western Surety Company, Continental Casualty Company, The Continental Insurance Company, American Casualty Company of Reading, Pennsylvania, and National Fire Insurance Company of Hartford** (collectively and individually referred to as “CNA Surety”).

The use of an electronic image of the corporate seal of any CNA Surety company (the “Digital Seal”) and the attachment of the Digital Seal to any surety bond issued by a CNA Surety company is authorized. Each CNA Surety company acknowledges and agrees that the Digital Seal may be affixed to any CNA Surety bond and relied upon to the same extent as if a raised corporate seal were physically attached to the bond.

Delivery of a digital copy of this Digital Seal Authority and Enforceability notice, executed electronically, to an Obligee or Obligee’s representative shall constitute effective execution and delivery of this notice and shall have the same legal effect as delivery of a tangible original of the notice with my original “wet” signature.

In Witness Whereof, this has been executed by the Vice President and Surety General Counsel for each of the CNA Surety companies.

Dated this 31st day of March, 2020.

Rosemary Quinn
Vice President and Surety General Counsel on behalf of



Western Surety Company



The Continental Insurance Company



Continental Casualty Company



National Fire Insurance Company of Hartford



American Casualty Company of Reading, Pennsylvania

EXHIBIT "B"
PAYMENT BOND

WHEREAS, the City Council of the City of Beaumont, State of California, and Tri Pointe Homes IE-SD, Inc. (hereafter designated as "the Principal") have entered into Agreement To Provide Security For Improvements For Tract Map Or Parcel Map Or Plot Plan, 36307 dated December 15, 2021, whereby Principal agrees to install and complete certain designated public improvements which is hereby incorporated herein and made a part hereof; and

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

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

Three Hundred Ninety-Four Thousand Six Hundred Fifty-Seven and no/100 Dollars (\$394,657.00)

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

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

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

[signatures on following page]

IN WITNESS WHEREOF, this instrument has been duly executed by the Principal and Surety above named, on ~~XXXX2020~~ December 17, 2021.



(Seal)

SURETY

PRINCIPAL

By: Michelle Haase

By: Michael C. Taylor

Name: Michelle Haase

Name: Michael C. Taylor

Title: Attorney-in-Fact

Title: Division President

Address: 2 Park Plaza, Suite 400

By: _____

Irvine, CA 92614

Name: _____

Title: _____

Address: 1250 Corona Pointe Court Suite 600

Corona, CA 92879

ALL SIGNATURES MUST BE ACKNOWLEDGED BEFORE A NOTARY PUBLIC

ALL- PURPOSE CERTIFICATE OF ACKNOWLEDGMENT

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

State of California }

County of Orange }

On DEC 17 2021 before me, Janina Monroe, Notary Public
(Here insert name and title of the officer)

personally appeared Michelle Haase,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

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

WITNESS my hand and official seal.

[Handwritten Signature]



Notary Public Signature

(Notary Public Seal)

ADDITIONAL OPTIONAL INFORMATION

DESCRIPTION OF THE ATTACHED DOCUMENT

(Title or description of attached document)

(Title or description of attached document continued)

Number of Pages _____ Document Date _____

CAPACITY CLAIMED BY THE SIGNER
 Individual (s)
 Corporate Officer

(Title)
 Partner(s)
 Attorney-in-Fact
 Trustee(s)
 Other _____

INSTRUCTIONS FOR COMPLETING THIS FORM

This form complies with current California statutes regarding notary wording and, if needed, should be completed and attached to the document. Acknowledgments from other states may be completed for documents being sent to that state so long as the wording does not require the California notary to violate California notary law

- State and County information must be the State and County where the document signer(s) personally appeared before the notary public for acknowledgment.
- Date of notarization must be the date that the signer(s) personally appeared which must also be the same date the acknowledgment is completed.
- The notary public must print his or her name as it appears within his or her commission followed by a comma and then your title (notary public).
- Print the name(s) of document signer(s) who personally appear at the time of notarization.
- Indicate the correct singular or plural forms by crossing off incorrect forms (i.e. he/she/~~they~~ is /are) or circling the correct forms. Failure to correctly indicate this information may lead to rejection of document recording.
- The notary seal impression must be clear and photographically reproducible. Impression must not cover text or lines. If seal impression smudges, re-seal if a sufficient area permits, otherwise complete a different acknowledgment form.
- Signature of the notary public must match the signature on file with the office of the county clerk.
 - ❖ Additional information is not required but could help to ensure this acknowledgment is not misused or attached to a different document.
 - ❖ Indicate title or type of attached document, number of pages and date.
 - ❖ Indicate the capacity claimed by the signer. If the claimed capacity is a corporate officer, indicate the title (i.e. CEO, CFO, Secretary).
- Securely attach this document to the signed document with a staple.

ACKNOWLEDGMENT

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

State of California
County of Riverside)

On 12/20/2021 before me, Olinda E. Rodriguez / Notary Public
(insert name and title of the officer)

personally appeared Michael C. Taylor,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

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

WITNESS my hand and official seal.

Signature *Olinda Rodriguez* (Seal)



POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Item 5.

Know All Men By These Presents, That The Continental Insurance Company, a Pennsylvania insurance company, is a duly organized and existing insurance company having its principal office in the City of Chicago, and State of Illinois, and that it does by virtue of the signature and seal herein affixed hereby make, constitute and appoint

Janina Monroe, Tom Mc Call, Michelle Haase, Paul Boucher, Timothy J Noonan, Dennis Langer, Adriana Valenzuela, Jennifer Ochs, Martha Barreras, Individually

of Los Angeles, CA, its true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on its behalf bonds, undertakings and other obligatory instruments of similar nature

- In Unlimited Amounts -

and to bind them thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of the insurance company and all the acts of said Attorney, pursuant to the authority hereby given is hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Law and Resolutions, printed on the reverse hereof, duly adopted, as indicated, by the Board of Directors of the insurance company.

In Witness Whereof, The Continental Insurance Company has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed on this 21st day of June, 2021.



The Continental Insurance Company

Paul T. Bruflat

Paul T. Bruflat Vice President

State of South Dakota, County of Minnehaha, ss:

On this 21st day of June, 2021, before me personally came Paul T. Bruflat to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is a Vice President of The Continental Insurance Company, a Pennsylvania insurance company, described in and which executed the above instrument; that he knows the seal of said insurance company; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said insurance company and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said insurance company.



My Commission Expires March 2, 2026

M. Bent

M. Bent Notary Public

CERTIFICATE

I, D. Johnson, Assistant Secretary of The Continental Insurance Company, a Pennsylvania insurance company, do hereby certify that the Power of Attorney herein above set forth is still in force, and further certify that the By-Law and Resolution of the Board of Directors of the insurance company printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said insurance company this 17th day of December, 2021.



The Continental Insurance Company

D. Johnson

D. Johnson Assistant Secretary

Form F6850-4/2012

Authorizing By-Laws and Resolutions

ADOPTED BY THE BOARD OF DIRECTORS OF THE CONTINENTAL INSURANCE COMPANY:

This Power of Attorney is made and executed pursuant to and by authority of the following By-Law duly adopted by the Board of Directors of the Company at a meeting held on May 10, 1995.

“RESOLVED: That any Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Group Vice President to the Secretary of the Company prior to such execution becoming effective.

This Power of Attorney is signed by Paul T. Brufat, Vice President, who has been authorized pursuant to the above resolution to execution power of attorneys on behalf of The Continental Insurance Company.

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 25th day of April, 2012.

“Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the “Authorized Officers”) to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and

Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, “Electronic Signatures”), Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company.”



Digital Seal Authority and Enforceability

This communication is being provided on behalf of all CNA Surety companies, including **Western Surety Company, Continental Casualty Company, The Continental Insurance Company, American Casualty Company of Reading, Pennsylvania, and National Fire Insurance Company of Hartford** (collectively and individually referred to as “CNA Surety”).

The use of an electronic image of the corporate seal of any CNA Surety company (the “Digital Seal”) and the attachment of the Digital Seal to any surety bond issued by a CNA Surety company is authorized. Each CNA Surety company acknowledges and agrees that the Digital Seal may be affixed to any CNA Surety bond and relied upon to the same extent as if a raised corporate seal were physically attached to the bond.

Delivery of a digital copy of this Digital Seal Authority and Enforceability notice, executed electronically, to an Obligee or Obligee’s representative shall constitute effective execution and delivery of this notice and shall have the same legal effect as delivery of a tangible original of the notice with my original “wet” signature.

In Witness Whereof, this has been executed by the Vice President and Surety General Counsel for each of the CNA Surety companies.

Dated this 31st day of March, 2020.

Rosemary Quinn
Vice President and Surety General Counsel on behalf of



Western Surety Company



The Continental Insurance Company



Continental Casualty Company



National Fire Insurance Company of Hartford



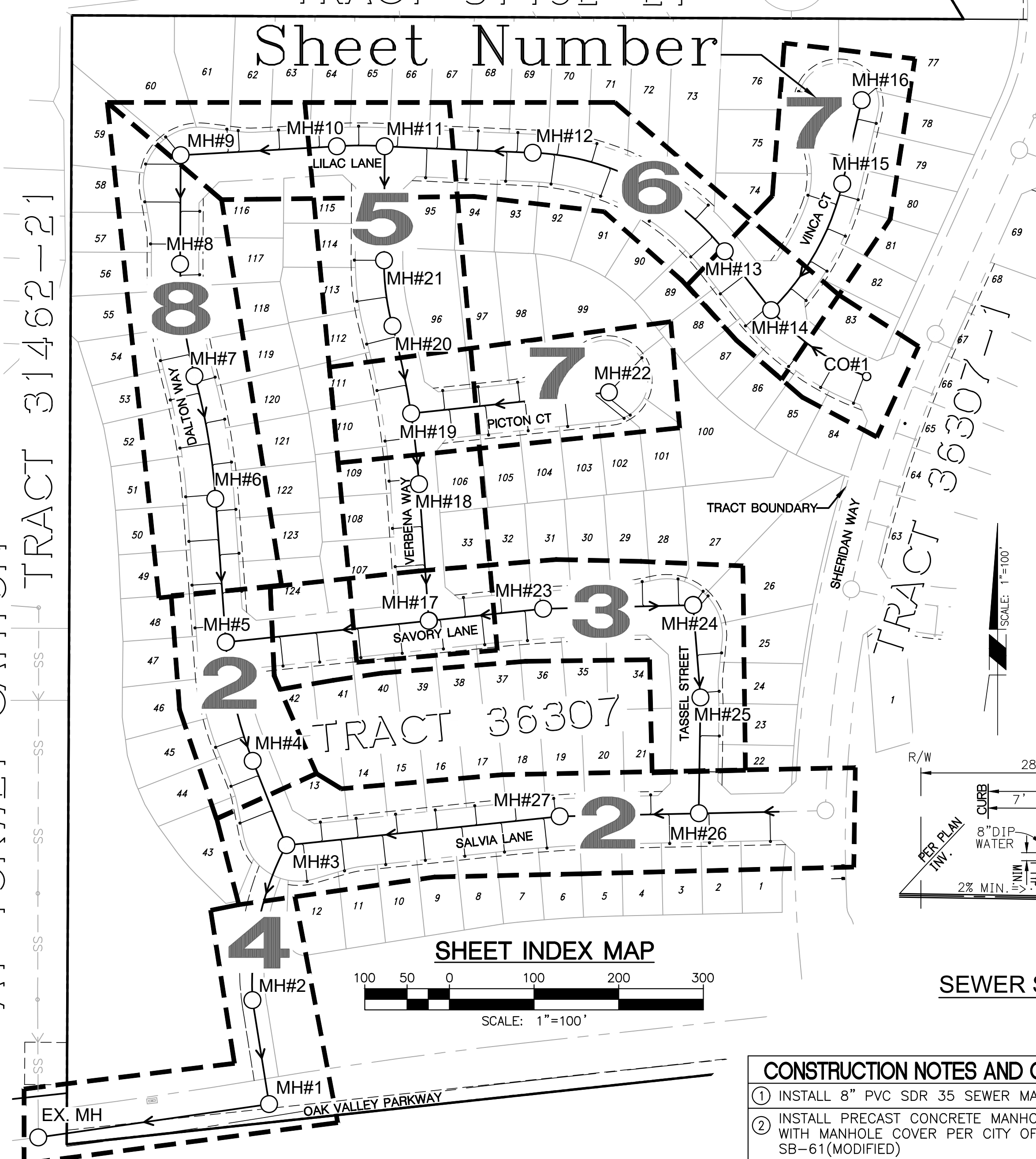
American Casualty Company of Reading, Pennsylvania

REVISED: 12/21/2021
AM
ZEPEDA, JACOB 12/21/2021 8:15 AM
WILSON CAD/LAND/DLV/IMPROVE/SEWER TRACT 36307 180216--SS--001.DWG

CITY OF BEAUMONT, CALIFORNIA Sewer Improvement Plans TRACT 36307

Located Within a Portion of Section 6, Township 3 South, Range 1 West, S.B.M.

TRACT 31462-21
Sheet Number



SEWER NOTES

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

PRIVATE ENGINEERS NOTICE TO CONTRACTOR

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

DECLARATION OF ENGINEER OF RECORD:

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

FIRM: MICHAEL BAKER INTERNATIONAL
 ADDRESS: 75-410 GERALD FORD DRIVE, SUITE 100
 CITY, ST.: PALM DESERT, CA 92211
 TELEPHONE: (760) 346-7481
 BY: JOHN D. TANNER III No. 60132 DATE: 12/21/2021
 (NAME OF ENGINEER & RCE)

NOTE:

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

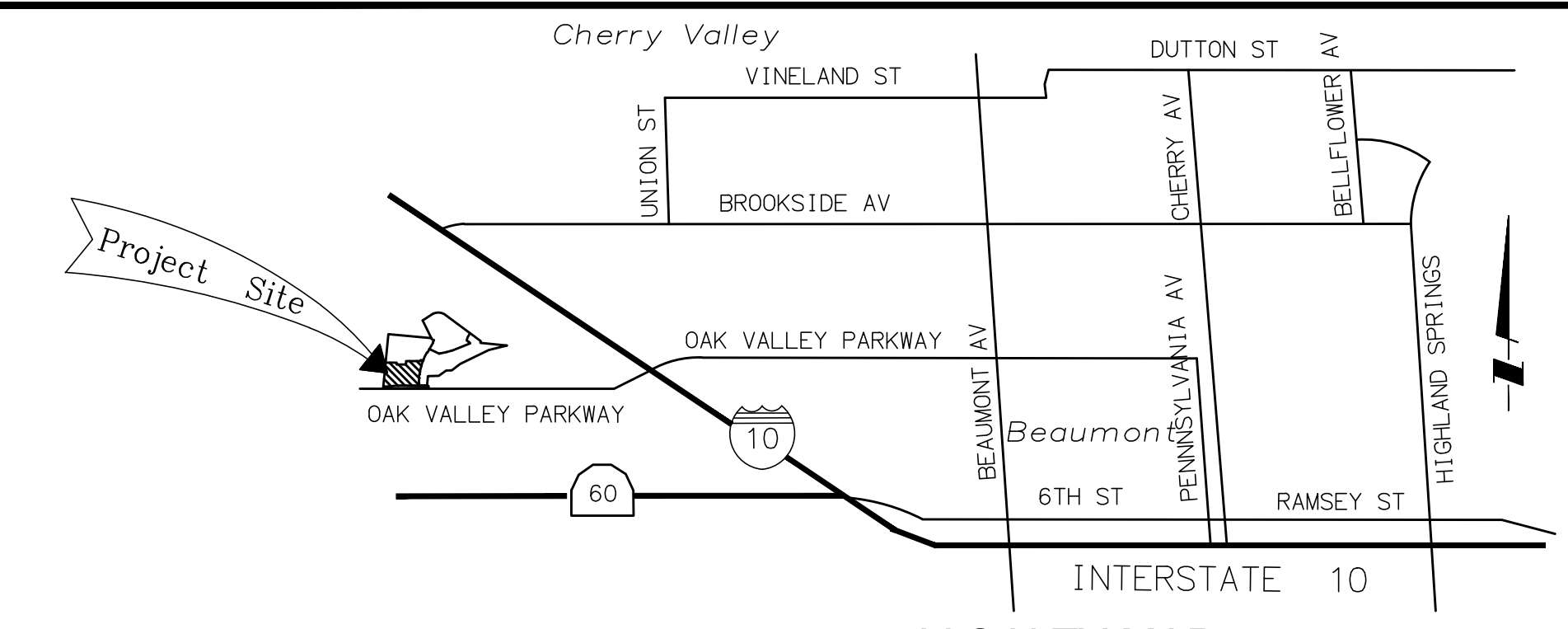
INDEX OF SHEETS

SHEET	DESCRIPTION
1	TITLE SHEET, VICINITY MAP, GENERAL NOTES
2	DALTON WAY - STA. 10+00.43 TO STA. 13+23.00
2	SALVIA LANE - STA. 9+99.93 TO STA. 16+38.65
3	SAVORY LANE & TASSEL STREET - STA. 10+00.00 TO STA. 18+00.43
4	SECONDARY ACCESS ROAD STA. 8+54.05 TO STA. 14+43.23
5	VERBENA WAY - STA. 10+00.00 TO STA. 15+64.54
6	LILAC LANE - STA. 10+00.00 TO STA. 19+06.61
7	PICTON CT. - STA. 10+00.00 TO STA. 12+35.00
7	VINCA CT. - STA. 10+00.12 TO STA. 12+75.00
8	DALTON WAY - STA. 13+23.00 TO STA. 18+31.47

CONSTRUCTION NOTES AND QUANTITY ESTIMATES

NO.	DESCRIPTION	UNIT	QTY.
1	INSTALL 8" PVC SDR 35 SEWER MAIN	LF	4,625
2	INSTALL PRECAST CONCRETE MANHOLE PER STD. DWG. SB-53 WITH MANHOLE COVER PER CITY OF BEAUMONT STD. DWG. SB-61(MODIFIED)	EA	22
3	INSTALL 4" PVC SEWER LATERAL W/SEWER CO PER EMWD STD. DWG. SB-177	EA	125
4	CORE DRILL INTO EXIST. MANHOLE. CONNECT NEW 8" SEWER LINE WITH KOR-N-SEAL RUBBER GASKET OR APPROVED EQUAL AT PENETRATION OF MANHOLE.	EA	1
5	INSTALL 4" BACKFLOW PREVENTION DEVICE (AMERICAN FOUNDRY'S NH53-A OR EQUAL)	EA	27
6	INSTALL TERMINUS MANHOLE PER EMWD STD. DWG. SB-58 WITH MANHOLE COVER PER CITY OF BEAUMONT STD. DWG. SB-61(MODIFIED)	EA	2
7	INSTALL DEEP PRECAST CONCRETE MANHOLE PER EMWD STD. DWG. SB-53 WITH MANHOLE COVER PER CITY OF BEAUMONT STD. DWG. SB-61(MODIFIED)	EA	3
8	INSTALL 6" CLEANOUT PER EMWD STD. DWG. SB-52	EA	1
9	REMOVE PLUG & JOIN TO EXISTING SEWER	EA	1

NOTE: QUANTITIES SHOWN ARE ESTIMATES ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PREPARING HIS/HER OWN ESTIMATE FOR BID PURPOSES.



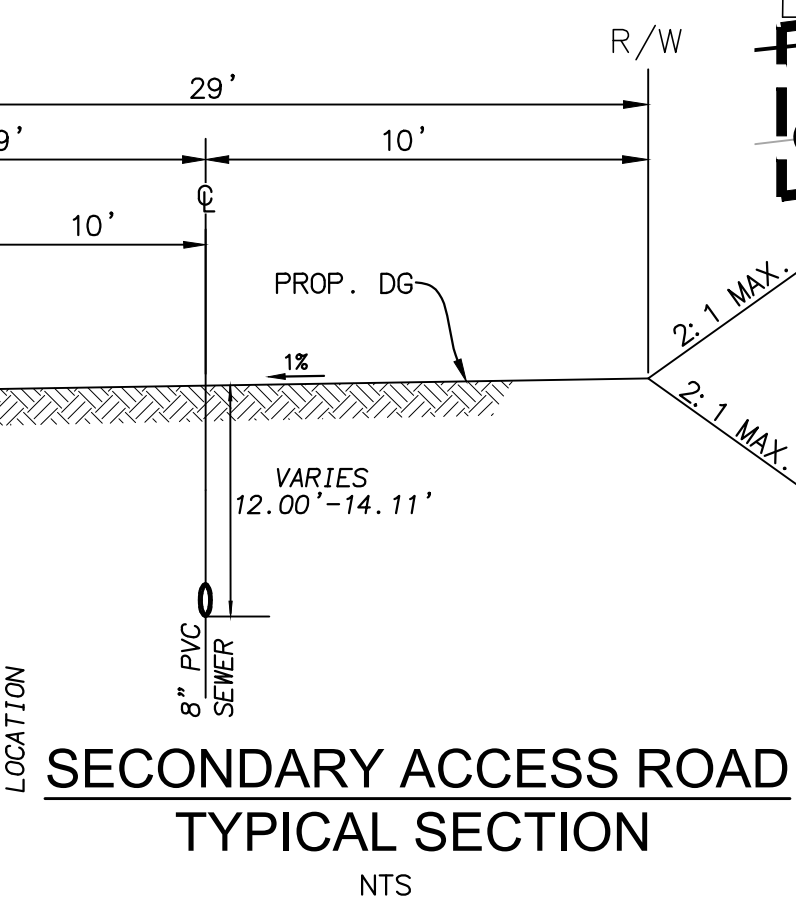
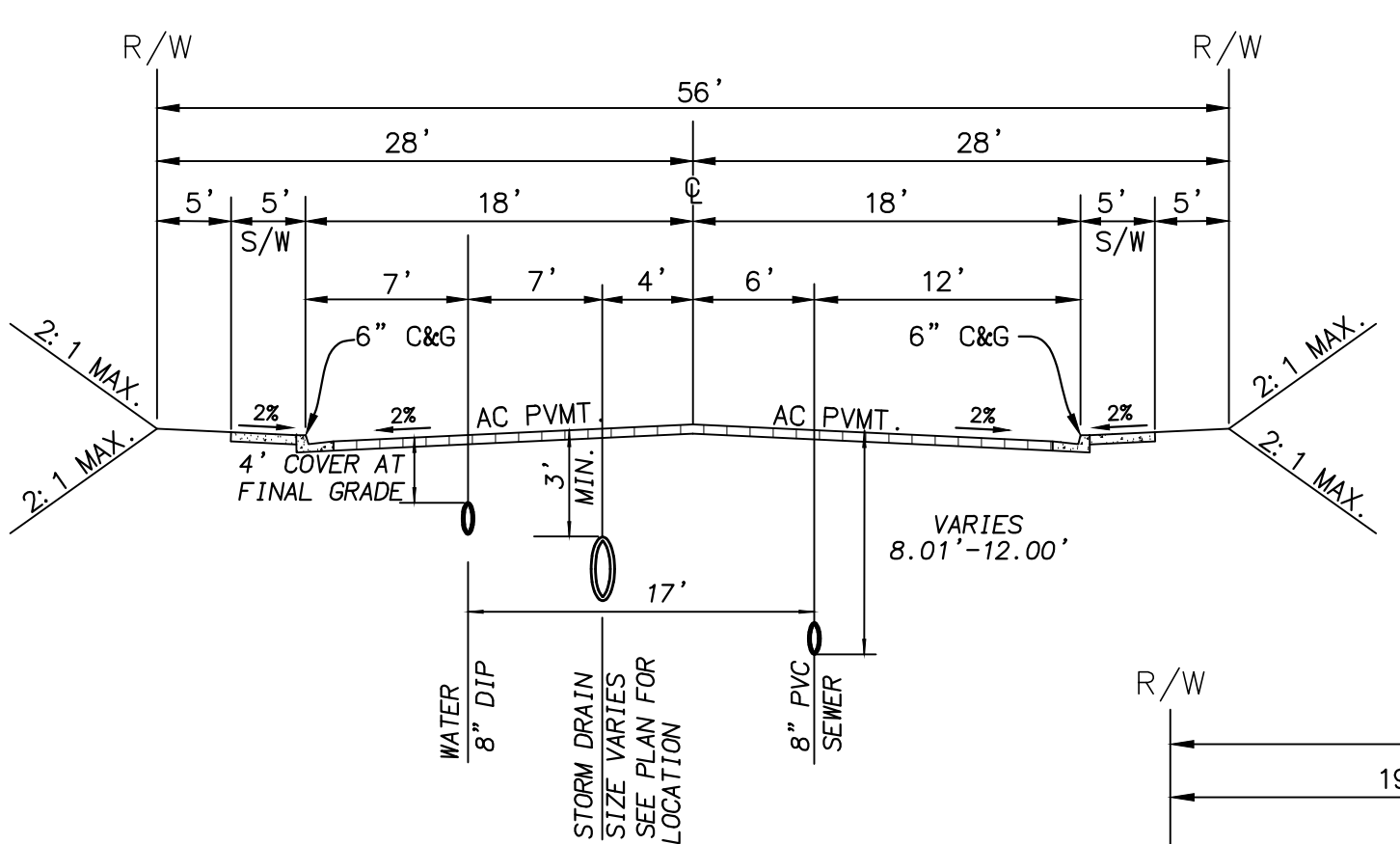
LEGEND

- PROP. SEWER MANHOLE
- EX. SEWER MANHOLE
- SEWER SERVICE
- WATER SERVICE
- WATER TEE
- BLOWOFF ASSEMBLY
- AIR VACUUM RELEASE ASSEMBLY (AVR)
- BEND (SHOW SIZE & DEFLECTION)
- WATER VALVE (GATE)
- WATER SAMPLE STATION
- FIRE HYDRANT
- STREET LIGHT
- PROPOSED SEWER
- PROPOSED WATER
- PROPOSED RECYCLED WATER
- FUTURE IMPROVEMENTS
- PROPOSED CURB & GUTTER
- RIGHT-OF-WAY
- PUBLIC UTILITY EASEMENT
- PROPERTY LINE
- SEWER BACKFLOW PREVENTION DEVICE (BF)

VICINITY MAP

ABBREVIATIONS

- ASSEMBLY
- AIR VACUUM RELEASE VALVE
- BEAUMONT CHERRY VALLEY WATER DISTRICT
- BEGINNING OF CURVE
- BLOW OFF
- BOTTOM OF PIPE
- BUTTERFLY VALVE
- CENTERLINE
- CLEAR
- CURB & GUTTER
- CLEAN OUT
- DUCTILE IRON PIPE
- END OF CURVE
- FIRE HYDRANT
- FLANGED
- FLOWLINE
- GATE VALVE
- GRADE BREAK
- INVERT
- LATERAL
- MECHANICAL JOINT
- POINT OF REVERSE CURVATURE
- PROPOSED
- PUBLIC UTILITY EASEMENT
- RIGHT-OF-WAY
- STORM DRAIN
- STATION
- TOP OF CURB
- TOP OF MANHOLE
- TOP OF PIPE
- SIDEWALK
- MINIMUM
- MAXIMUM
- AC
- PVT
- NTS
- PVC
- MH
- PE
- EL
- CL
- ASSY
- AVR
- BCVWD
- BC
- BOP
- BFV
- CL
- CLR
- CG
- CO
- DIP
- EC
- FH
- FLG
- FL
- GV
- GB
- INV
- LAT
- MJ
- PRC
- PROP
- PUE
- R/W
- SD
- STA
- TC
- TMH
- TOP
- S/W
- MIN
- MAX
- ASPHALTIC CONCRETE
- PAVEMENT
- NOT TO SCALE
- POLYVINYL CHLORIDE
- MANHOLE
- PAD ELEVATION
- ELEVATION
- CENTERLINE



NOTE :
 NEW CONSTRUCTION TO BE PLUGGED UNTIL SEWER SYSTEM IS APPROVED FOR SERVICE. PLUG TO BE REMOVED IN PRESENCE OF PUBLIC WORKS INSPECTOR.

CONSTRUCTION contractor agrees that in accordance with generally accepted construction practices construction contractor will be required to assume sole and complete responsibility for job site conditions during the course of construction of the project, including safety of all persons and property; that this requirement shall be made to apply continuously and not be limited to normal working hours, and construction contractor further agrees to defend, indemnify and hold design professional harmless from any and all liability, real or alleged, in connection with the performance of work on this project, excepting liability arising from the sole negligence of design professional.

UNAUTHORIZED CHANGES & USES:
 be responsible for, or liable for, unauthorized changes to or uses of these plans. All changes to the plans must be in writing & must be approved by the preparer of these plans.

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 CRFP N2322764.069 E6304246.059
 CTMS N2352688.681 E6525221.205
 MATH N2347796.009 E6271429.242
 PIN1 N2382853.393 E6271429.242

BENCHMARK: CITY OF BEAUMONT
 DESCRIPTION:
 ELEVATIONS AS SHOWN HEREON ARE IN TERMS OF THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 BASED LOCALLY UPON THE FOLLOWING CITY OF BEAUMONT BENCH MARKS:
 BM_11 2602.810
 BM_12 2606.040
 BM_14 2590.640

BY	MARK	DESCRIPTION	APPR.	DATE
ENGINEER		REVISIONS		CITY

Michael Baker INTERNATIONAL
 75410 Gerald Ford Dr. Ste:100
 Palm Desert, CA 92211
 Phone: (760) 346-7481
 MBAKERINTL.COM

12/21/2021
 JOHN D. TANNER III
 (R.C.E. 60132 * EXP. 06/30/22)

DESIGN BY: PS
 DRAWN BY: PS
 CHECKED BY: JDT
 SCALE: AS NOTED
 DATE: AUGUST 2021
 JOB NUMBER: 180214

Reviewed By: [Signature] Staff Engineer Date: 12/22/2021
 Recommended for Approval By: [Signature] Administrative Engineer Date: 12/22/2021
 Approved By: [Signature] City Engineer/Director of Public Works Date: 01/05/2022

CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
 ENGINEERING DIVISION

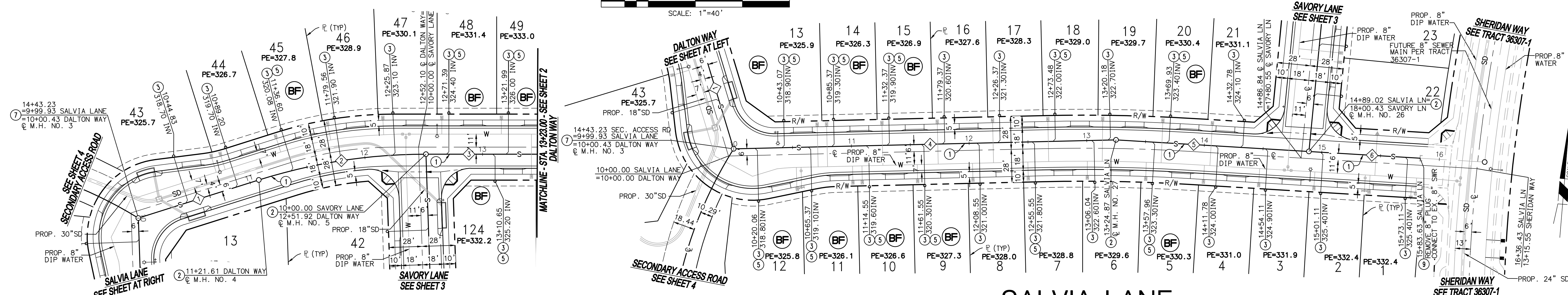
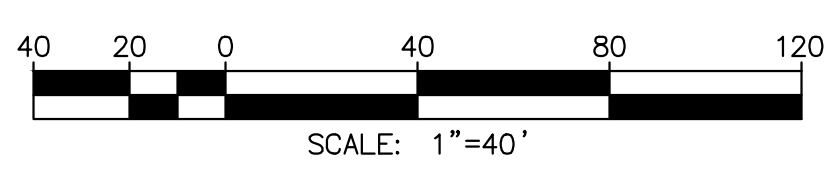
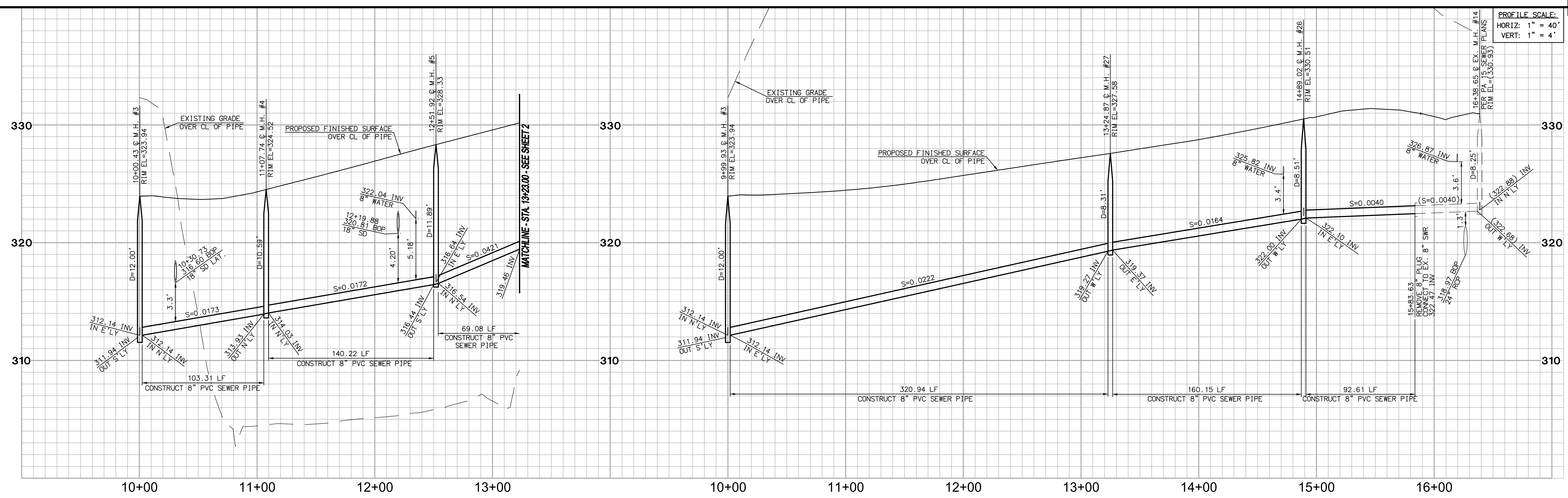
CITY OF BEAUMONT, CALIFORNIA
 SEWER IMPROVEMENT PLANS
 TRACT 36307

SHEET
1
 OF 8 SHEETS
 FILE NO:

TITLE SHEET • VICINITY MAP • GENERAL NOTES
 WITHIN A PORTION OF SEC. 6, T. 3 S., R. 1 W., S.B.M.

TRI POINTE HOMES
 PW2021-0634

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



DALTON WAY

SALVIA LANE

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CTMS N2352688.681 E6525221.205
MATH N2347786.009 E6271429.242
PIN1 N2328253.393 E6271429.242

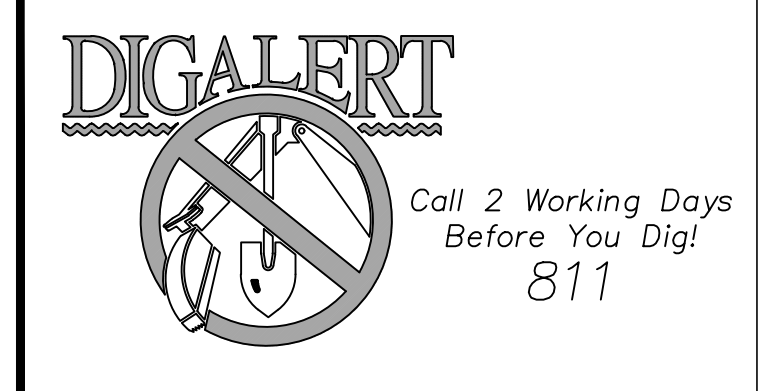
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BM_11 2602.810
BM_12 2606.040
BM_14 2590.640

LINE/CURVE DATA TABLE

NO	BEARING/Delta	RADIUS	LENGTH	TANGENT
1	N 21°34'30" W	---	103.31'	---
2	17°01'15" W	472.00'	140.22'	70.63'
3	N 04°04'07" W	---	69.04'	---
4	N 83°58'09" E	---	320.94'	---
5	N 88°45'02" E	---	162.15'	---
6	N 88°45'02" E	---	92.61'	---

CONSTRUCTION NOTES

- INSTALL 8" PVC SDR 35 SEWER MAIN
- INSTALL PRECAST CONCRETE MANHOLE PER STD. DWG. SB-53 WITH MANHOLE COVER PER CITY OF BEAUMONT STD. DWG. SB-61(MODIFIED)
- INSTALL 4" PVC SEWER LATERAL W/SEWER CO PER EMDD STD. DWG. SB-177
- INSTALL 4" BACKFLOW PREVENTION DEVICE (AMERICAN FOUNDRY'S NH53-A OR EQUAL)
- INSTALL TERMINUS MANHOLE PER EMDD STD. DWG. SB-58 WITH MANHOLE COVER PER CITY OF BEAUMONT STD. DWG. SB-61(MODIFIED)
- REMOVE PLUG & JOIN TO EXISTING SEWER



BY	MARK	DESCRIPTION	APPR.	DATE
ENGINEER		REVISIONS	CITY	

BY	MARK	DESCRIPTION	APPR.	DATE

Michael Baker INTERNATIONAL
75410 Gerald Ford Dr. Ste.100
Palm Desert, CA 92211
Phone: (760) 346-7481
MBAKERINTL.COM

12/21/2021
DATE



DESIGN BY: PS
DRAWN BY: PS
CHECKED BY: JDT
SCALE: AS NOTED
DATE: AUGUST 2021
JOB NUMBER: 180214

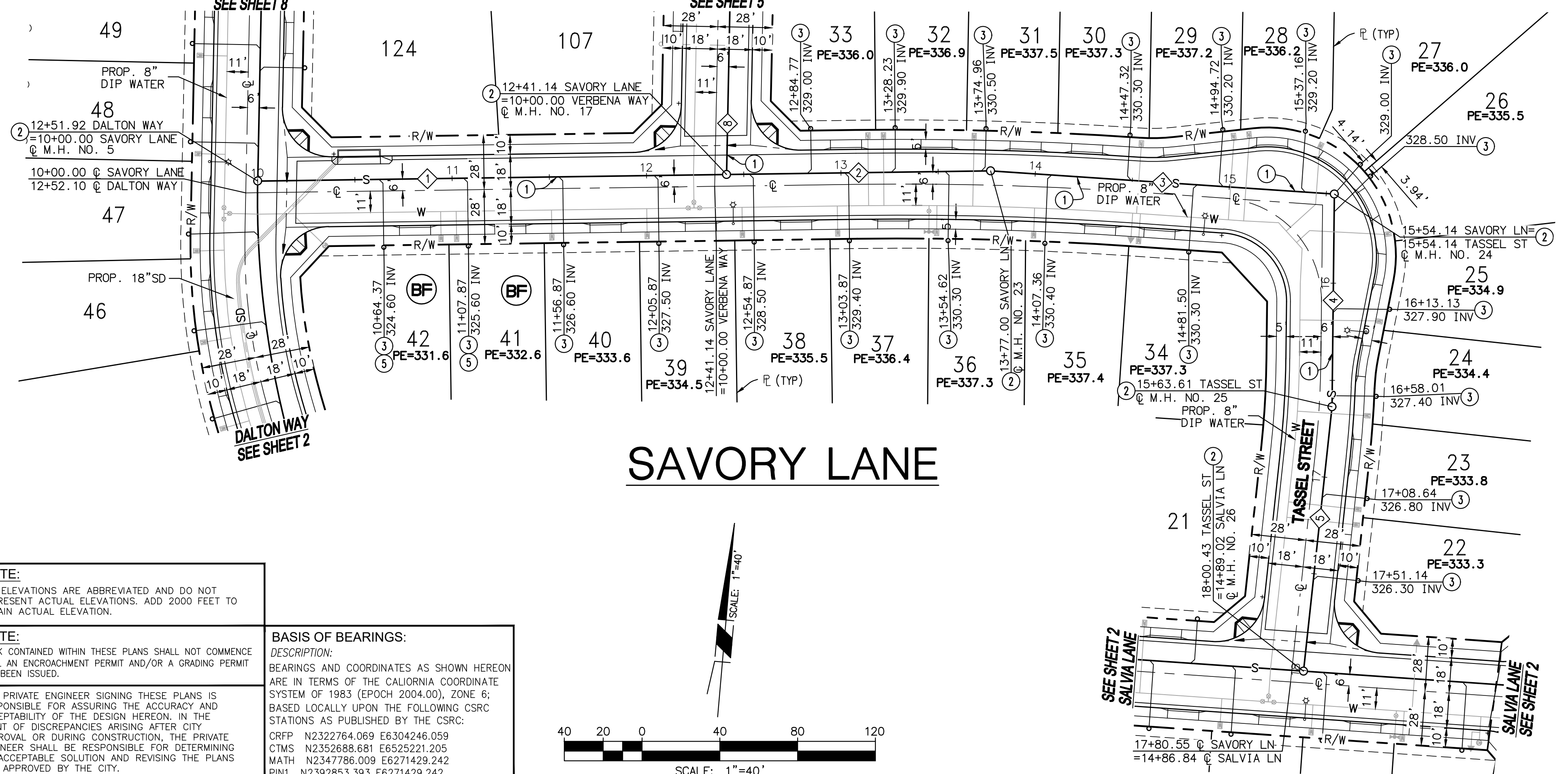
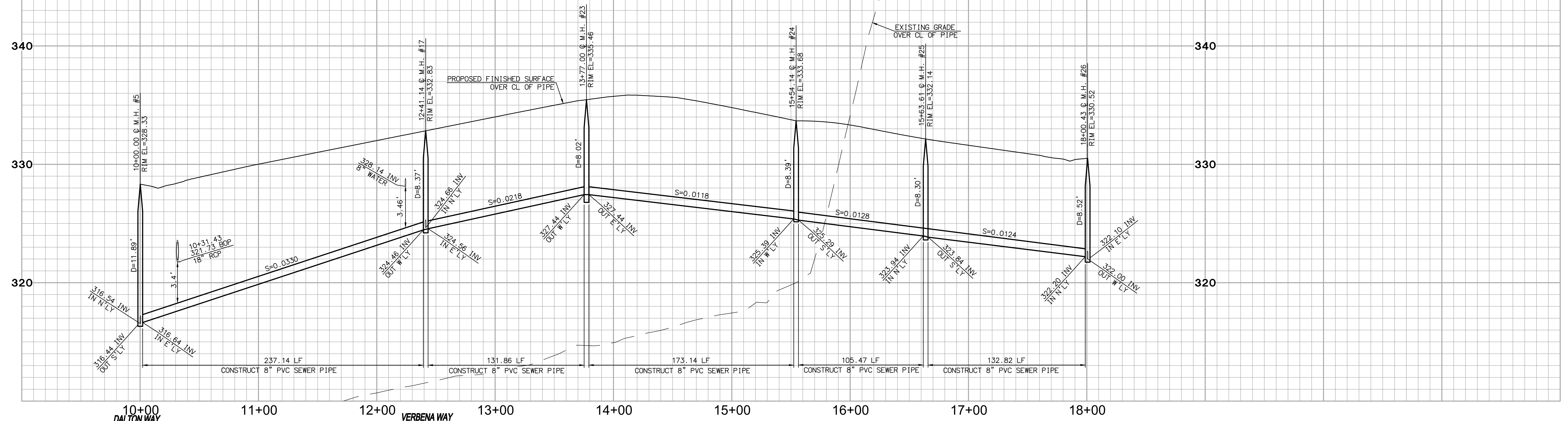
Reviewed By: [Signature] Staff Engineer Date: 12/22/2021
Recommended for Approval By: [Signature] Administrative Engineer Date: 12/22/2021
Approved By: [Signature] City Engineer/Director of Public Works Date: 01/05/2022

CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

CITY OF BEAUMONT, CALIFORNIA
SEWER IMPROVEMENT PLANS
TRACT 36307
DALTON WAY
STA 10+00.43 TO STA 13+23.00
SALVIA LANE
STA 9+99.93 TO STA 16+38.65
WITHIN A PORTION OF SEC. 6, T. 3 S., R. 1 W., S.B.M.

TRI POINTE HOMES

SHEET
2
OF 8 SHEETS
FILE NO:
PW2021-0634



LINE/CURVE DATA TABLE

NO	BEARING/DELTA	RADIUS	LENGTH	TANGENT
1	N 83°58'09" E	---	237.14'	---
2	N 83°58'09" E	---	131.86'	---
3	N 88°38'37" E	---	173.14'	---
4	N 04°36'43" W	---	105.47'	---
5	N 00°55'38" E	---	132.82'	---
8	N 04°02'13" W	---	47.14'	---

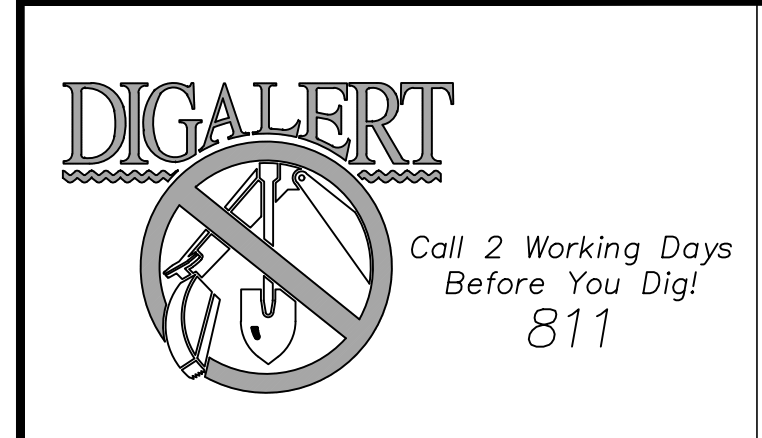
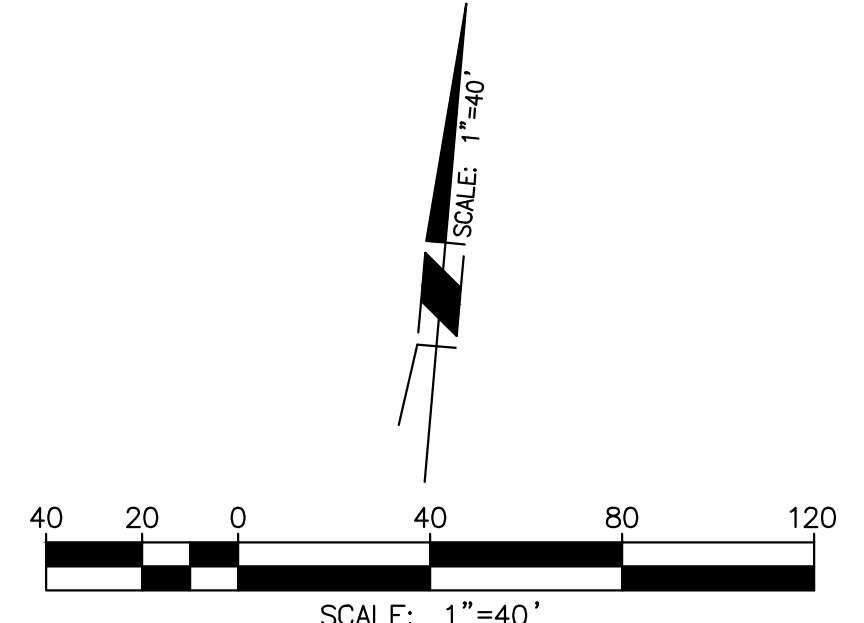
- CONSTRUCTION NOTES**
- INSTALL 8" PVC SDR 35 SEWER MAIN
 - INSTALL PRECAST CONCRETE MANHOLE PER STD. DWG. SB-53 WITH MANHOLE COVER PER CITY OF BEAUMONT STD. DWG. SB-61 (MODIFIED)
 - INSTALL 4" PVC SEWER LATERAL W/SEWER CO PER EMD STD. DWG. SB-177
 - INSTALL 4" BACKFLOW PREVENTION DEVICE (AMERICAN FOUNDRY'S NH53-A OR EQUAL)

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 BM_14 2590.640

BY	MARK	DESCRIPTION	APPR.	DATE
ENGINEER		REVISIONS	CITY	

Michael Baker INTERNATIONAL
 75410 Gerald Ford Dr. Ste:100
 Palm Desert, CA 92211
 Phone: (760) 346-7481
 MBAKERINTL.COM

JOHN D. TANNER III
 (P.E. 60132 * EXP. 06/30/22)

12/21/2021
 DATE



DESIGN BY: PS
 DRAWN BY: PS
 CHECKED BY: JDT
 SCALE: AS NOTED
 DATE: AUGUST 2021
 JOB NUMBER: 180214

CITY OF BEAUMONT
 CALIFORNIA
 INC. NOV. 19, 1912

Reviewed By: [Signature] Date: 12/22/2021
 Staff Engineer

Recommended for Approval By: [Signature] Date: 12/22/2021
 Administrative Engineer

Approved By: [Signature] Date: 01/05/2022
 City Engineer/Director of Public Works

CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
 ENGINEERING DIVISION

CITY OF BEAUMONT, CALIFORNIA
 SEWER IMPROVEMENT PLANS
 TRACT 36307

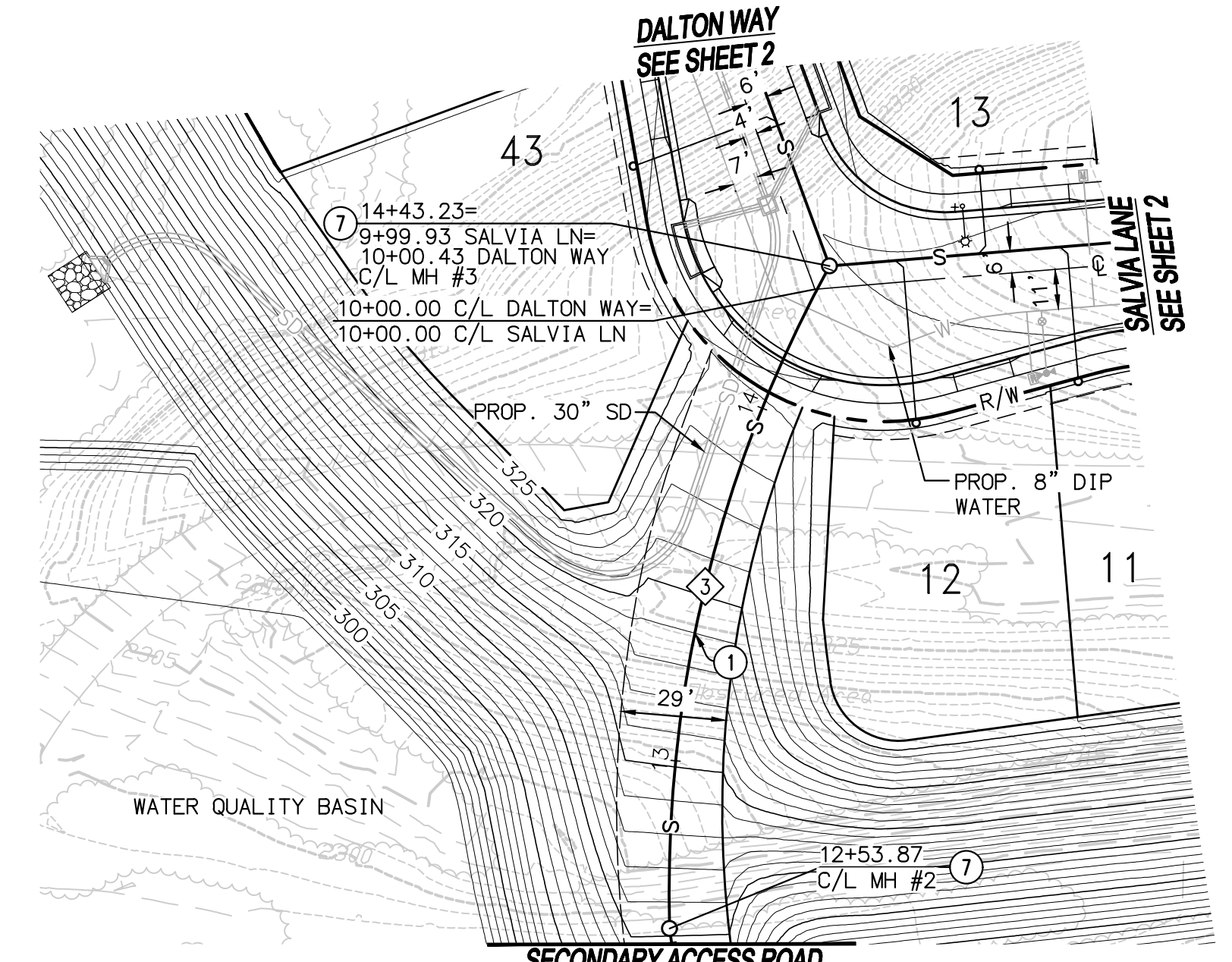
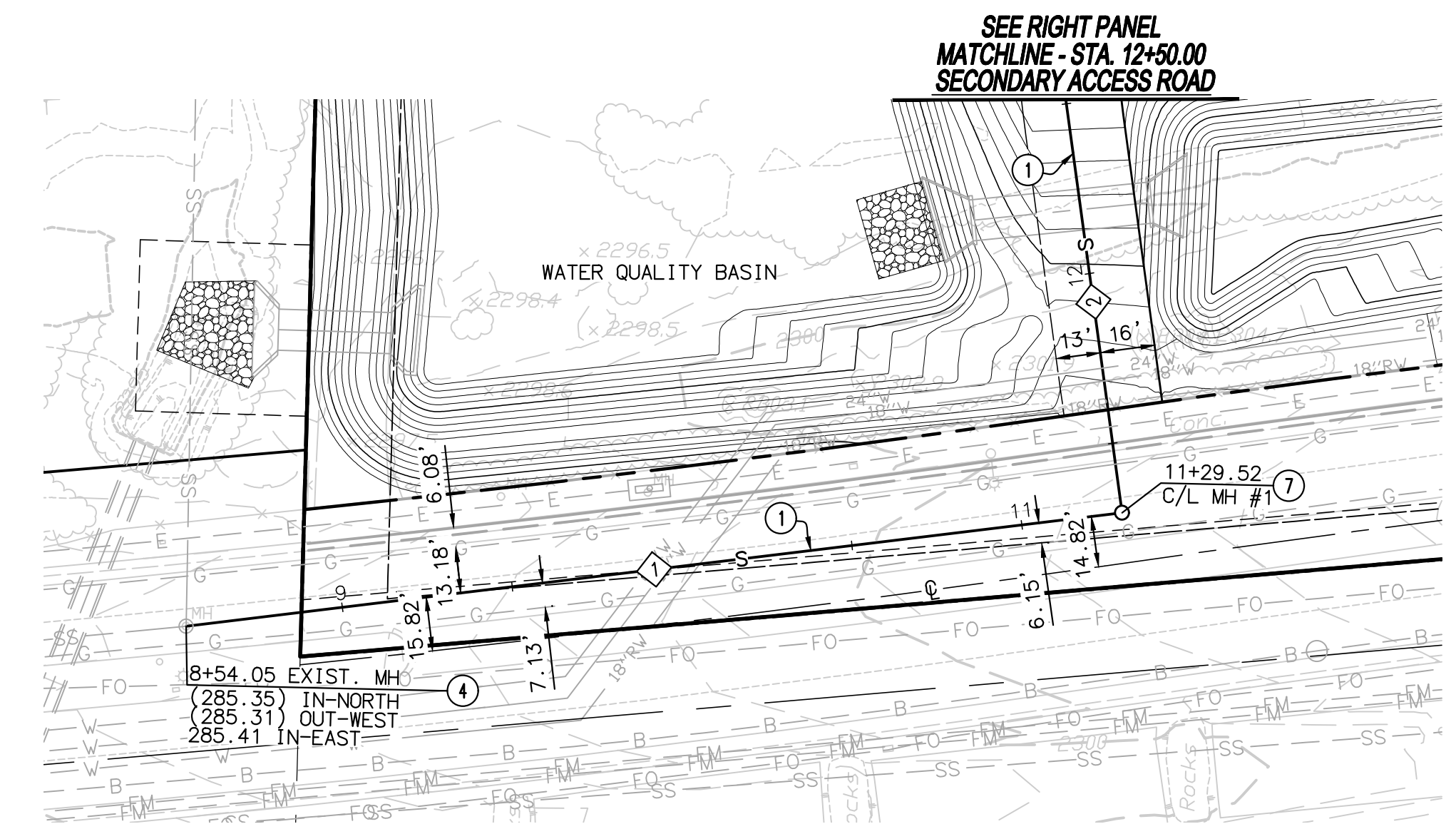
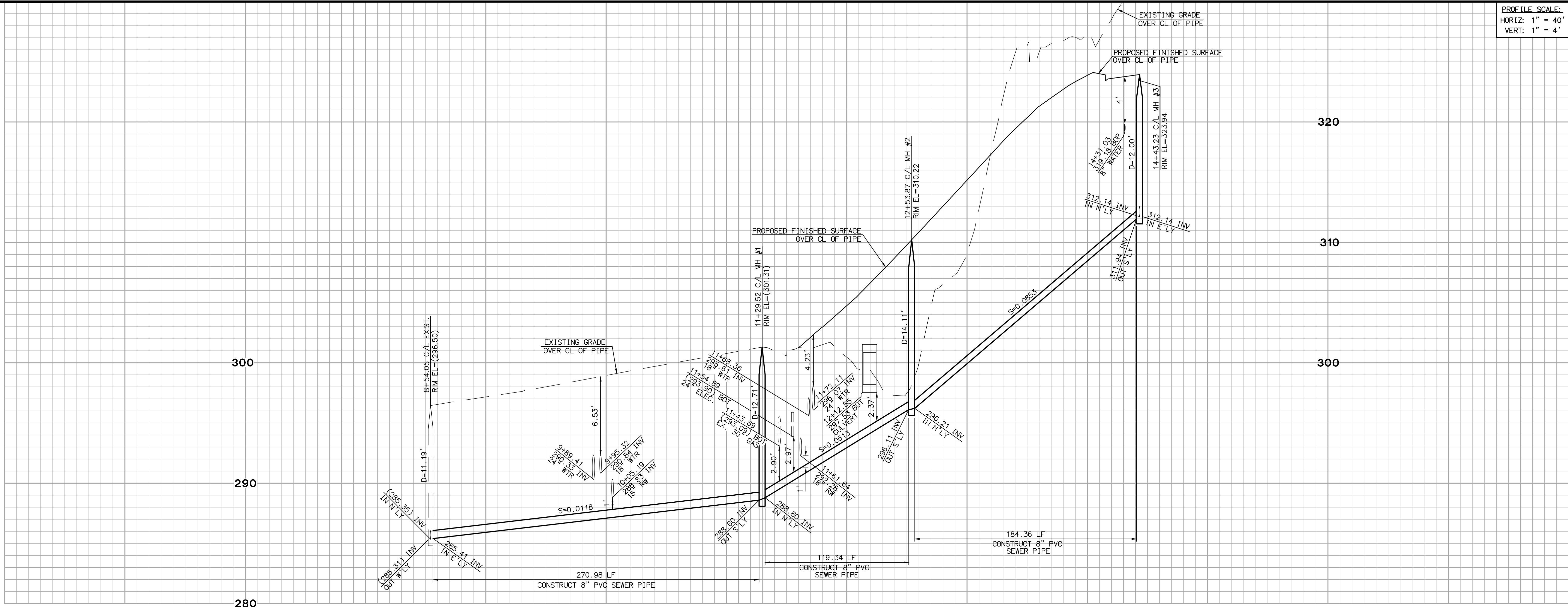
SAVORY LANE & TASSEL STREET
 STA 10+00.00 TO STA 18+00.43
 WITHIN A PORTION OF SEC. 6, T. 3 S., R. 1 W., S.B.M.

TRI POINTE HOMES

SHEET
3
 OF 8 SHEETS
 FILE NO:
 PW2021-0634

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

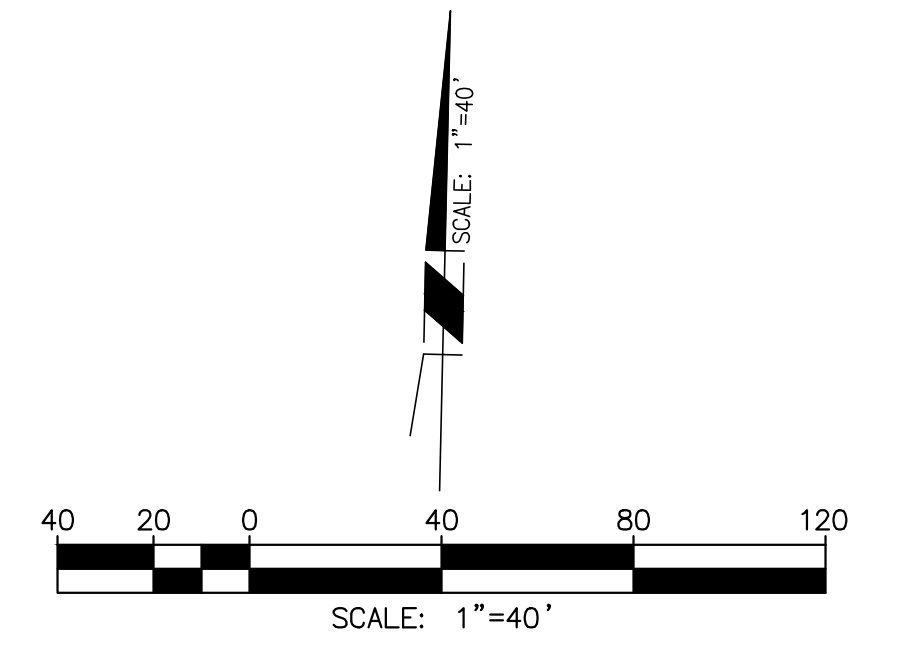
REVISED: 12/21/2021



- CONSTRUCTION NOTES**
- INSTALL 8" PVC SDR 35 SEWER MAIN
 - CORE DRILL INTO EXIST. MANHOLE. CONNECT NEW 8" SEWER LINE WITH KOR-N-SEAL RUBBER GASKET OR APPROVED EQUAL AT PENETRATION OF MANHOLE
 - INSTALL DEEP PRECAST CONCRETE MANHOLE PER EMD STD. DWG. SB-53 WITH MANHOLE COVER PER CITY OF BEAUMONT STD. DWG. SB-61 (MODIFIED)

LINE/CURVE DATA TABLE

NO.	BEARING/Delta	RADIUS	LENGTH	TANGENT
1	N 81°48'20" E	---	275.47'	---
2	N 09°03'29" W	---	124.33'	---
3	30°34'33"	354.84'	189.36'	96.99'



OAK VALLEY PARKWAY

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BY	MARK	DESCRIPTION	APPR.	DATE
ENGINEER		REVISIONS	CITY	

Michael Baker INTERNATIONAL
 75410 Gerald Ford Dr. Ste.100
 Palm Desert, CA 92211
 Phone: (760) 346-7481
 MBAKERINTL.COM

JOHN D. TANNER III
 R.C.E. 60132 * EXP. 06/30/22



DESIGN BY: PS
 DRAWN BY: PS
 CHECKED BY: JDT
 SCALE: AS NOTED
 DATE: AUGUST 2021
 JOB NUMBER: 180214

CITY OF BEAUMONT
 CALIFORNIA
 INC. NOV. 19, 1912

Reviewed By: [Signature] Date: 12/22/2021
 Recommended for Approval By: [Signature] Date: 12/22/2021
 Approved By: [Signature] Date: 01/05/2022

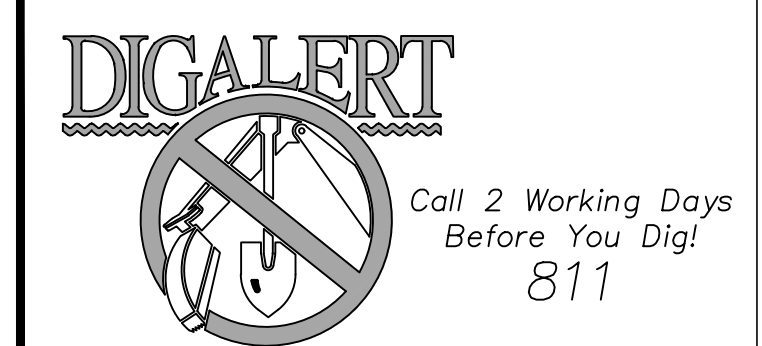
CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
 ENGINEERING DIVISION

CITY OF BEAUMONT, CALIFORNIA
 SEWER IMPROVEMENT PLANS
 TRACT 36307

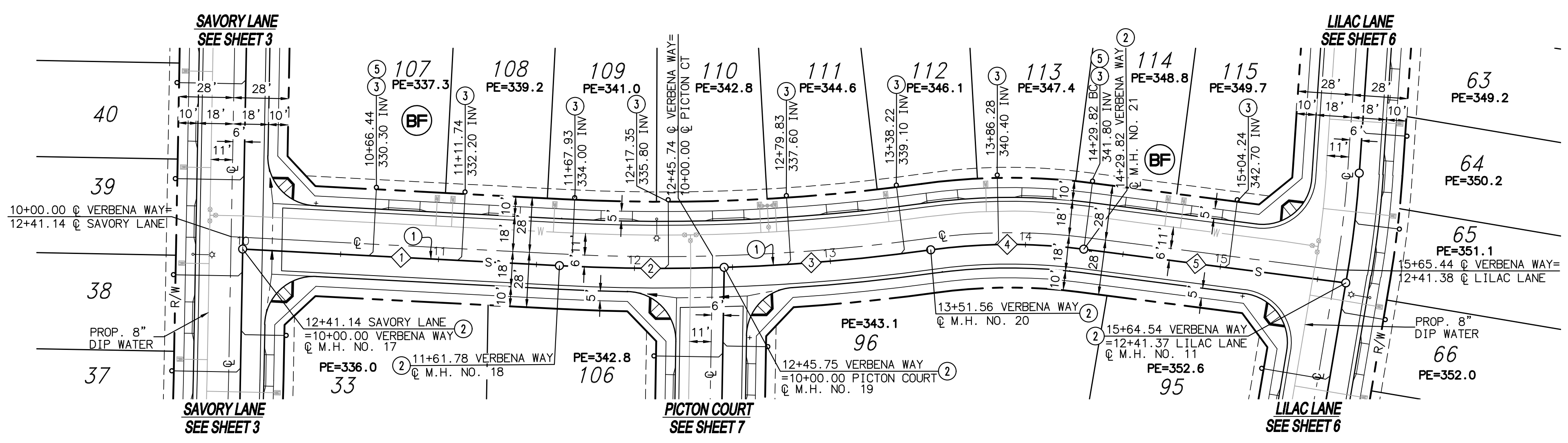
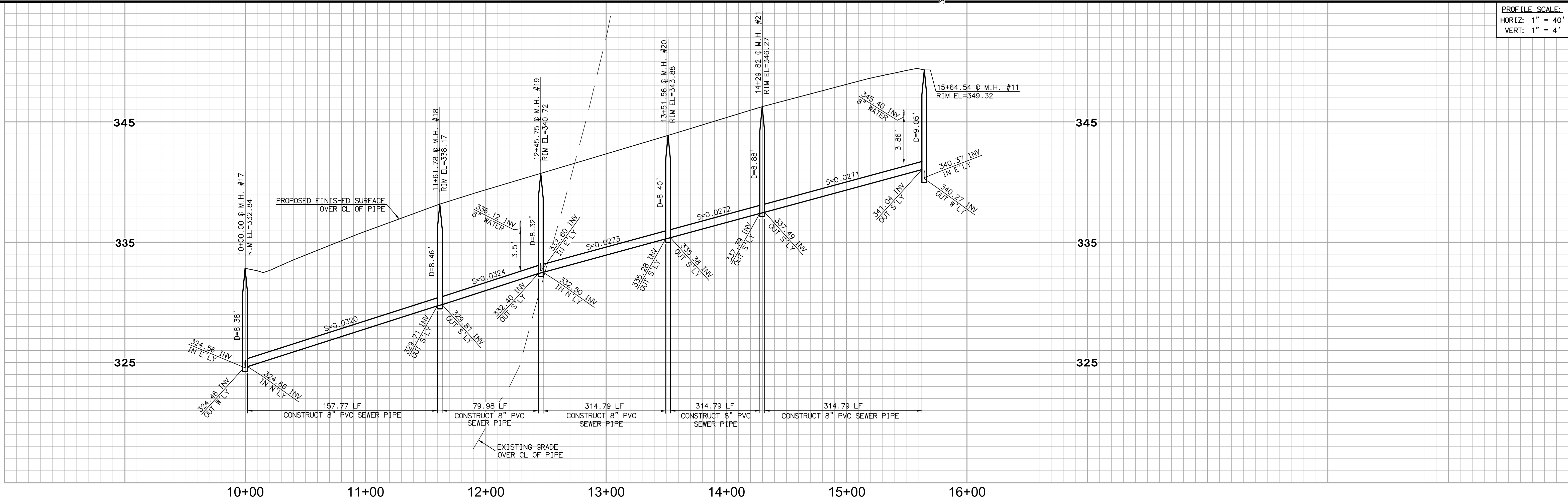
SECONDARY ACCESS ROAD
 STA. 8+54.05 TO STA. 14+43.23
 WITHIN A PORTION OF SEC. 6, T. 3 S., R. 1 W., S.B.M.

FOR:
TRI POINTE HOMES

SHEET
4
 OF 8 SHEETS
 FILE NO:
 PW2021-0634



Item 5. REVISED: 12/21/2021 11:43 am



- CONSTRUCTION NOTES**
- INSTALL 8" PVC SDR 35 SEWER MAIN
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LINE/CURVE DATA TABLE

LINE	BEARING/DELTA	RADIUS	LENGTH	TANGENT
1	N 04°04'07" W	---	157.78'	---
2	04°35'44"	997.00'	79.97'	40.00'
3	05°51'03"	997.00'	101.81'	50.95'
4	14°28'21"	294.00'	74.26'	37.33'
5	N 00°16'37" E	---	130.72'	---

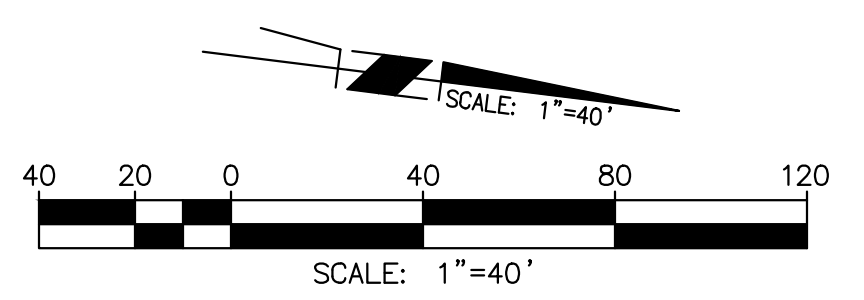
VERBENA WAY

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BY	MARK	DESCRIPTION	APPR.	DATE
ENGINEER		REVISIONS	CITY	

Michael Baker INTERNATIONAL

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 Phone: (760) 346-7481
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JOHN D. TANNER III
 R.C.E. 60132 * EXP. 06/30/22

12/21/2021 DATE



DESIGN BY: PS
 DRAWN BY: PS
 CHECKED BY: JDT
 SCALE: AS NOTED
 DATE: AUGUST 2021
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Reviewed By: [Signature] Date: 12/22/2021
 Recommended for Approval By: [Signature] Date: 12/22/2021
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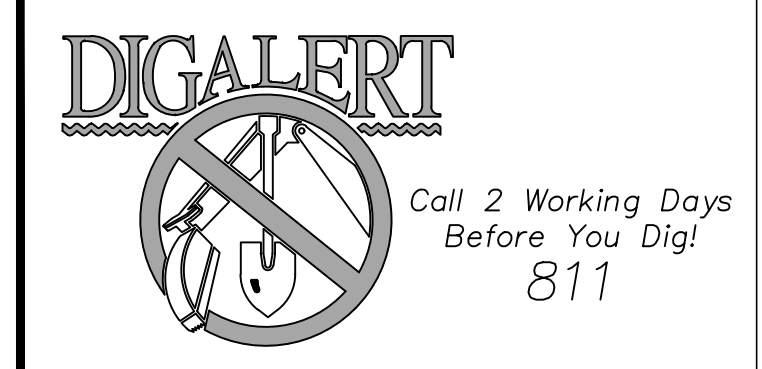
CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
 ENGINEERING DIVISION

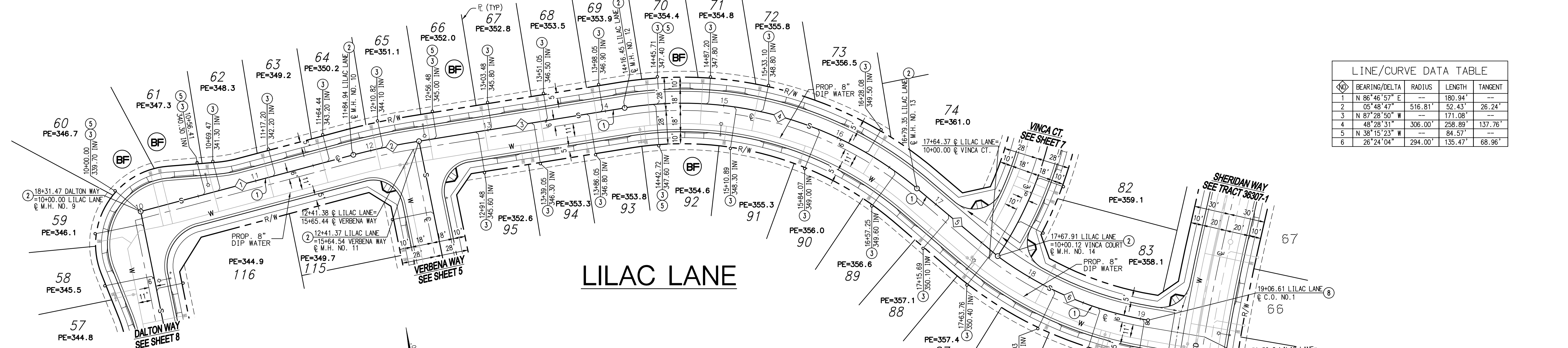
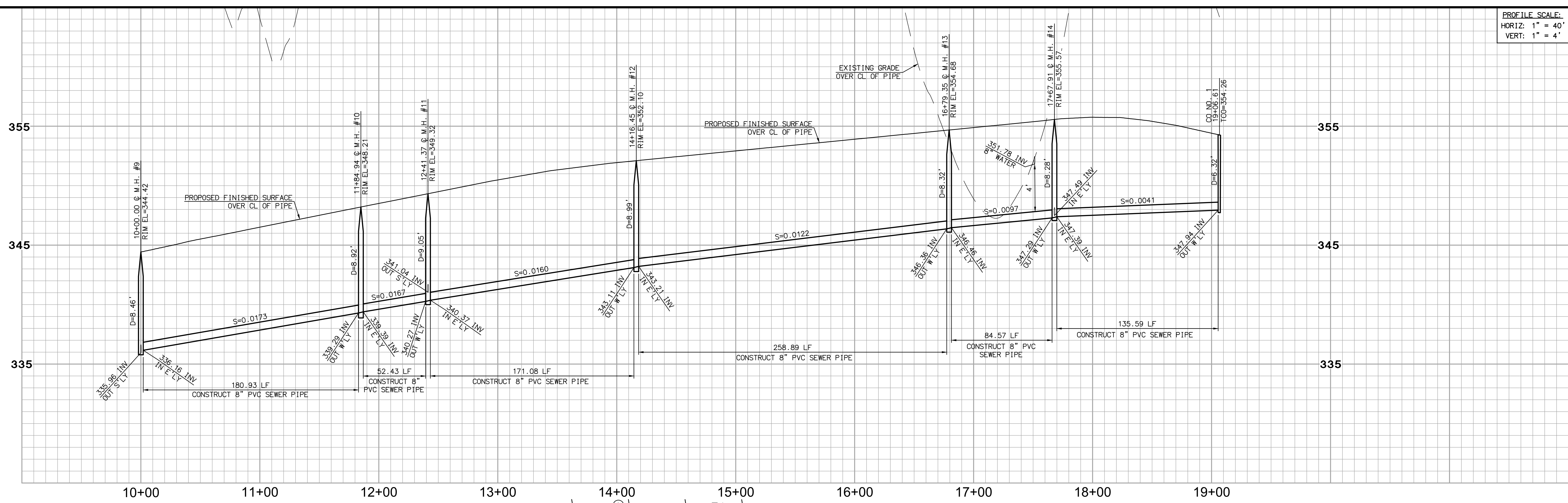
CITY OF BEAUMONT, CALIFORNIA
 SEWER IMPROVEMENT PLANS
 TRACT 36307

VERBENA WAY
 STA 10+00.00 TO STA 15+64.54
 WITHIN A PORTION OF SEC. 6, T. 3 S., R. 1 W., S.B.M.

TRI POINTE HOMES

SHEET
5
 OF 8 SHEETS
 FILE NO:
 PW2021-0634





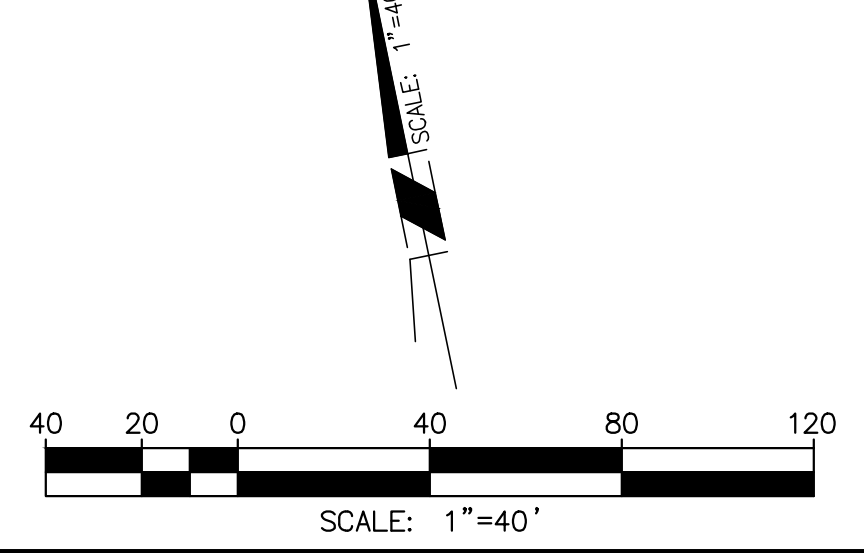
LINE/CURVE DATA TABLE				
NO.	BEARING/DELTA	RADIUS	LENGTH	TANGENT
1	N 86° 46' 57" E	---	180.94'	---
2	05° 48' 47"	516.81'	52.43'	26.24'
3	N 87° 28' 50" W	---	171.08'	---
4	48° 28' 31"	306.00'	258.89'	137.76'
5	N 38° 15' 23" W	---	84.57'	---
6	26° 24' 04"	294.00'	135.47'	68.96'

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 CRFP N2322764.069 E6304246.059
 CTMS N2352688.681 E6525221.205
 WATH N2347786.009 E6271429.242
 PIN1 N2382853.393 E6271429.242



- CONSTRUCTION NOTES**
- INSTALL 8" PVC SDR 35 SEWER MAIN
 - INSTALL PRECAST CONCRETE MANHOLE PER STD. DWG. SB-53 WITH MANHOLE COVER PER CITY OF BEAUMONT STD. DWG. SB-61(MODIFIED)
 - INSTALL 4" PVC SEWER LATERAL W/SEWER CO PER EMDD STD. DWG. SB-177
 - INSTALL 4" BACKFLOW PREVENTION DEVICE (AMERICAN FOUNDRY'S NH53-A OR EQUAL)
 - INSTALL 6" CLEANOUT PER EMDD STD. DWG. SB-52



BENCHMARK: CITY OF BEAUMONT
 DESCRIPTION:
 ELEVATIONS AS SHOWN HEREON ARE IN TERMS OF THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 BASED LOCALLY UPON THE FOLLOWING CITY OF BEAUMONT BENCH MARKS:
 BM_11 2602.810
 BM_12 2606.040
 BM_14 2590.640

BY	MARK	DESCRIPTION	APPR.	DATE

Michael Baker INTERNATIONAL
 75410 Gerald Ford Dr. Ste:100
 Palm Desert, CA 92211
 Phone: (760) 346-7481
 MBAKERINTL.COM

JOHN D. TANNER III
 (P.E. 60132 * EXP. 06/30/22)



DESIGN BY: PS
 DRAWN BY: PS
 CHECKED BY: JDT
 SCALE: AS NOTED
 DATE: AUGUST 2021
 JOB NUMBER: 180214

Reviewed By: [Signature] Staff Engineer Date: 12/22/2021
 Recommended for Approval By: [Signature] Administrative Engineer Date: 12/22/2021
 Approved By: [Signature] City Engineer/Director of Public Works Date: 01/05/2022

CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
 ENGINEERING DIVISION

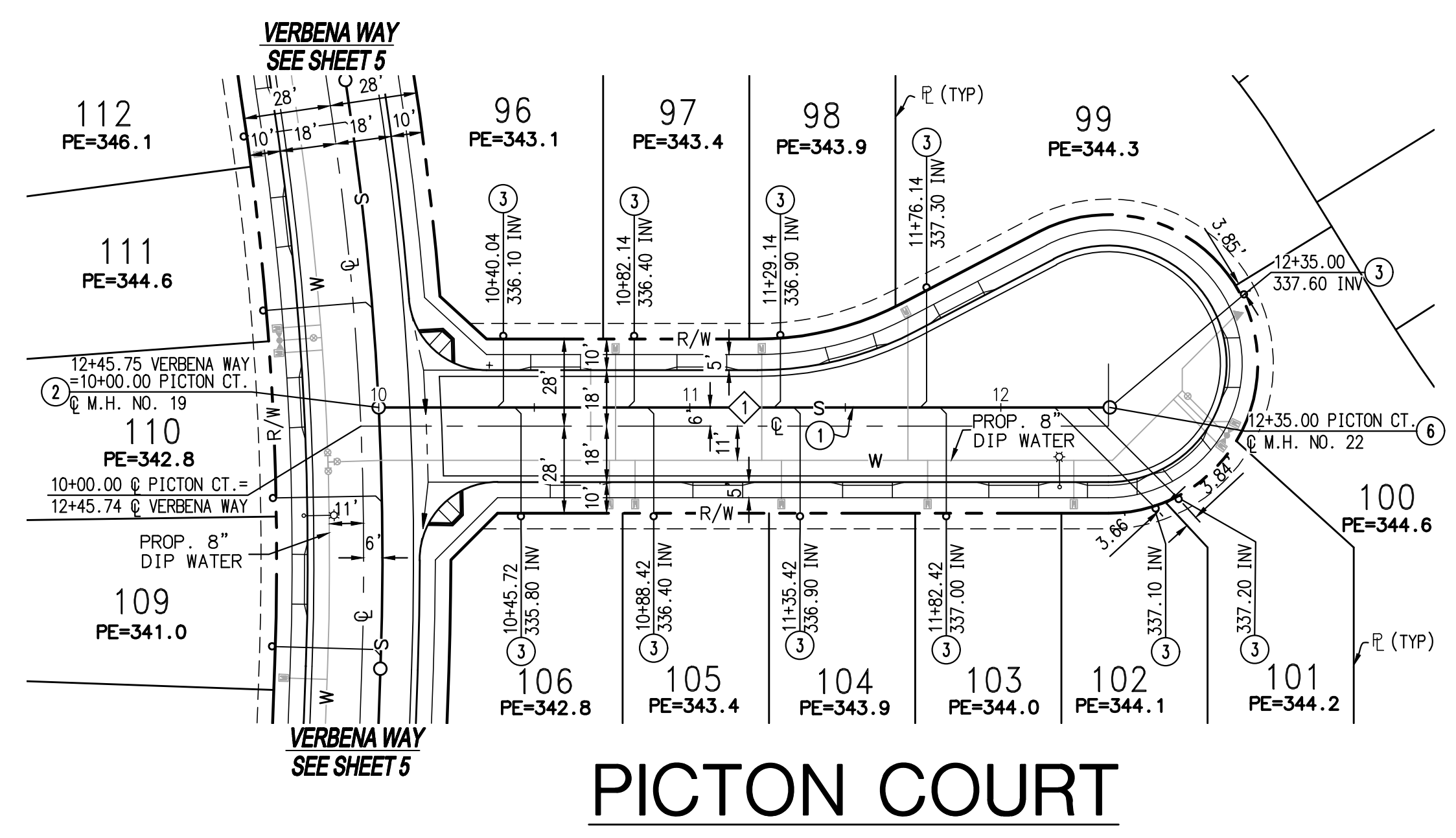
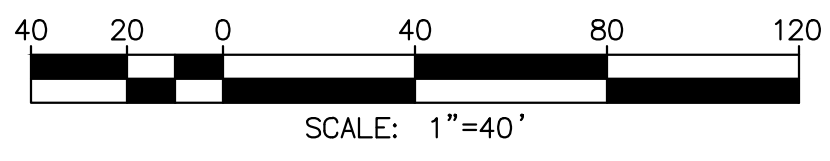
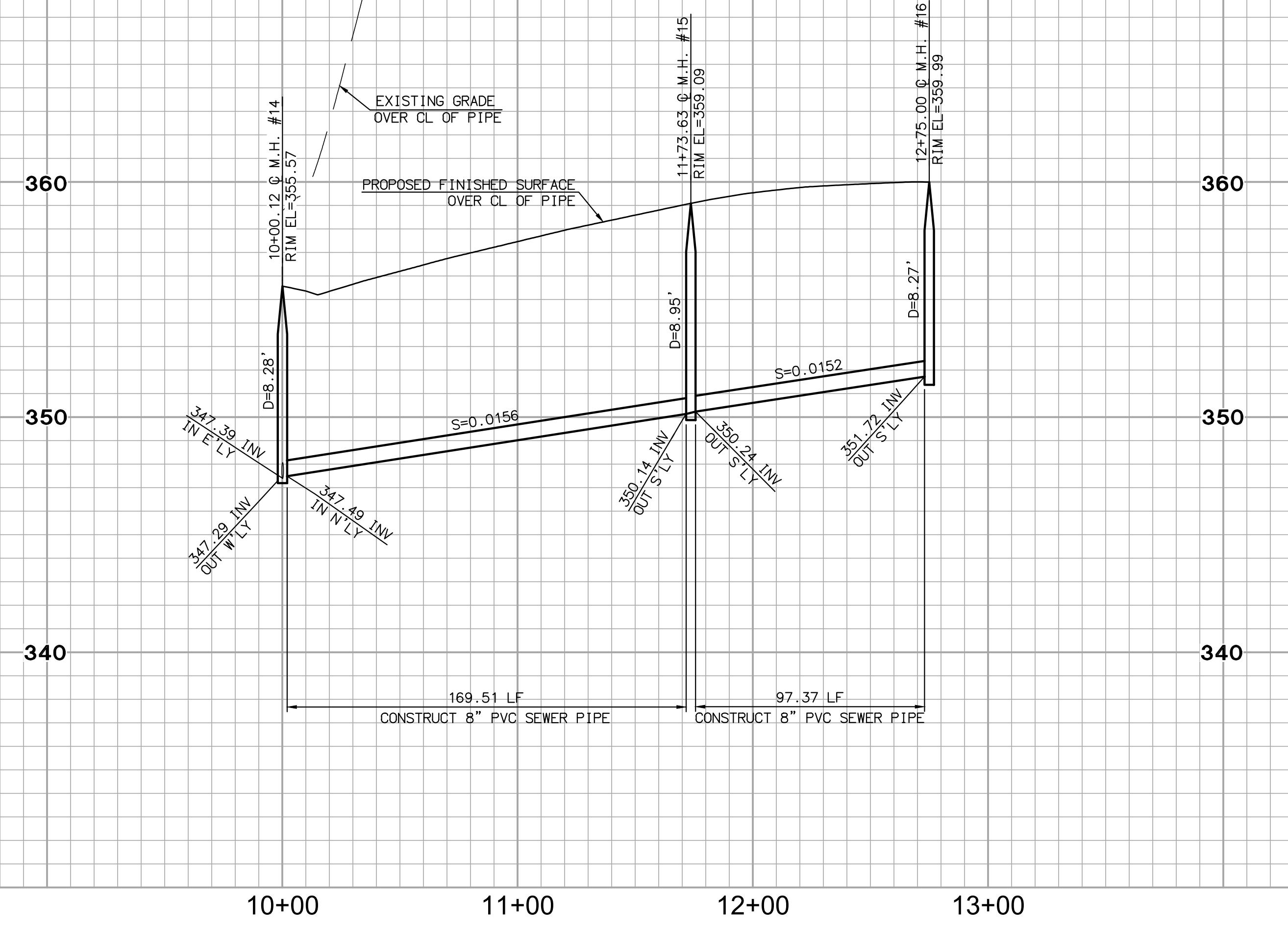
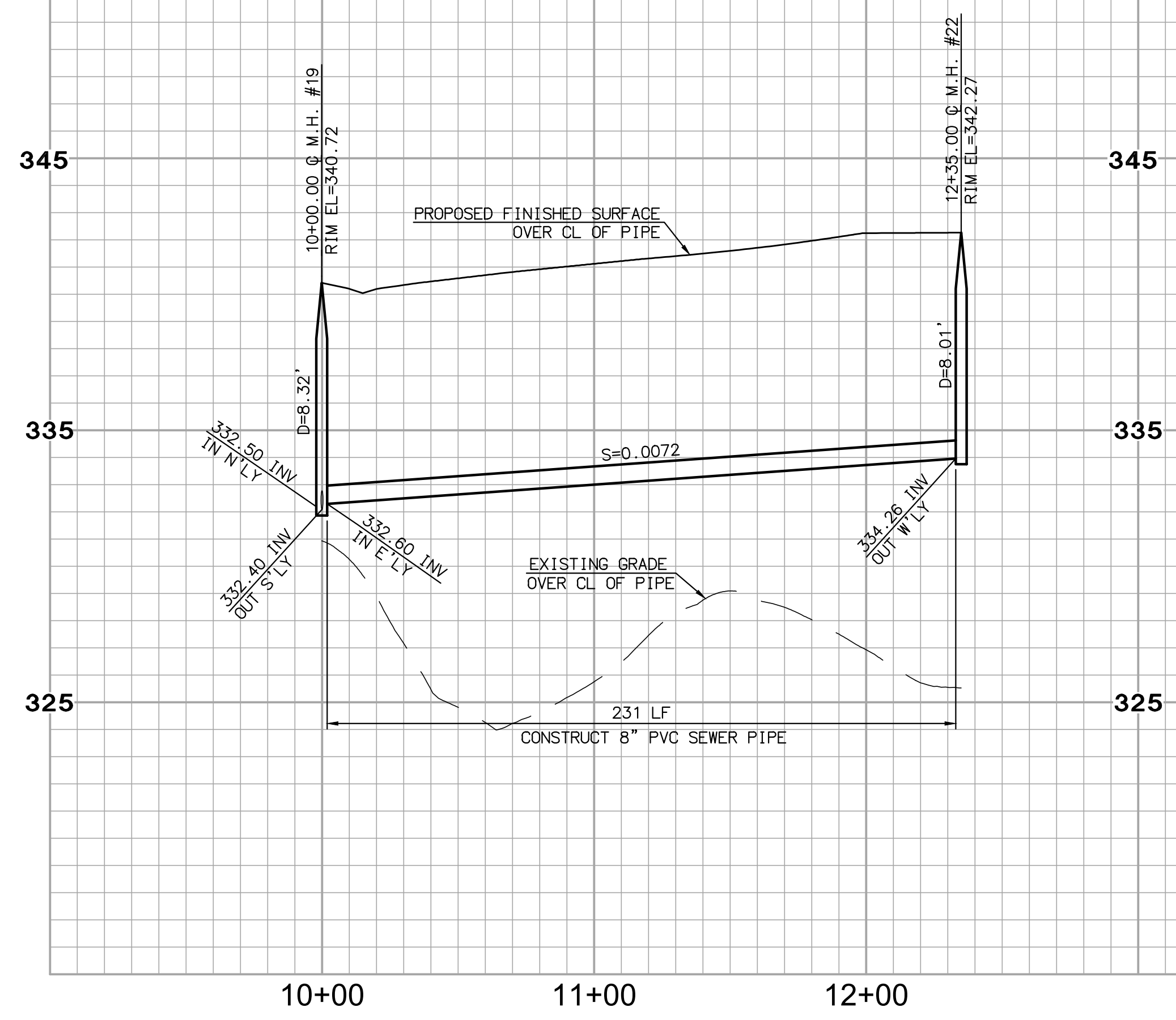
CITY OF BEAUMONT, CALIFORNIA
 SEWER IMPROVEMENT PLANS
 TRACT 36307

LILAC LANE
 STA. 10+00.00 TO STA. 19+06.61
 WITHIN A PORTION OF SEC. 6, T. 3 S., R. 1 W., S.B.M.

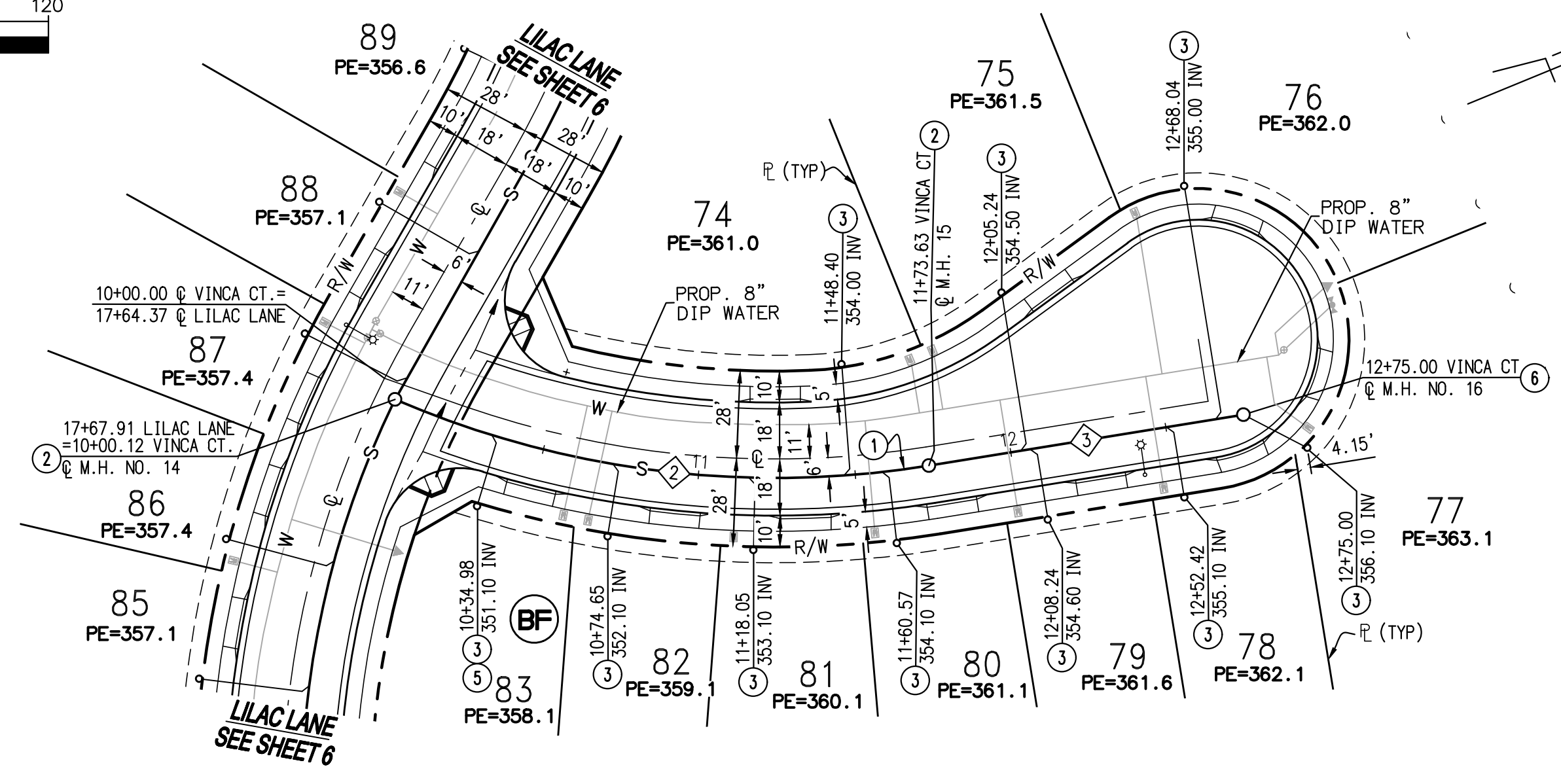
TRI POINTE HOMES

SHEET
6
 OF 8 SHEETS
 FILE NO:
 PW2021-0634

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



PICTON COURT



VINCA COURT

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 CTMS N2352688.681 E6525221.205
 MATH N2347786.009 E6271429.242
 PIN1 N2392853.393 E6271429.242

- CONSTRUCTION NOTES**
1. INSTALL 8" PVC SDR 35 SEWER MAIN
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 3. INSTALL 4" PVC SEWER LATERAL W/SEWER CO PER EMD STD. DWG. SB-177
 4. INSTALL 4" BACKFLOW PREVENTION DEVICE (AMERICAN FOUNDRY'S NH53-A OR EQUAL)
 5. INSTALL TERMINUS MANHOLE PER EMD STD. DWG. SB-58 WITH MANHOLE COVER PER CITY OF BEAUMONT STD. DWG. SB-61(MODIFIED)

LINE/CURVE DATA TABLE

LINE	BEARING/DELTA	RADIUS	LENGTH	TANGENT
1	N 83° 53' 07" E	---	231.00'	---
2	S 1° 44' 23" E	306.00'	169.51'	86.99'
3	N 13° 07' 08" E	---	97.37'	---

BENCHMARK: CITY OF BEAUMONT
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 BM_11 2602.810
 BM_12 2606.040
 BM_14 2590.840

BY	MARK	DESCRIPTION	APPR.	DATE
ENGINEER		REVISIONS	CITY	

Michael Baker INTERNATIONAL
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 Palm Desert, CA 92211
 Phone: (760) 346-7481
 MBAKERINTL.COM

JOHN D. TANNER III
 (L.C.E. 60132 * EXP. 06/30/22) DATE 12/21/2021



DESIGN BY: PS
 DRAWN BY: PS
 CHECKED BY: JDT
 SCALE: AS NOTED
 DATE: AUGUST 2021
 JOB NUMBER: 180214



Reviewed By: [Signature] Staff Engineer Date: 12/22/2021
 Recommended for Approval By: [Signature] Administrative Engineer Date: 12/22/2021
 Approved By: [Signature] City Engineer/Director of Public Works Date: 01/05/2022

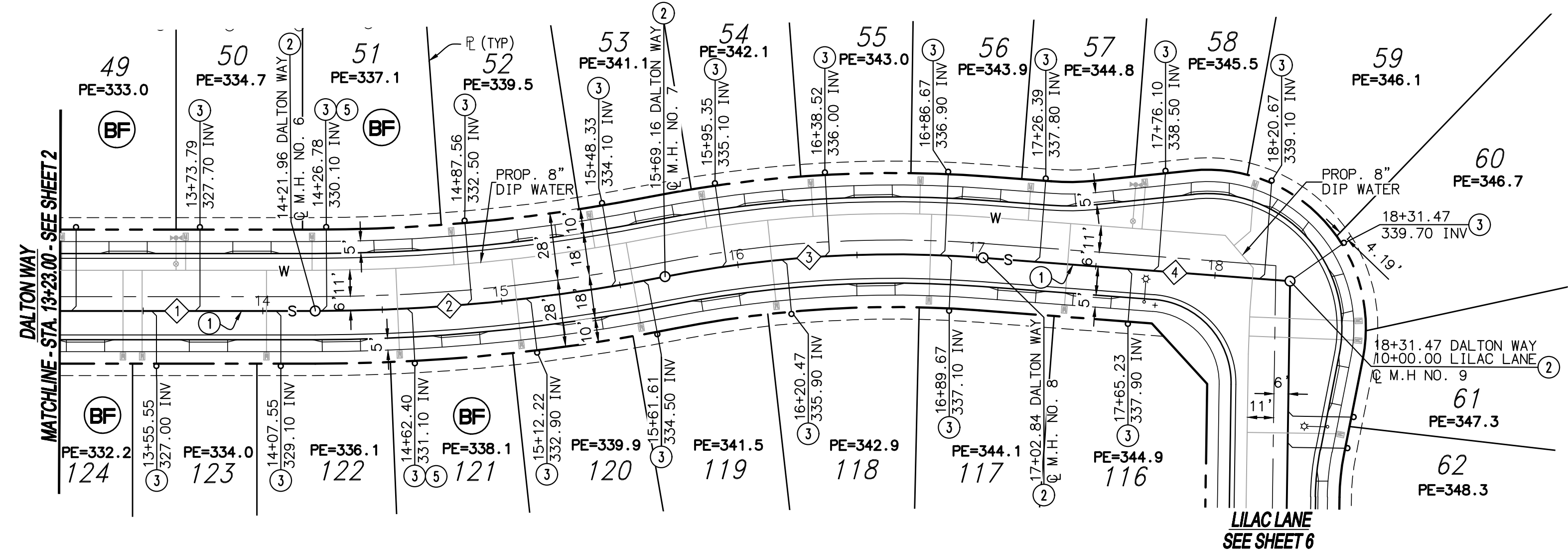
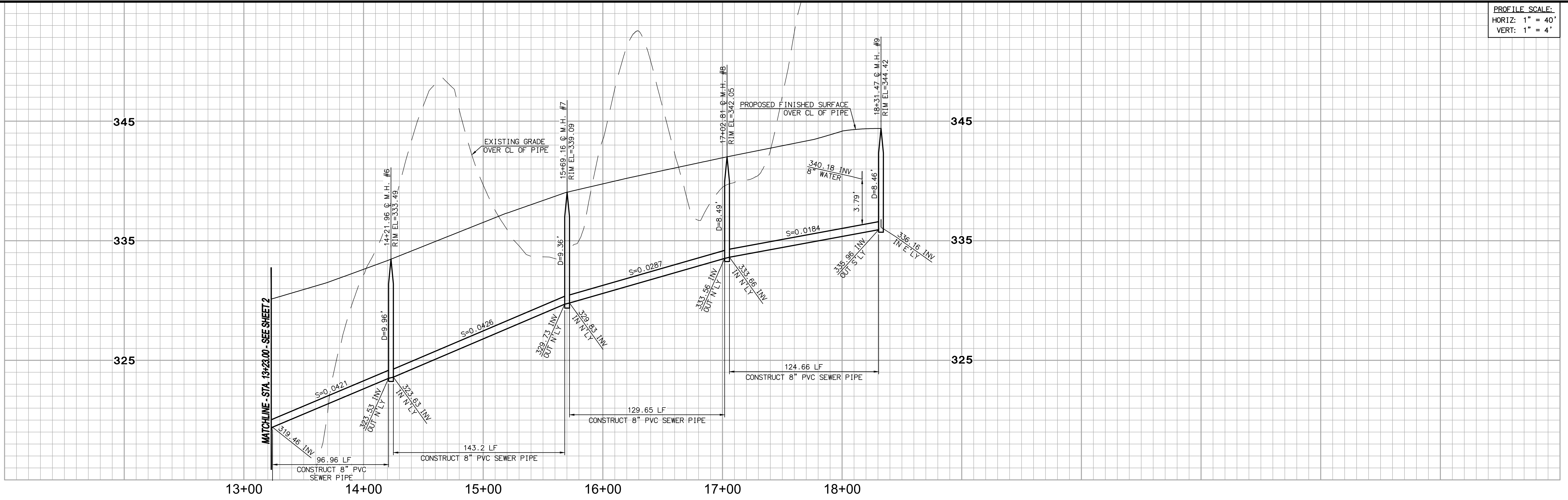
CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
 ENGINEERING DIVISION

CITY OF BEAUMONT, CALIFORNIA
 SEWER IMPROVEMENT PLANS
 TRACT 36307
 PICTON CT.
 STA 10+00.00 TO STA 12+35.00
 VINCA CT.
 STA 10+00.12 TO STA 12+75.00
 WITHIN A PORTION OF SEC. 6, T. 3 S., R. 1 W., S.B.M.

TRI POINTE HOMES

SHEET 7
 OF 8 SHEETS
 FILE NO:
 PW2021-0634

Item 5. REVISED: 12/21/2021 6:49 AM



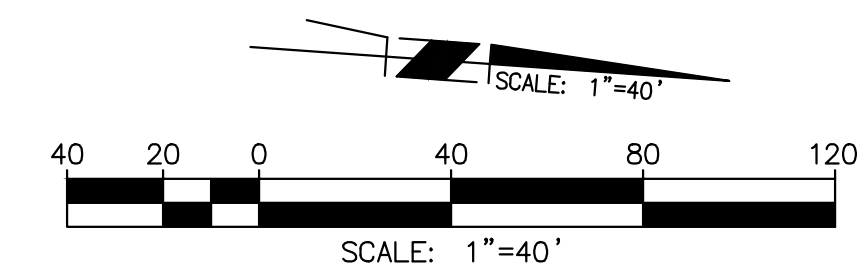
CONSTRUCTION NOTES

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- ③ INSTALL 4" PVC SEWER LATERAL W/SEWER CO PER EMWD STD. DWG. SB-177
- ⑤ INSTALL 4" BACKFLOW PREVENTION DEVICE (AMERICAN FOUNDRY'S NH53-A OR EQUAL)

LINE/CURVE DATA TABLE

LINE NO.	BEARING/DELTA	RADIUS	LENGTH	TANGENT
1	N 04° 04' 07" W	---	96.96'	---
2	10° 51' 10"	756.00'	143.20'	71.81'
3	15° 02' 16"	494.00'	129.65'	65.20'
4	N 00° 16' 37" E	---	124.66'	---

DALTON WAY



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JOHN D. TANNER III
 C.E. 60132 * EXP. 06/30/22

12/21/2021
 DATE

SEAL

DESIGN BY: PS
 DRAWN BY: PS
 CHECKED BY: JDT
 SCALE: AS NOTED
 DATE: AUGUST 2021
 JOB NUMBER: 180214

Reviewed By: *[Signature]* Date: 12/22/2021
 Staff Engineer

Recommended for Approval By: *[Signature]* Date: 12/22/2021
 Administrative Engineer

Approved By: *[Signature]* Date: 01/05/2022
 City Engineer/Director of Public Works

CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
 ENGINEERING DIVISION

CITY OF BEAUMONT, CALIFORNIA
 SEWER IMPROVEMENT PLANS
 TRACT 36307

DALTON WAY
 STA 13+23.00 TO STA 18+31.47
 WITHIN A PORTION OF SEC. 6, T. 3 S., R. 1 W., S.B.M.

TRI POINTE HOMES

SHEET
8
 OF 8 SHEETS
 FILE NO:
 PW2021-0634

Approved
NV5
12/09/2021

CITY OF BEAUMONT PUBLIC WORKS DEPARTMENT
CONSTRUCTION COST WORKSHEET

PROJECT NAME: Tournament Hills - Tract 36307 Sewer Improvements
DATE: 19-Nov-21

PP, CUP NO.: _____ BY: Samuel Menache

IMPROVEMENTS FAITHFUL PERFORMANCE 100%
LABOR & MATERIALS SECURITY 100%

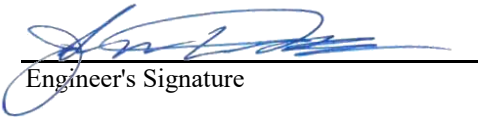
	Construction Costs)	
Streets/Drainage	\$	-
Sewer	\$	394,657.00
Total	\$	394,657.00
Warranty Retention (22.5%)	\$	88,797.83
Street/Drainage Plan Check Fees =	\$	-
Sewer Plan Check Fees =	\$	9,866.43
Street Inspection Fees =	\$	-
Sewer Inspection Fees =	\$	15,786.28

DESIGN ENGINEERS CALCULATIONS OF IMPROVEMENT BONDING COSTS

Construction items and their quantities as shown on attached sheets are accurate for the improvements required to construct the above project and the mathematical extensions using City's unit costs are accurate for determining bonding, plan check and inspection costs.

Above amounts do include additional 20% for recordation prior to having signed plans

Above amounts do not include additional 20% for recordation prior to having signed plans



Engineer's Signature

12/1/2021

Date



John D. Tanner III

Name typed or printed

Civil Engineer's Stamp

FORM \$ UNIT COSTS REVISED 09/06

*****PLEASE READ INSTRUCTIONS BELOW*****

1. Quantities to be taken from improvement plans, Unit costs to be as provided on "City of Beaumont Improvement Requirement Worksheet".
2. Show Bond Amounts to the nearest \$500.
3. For construction items not covered by "City of Beaumont Improvement Worksheet", Design Engineer is to provide his opinion of construction cost and use of that cost. If City of Beaumont Unit Costs are determined to be too low in the opinion of the Design Engineer, the higher costs as provided by the Design Engineer should be used.

CITY OF BEAUMONT PUBLIC WORKS DEPARTMENT
IMPROVEMENT REQUIREMENT WORKSHEET

PROJECT: Tournament Hills - Tract 36307 Sewer Improvements

DATE: 11/19/2021

SEWER IMPROVEMENTS

Show quantities on this sheet only if project has a sewer plan. If no water plan, then show applicable quantities as part of street improvements.

QTY.	UNIT	ITEM	UNIT COST	AMOUNT
4,092	L.F.	4" P.V.C. (124 Lots @ 28' Avg. Length & 5' for cleanout)	\$ 15.00	\$ 61,380
	L.F.	4" P.V.C. Force Main & Fittings	\$ 26.00	\$ -
4,625	L.F.	8" P.V.C.	\$ 30.00	\$ 138,750
	L.F.	10" V.C.P.	\$ 35.00	\$ -
	L.F.	12" V.C.P.	\$ 40.00	\$ -
	L.F.	15" V.C.P.	\$ 50.00	\$ -
24	EA.	Standard or Terminus Manholes	\$ 2,500.00	\$ 60,000
3	EA.	Deep Manholes	\$ 4,000.00	\$ 12,000
125	EA.	Cleanouts	\$ 500.00	\$ 62,500
	EA.	Sewer Y's	\$ 25.00	\$ -
	EA.	Chimneys	\$ 400.00	\$ -
	EA.	Adjust M.H. to grade	\$ 500.00	\$ -
	L.F.	Concrete Encasement	\$ 35.00	\$ -
1	EA.	Remove 8" Plug and join to exist. sewer	\$ 300.00	\$ 300
	L.F.	Sewer Pipe Sleeving	\$ 36.00	\$ -
1	EA.	Core Drill & Connect 8" Sewer into Ex Manhole	\$ 1,500.00	\$ 1,500
27	EA.	Backflow prevention device	\$ 250.00	\$ 6,750
	L.F.	12" P.V.C.	\$ 40.00	\$ -
	LS	Remove Existing Manhole and Sewer Line	\$ 20,000.00	\$ -

A.	Subtotal	\$	343,180
B.	Contingency (15% x A)	\$	51,477
C.	Sewer Total (A + B)	\$	394,657



Staff Report

TO: City Council
FROM: Jennifer Ustation, Finance Director
DATE: January 18, 2022
SUBJECT: **FY2022 General Fund and Wastewater Budget to Actual through December 2021, and Second Quarter Investment Report and Certification**

Background and Analysis:

City staff has updated the analysis of the General Fund and Wastewater Fund for FY2022 with results through December 2021.

General Fund Analysis:

- Four months of sales tax has been received and is trending higher than budget;
- Increased building permit activity in comparison to prior years while reporting of other permitting revenues appear to be lower, mostly due to applying invoices directly to deposits;
- Low-rate market is continuing to keep interest earnings estimated lower than budget, however, funds have been deposited with the trustee for investment with Public Trust. Will monitor results and report quarterly;
- 13 of 26 pay periods have been reported and costs are trending lower than budget;
- Recruitment costs are trending high;
- Utilities are trending high; and
- Contractual services are trending lower than budget. The first quarter fire service invoice has been paid and was \$914,004.51.

The attached report (Attachment A) provides preliminary estimates reflecting the initial six months of FY2022. Estimates will be reviewed and revised as actual fiscal activity is recorded. Property tax is received in January and May of each year. Four months of sales tax has been received and has outperformed forecasts thus far. Building permit activity is also trending high however other permit activity will be decreased due to a change in deposit accounting. Investment income remains lower than budget and will be

closely monitored. Personnel costs are trending to have a savings; however, recruitment is trending high. On August 3, 2021, City Council approved a budget amendment for unspent prior year appropriations and reappropriated \$214,799 for FY2022. This allows for \$741,845 of available funds for City Council to appropriate throughout the year.

Wastewater Fund Analysis:

- Two of six utility billings recorded;
- Low-rate market continuing to keep interest earnings estimated lower than budget, will monitor continuing results;
- 13 of 26 pay periods recorded and costs are trending lower than budget;
- Fuel costs are trending higher than budget;
- Utilities are trending higher than budget; and
- One of two debt service payments have been recorded.

Based on year-end projections the Wastewater Fund is trending to have approximately \$574,000 to be retained for utility reserves for FY2022. This is driven by savings in both personnel and operating costs and a slight increase of revenues.

FY2022 2nd Quarter Investment Report and Certification

Pursuant to the City's Investment Policy approved on May 18, 2021, and in accordance with Government Code Section 53646(8)(1), the Quarterly Investment Report is included in this report. City staff has added investments held with the third-party trustees to the report for compliance with the investment policy and a Pooled Cash Report to complement the quarterly reports.

The significant transactions during the quarter were as follows:

- Wire transfer from Citibank to Trustee US Bank in the amount of \$15,000,000 for investment within the portfolio managed by Public Trust Advisors, and
- LAIF interest for the quarter ended September 30, 2021, was credited to the City's LAIF account in October in the amount of \$45,437.24. In comparison, the interest earned in the same quarter for the previous year was \$127,958.26 which is due to an interest rate decrease from .84% to .24%.

Fiscal Impact:

City staff estimates the cost to prepare this report to be \$1,072.

Recommended Action:

Receive and file the attached reports.

Attachments:

- A. General Fund Budget to Actual through December 2021
- B. Wastewater Fund Budget to Actual through December 2021
- C. Pooled Cash Investments Holding Report as of December 31, 2021
- D. Pooled Cash Report as of December 31, 2021
- E. Investment Certification for Quarter Ending December 31, 2021
- F. Wilmington Trust Security Listing as of December 31, 2021
- G. Public Trust Investment Report as of December 31, 2021



Budget Comparison Report
General Fund Budget to Actual through December 2021

Estimated Beginning Fund Balance: 17.6M

	2019-2020 YTD Activity Through Per	2020-2021 YTD Activity Through Per	2021-2022 YTD Activity Through Per	Parent Budget 2021-2022 V3	FY2022 Estimate	Notes
Category: 40 - TAXES						
400 - Real Property Taxes	1,546,664.86	1,948,016.49	1,958,435.29	6,516,588.00	6,516,588.00	
403 - Personal Property Taxes	235,787.70	210,630.22	207,936.32	277,822.00	236,232.00	
409 - Sales Taxes	1,967,724.51	2,701,167.22	3,882,578.33	6,926,638.00		
					7,992,630.00	Sales Tax higher than anticipated
420 - Other Taxes	782,188.11	924,782.06	879,471.83	8,462,873.00	8,570,667.00	
Total Category: 40 - TAXES:	4,532,365.18	5,784,595.99	6,928,421.77	22,183,921.00	23,316,117.00	
Category: 41 - LICENSES						
430 - Business Licenses	128,456.28	208,637.10	128,138.20	405,000.00	402,350.00	
Total Category: 41 - LICENSES:	128,456.28	208,637.10	128,138.20	405,000.00	402,350.00	
Category: 42 - PERMITS						
450 - Building Permits	1,216,346.50	885,555.66	1,676,864.79	2,857,250.00	3,153,727.00	
453 - Inspections	98,753.05	187,800.70	25,000.00	376,200.00	113,520.00	
456 - Other Permits	226,416.39	281,031.96	320,663.23	746,575.00	641,326.00	
515 - Public Works	-	-	2,039.98	-	2,040.00	
Total Category: 42 - PERMITS:	1,541,515.94	1,354,388.32	2,024,568.00	3,980,025.00	3,910,613.00	
Category: 43 - FRANCHISE FEES						
406 - Franchise Fees	6,747,833.31	1,222,949.47	1,694,124.31	3,111,474.00	3,033,112.00	
Total Category: 43 - FRANCHISE FEES:	6,747,833.31	1,222,949.47	1,694,124.31	3,111,474.00	3,033,112.00	
Category: 45 - INTERGOVERNMENTAL						
465 - State	-	-	-	-	-	
470 - Local	2,549.65	-	-	-	-	
Total Category: 45 - INTERGOVERNMENTAL:	2,549.65	-	-	-	-	
Category: 47 - CHARGES FOR SERVICE						
500 - Sanitation	112,614.53	19,428.94	-	-	-	
505 - Animal Control	46,142.88	52,142.31	42,460.24	111,564.00	84,920.00	
510 - Community Development	2,534.00	1,982.00	1,906.00	6,135.00	3,812.00	
515 - Public Works	3,829.00	43,520.06	-	15,500.00	5,500.00	
525 - Abatements	6,173.50	16,838.47	11,175.20	67,399.00	56,318.00	
530 - Public Safety	46,254.73	71,600.90	284,989.04	450,496.00	569,978.00	
535 - Facilities	65,680.74	44,893.68	107,947.47	131,020.00	215,894.00	
540 - Programs	53,737.00	500.00	7,216.00	18,750.00	14,432.00	
545 - Other	25,774.34	76,019.65	14,310.45	280,050.00	247,050.00	

Total Category: 47 - CHARGES FOR SERVICE: **362,740.72 326,926.01 470,004.40 1,080,914.00 1,197,904.00**

Category: 50 - FINES AND FORFEITURES

555 - Vehicle 37,997.56 28,552.95 34,212.93 76,608.00 68,424.00
 557 - Other 19,532.88 6,587.60 22,323.36 52,195.00 53,575.00

Total Category: 50 - FINES AND FORFEITURES: **57,530.44 35,140.55 56,536.29 128,803.00 121,999.00**

Category: 53 - COST RECOVERY

465 - State 24,854.02 - 13,226.32 20,000.00 26,592.00
 565 - Other Income 292,247.92 102,732.89 281,649.96 432,500.00 542,335.00

Total Category: 53 - COST RECOVERY: **317,101.94 102,732.89 294,876.28 452,500.00 568,927.00**

Category: 54 - MISCELLANEOUS REVENUES

560 - Investment Earnings (134,576.89) (54,393.94) 10,054.33 275,000.00 75,000.00
 565 - Other Income 24,191.55 15,401.68 17,221.37 34,000.00 34,442.00

Total Category: 54 - MISCELLANEOUS REVENUES: **(110,385.34) (38,992.26) 27,275.70 309,000.00 109,442.00**

**Interest rates
continue to be
low**

Category: 58 - OTHER FINANCING SOURCES

595 - Sale of Assets 13,400.00 - 1,128.51 - 1,128.00
 599 - Other (33.82) (26.99) 94.06 - 94.00

Total Category: 58 - OTHER FINANCING SOURCES: **13,366.18 (26.99) 1,222.57 - 1,222.00**

Category: 90 - TRANSFERS

900 - Transfers 1,408,140.30 5,046,491.66 2,410,134.81 7,859,575.00 7,859,575.00

Total Category: 90 - TRANSFERS: **1,408,140.30 5,046,491.66 2,410,134.81 7,859,575.00 7,859,575.00**

**All transfers
expected to be
made**

Total Revenue **15,001,214.60 14,042,842.74 14,035,302.33 39,511,212.00 40,521,261.00**

Category: 60 - PERSONNEL SERVICES

600 - SALARIES AND WAGES 5,476,952.63 6,187,209.01 6,907,454.24 14,705,777.00 14,467,504.00
 610 - BENEFITS 4,039,956.98 3,484,045.84 3,425,820.35 6,538,910.00 5,905,141.00
 615 - OTHER 120,130.58 125,292.17 148,046.34 299,816.00 296,092.00
 699 - OTHER 8,517.49 8,501.25 9,531.80 95,850.00 95,850.00

Total Category: 60 - PERSONNEL SERVICES: **9,645,557.68 9,805,048.27 10,490,852.73 21,640,353.00 20,764,587.00**

**13 of 26 pay
periods recorded**

Category: 65 - OPERATING COSTS

615 - OTHER 18,077.56 20,783.70 29,389.00 35,000.00 58,778.00
 650 - UTILITIES 894,882.03 853,558.00 1,016,838.11 1,624,392.00 2,033,676.00
 655 - ADMINISTRATIVE 202,574.96 186,780.74 194,049.61 642,892.00 579,132.00
 660 - FLEET COSTS 189,890.10 194,349.33 238,571.25 415,389.00 552,571.00
 665 - PROGRAM COSTS 359,860.48 463,146.19 333,522.66 750,250.00 697,044.00
 670 - REPAIRS AND MAINTENANCE 150,369.48 328,426.03 367,679.80 885,627.00 835,500.00
 675 - SUPPLIES 148,305.47 113,582.46 264,793.45 998,261.00 885,486.00

**Utilities running
high**

Item 6.

1st Qtr Fire Invoice Paid

680 - SPECIAL SERVICES	395,743.24	77,201.04	302,389.07	946,200.00	804,778.00
690 - CONTRACTUAL SERVICES	1,340,077.50	1,283,132.51	1,913,450.58	7,337,385.00	7,126,901.00
697 - ADMIN OVERHEAD	(375,000.00)	-	-	-	-
699 - OTHER	1,157,062.72	1,539,979.68	1,809,749.30	1,915,874.00	1,915,874.00
Total Category: 65 - OPERATING COSTS:	4,481,843.54	5,060,939.68	6,470,432.83	15,551,270.00	15,489,740.00
Category: 70 - CAPITAL IMPROVEMENTS					
700 - EQUIPMENT	25,047.51	41,115.21	141,249.30	344,751.00	344,751.00
703 - FURNITURE	6,465.81	-	-	-	-
705 - VEHICLE	180,960.09	171,957.72	268,520.11	848,626.00	848,626.00
710 - STRUCTURE	-	-	62,500.00	-	-
Total Category: 70 - CAPITAL IMPROVEMENTS:	212,473.41	213,072.93	472,269.41	1,193,377.00	1,193,377.00
Category: 77 - CONTINGENCY					
770 - CONTINGENCY	-	-	-	150,000.00	150,000.00
Total Category: 77 - CONTINGENCY:	-	-	-	150,000.00	150,000.00
Category: 90 - TRANSFERS					
900 - Transfers	5,527.53	8,226.53	-	449,166.00	449,166.00
Total Category: 90 - TRANSFERS:	5,527.53	8,226.53	-	449,166.00	449,166.00
Total Expense	14,345,402.16	15,087,287.41	17,433,554.97	38,984,166.00	38,046,870.00
Total Fund 100 - General Fund	655,812.44	(1,044,444.67)	(3,398,252.64)	527,046.00	2,474,391.00
Add Back Reappropriation of Unspent Funds				214,799.00	214,799.00
Funds Over/(Under) Budget				741,845.00	2,689,190.00
Estimated Ending Fund Balance					\$20.2m



Budget Comparison Report
 City of Beaumont, CA
 through December 2021

Estimated Beginning Fund Balance:

\$6.4m

	2019-2020 YTD Activity Through Per	2020-2021 YTD Activity Through Per	2021-2022 YTD Activity Through Per	Parent Budget 2021-2022 V3	FY2022 Estimate	Notes
Category: 42 - PERMITS						
453 - Inspections	-	-	150.00	-	150.00	
Total Category: 42 - PERMITS:	-	-	150.00	-	150.00	
Category: 50 - FINES AND FORFEITURES						
557 - Other	-	1,945.93	-	5,000.00	5,000.00	
Total Category: 50 - FINES AND FORFEITURES:	-	1,945.93	-	5,000.00	5,000.00	
Category: 53 - COST RECOVERY						
565 - Other Income	6,236.10	-	283.28	5,000.00	5,000.00	
Total Category: 53 - COST RECOVERY:	6,236.10	-	283.28	5,000.00	5,000.00	
Category: 54 - MISCELLANEOUS REVENUES						
560 - Investment Earnings	26,906.66	15,155.56	2,528.65	25,000.00	25,000.00	
Total Category: 54 - MISCELLANEOUS REVENUES:	26,906.66	15,155.56	2,528.65	25,000.00	25,000.00	
Category: 56 - PROPRIETARY REVENUES						
570 - WasteWater	3,358,563.51	3,342,710.74	3,705,206.17	12,300,500.00	12,305,162.00	2 of 6 billings recorded
Total Category: 56 - PROPRIETARY REVENUES:	3,358,563.51	3,342,710.74	3,705,206.17	12,300,500.00	12,305,162.00	
Category: 58 - OTHER FINANCING SOURCES						
599 - Other	-	-	1,260.00	-	1,260.00	
Total Category: 58 - OTHER FINANCING SOURCES:	-	-	1,260.00	-	1,260.00	
Total Revenue	3,391,706.27	3,359,812.23	3,709,428.10	12,335,500.00	12,341,572.00	
Category: 60 - PERSONNEL SERVICES						
600 - SALARIES AND WAGES	552,765.76	556,643.36	703,042.78	1,743,067.00	1,576,389.00	13 out of 26 pay periods recorded
610 - BENEFITS	195,939.56	184,079.40	259,226.47	648,237.00	497,775.59	
615 - OTHER	9,207.22	8,647.60	10,613.06	24,103.00	21,226.00	
699 - OTHER	545.37	1,387.70	1,305.29	12,300.00	12,300.00	
Total Category: 60 - PERSONNEL SERVICES:	758,457.91	750,758.06	974,187.60	2,427,707.00	2,107,690.59	
Category: 65 - OPERATING COSTS						

Item 6.

615 - OTHER	-	-	-	-	-	-	
650 - UTILITIES	420,336.18	334,364.01	409,419.51	767,796.00	818,839.00	Utilities running high	
655 - ADMINISTRATIVE	46,137.09	118,296.50	67,541.35	187,475.00	163,717.00		
660 - FLEET COSTS	13,870.48	13,763.29	22,903.02	34,820.00	45,806.00	Fuel costs running high	
670 - REPAIRS AND MAINTENANCE	38,351.75	21,473.86	50,100.66	96,200.00	100,200.00		
675 - SUPPLIES	89,123.44	176,710.71	201,911.36	553,900.00	490,122.00		
690 - CONTRACTUAL SERVICES	325,316.35	365,341.84	521,365.32	1,318,816.00	1,261,996.00		
697 - ADMIN OVERHEAD	325,000.00	-	-	-	-		
699 - OTHER	89,702.09	30,557.98	140,007.85	649,050.00	456,399.00		
Total Category: 65 - OPERATING COSTS:	1,347,837.38	1,060,508.19	1,413,249.07	3,608,057.00	3,337,079.00		

Category: 70 - CAPITAL IMPROVEMENTS

700 - EQUIPMENT	-	76,137.94	221,278.85	198,638.00	221,279.00	
705 - VEHICLE	-	-	98,347.60	215,000.00	215,000.00	
750 - OTHER	-	-	-	263,693.00	263,693.00	
Total Category: 70 - CAPITAL IMPROVEMENTS:	-	76,137.94	319,626.45	677,331.00	699,972.00	

Category: 90 - TRANSFERS

900 - Transfers	3,013,214.96	3,496,843.75	3,030,398.25	5,622,405.00	5,622,405.00	All transfers expected to be made
Total Category: 90 - TRANSFERS:	3,013,214.96	3,496,843.75	3,030,398.25	5,622,405.00	5,622,405.00	

Total Expense	5,119,510.25	5,384,247.94	5,737,461.37	12,335,500.00	11,767,146.59	
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Total Fund 700 - Wastewater Fund	(1,727,803.98)	(2,024,435.71)	(2,028,033.27)	-	574,425.41	
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Estimated Ending Fund Balance:

\$6.9m



CITY OF BEAUMONT
POOLED INVESTMENT PORTFOLIO HOLDINGS
December 31, 2021

DESCRIPTION OF SECURITY	COUPON RATE	MATURITY DATE	*INVEST RATING	PURCH DATE	COST VALUE	MARKET VALUE
<u>Deposit Accounts</u>						
Citibank Checking (Pooled Cash)	N/A	N/A	NR	N/A	28,069,033.24	28,069,033.24
Bank of Hemet - Payroll	N/A	N/A	NR	N/A	429,674.39	429,674.39
Bank of Hemet - Gas Tax	0.1	N/A	NR	N/A	2,797,138.76	2,797,138.76
Bank of Hemet - Evidence and Seizure Fund	0.1	N/A	NR	N/A	308,502.00	308,502.00
Bank of Hemet - Construction	0.1	N/A	NR	N/A	4,701,937.31	4,701,937.31
						36,306,285.70
<u>Certificates of Deposit</u>						
Bank of Hemet	0.75	3/27/2023	NR	3/27/2019	200,000.00	204,175.96
Local Agency Investment Fund (LAIF)	N/A	Varies	NR	Varies	74,664,036.40	74,664,036.40
Cash and Investment Held by Third Party Trustee (Wilmington Trust)						
<u>Cash & Equivalents</u>	N/A	N/A	NR	N/A	18,174,505.91	18,174,505.91
<u>Fixed Income Securities</u>	Varies	Varies	Varies	Varies	26,378,293.00	26,378,293.00
Cash and Investment Held by Third Party Trustee (US Bank)						
<u>Cash & Equivalents</u>	N/A	N/A	NR	N/A	5,448,646.28	5,448,646.28
<u>Fixed Income Securities</u>	Varies	Varies	Varies	Varies	9,551,353.72	9,532,883.91



Pooled Cash Report

For the Period Ending 12/31/2021

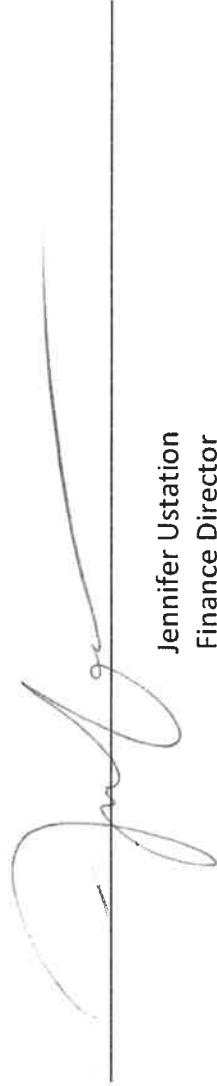
Fund (Claim on Cash)	Account Name	Beginning Balance	Current Activity	Current Balance
100	General Fund	24,923,132.77	(6,510,624.74)	18,412,508.03
110	Successor Agency (RDA)	176.86	-	176.86
120	Self Insurance	2,850,703.71	1,583.14	2,852,286.85
200	Highway Users Tax (GAS)	(1,092,527.10)	54,354.31	(368,698.40)
201	SB1	1,344,647.81	-	240,119.48
202	Measure A	2,188,730.26	649,309.22	2,838,039.48
205	Motor Vehicle Subvention (AB2766)	604,838.88	(130,300.11)	474,538.77
210	Public, Education, Govt (PEG)	17,578.10	(2,300.20)	15,277.90
215	Community Development/Grants (CDBG)	1,621,203.61	(287,090.45)	1,334,113.16
220	Citizen Option Public Safety (COPS)	344,212.65	52,345.91	396,558.56
225	Asset Seizures - State	53,684.69	48.38	53,733.07
230	Asset Seizures - Federal	-	1.04	1.04
240	Other Special Revenue Fund	251,662.35	30,435.41	282,097.76
250	Community Facilities District (CFD)-Admin	1,605,650.01	(126,652.77)	1,478,997.24
255	Community Facilities District (CFD)-Maint	562,956.76	54,415.57	617,372.33
260	Community Facilities District (CFD)-Public Safety	530,228.80	8,714.60	538,943.40
500	General Capital Projects	8,913,471.72	(3,445,450.39)	5,468,021.33
505	Equipment Replacement	213,859.86	(78,655.72)	135,204.14
510	Community Facilities District	13,674,329.23	(18,605.18)	13,655,724.05
550	Other Mitigation	13,386.87	6.18	13,393.05
552	Basic Services Mitigation	1,304,736.11	93,381.56	1,398,117.67
554	General Plan Mitigation	15,057.03	56,854.55	71,911.58
555	Recreational Facilities Mitigation	1,542,055.62	168,614.82	1,710,670.44
556	Traffic Signal Mitigation	1,776,866.76	(15,227.95)	1,761,638.81
558	Railroad Crossing Mitigation	2,464,172.48	103,702.45	2,567,874.93

559	Police Facilities Mitigation	1,219,577.30	154,369.51	1,373,946.81
560	Fire Station Mitigation	4,939,419.93	173,903.98	5,113,323.91
562	Road and Bridge Mitigation	11,602,401.73	617,086.26	12,219,487.99
564	Recycled Water Mitigation	3,310,143.88	759,008.93	4,069,152.81
566	Emergency Preparedness Mitigation	(928,736.64)	402,029.76	(526,706.88)
567	Community Park Mitigation	1,177,004.94	188,147.84	1,365,152.78
568	Regional Park Mitigation	1,940,879.42	903.33	1,941,782.75
569	Neighborhood Parks Mitigation	1,545,416.48	227,746.55	1,773,163.03
570	Pass Thru DIF Fund	6,748,659.25	(413,004.33)	6,335,654.92
600	Internal Service Fund	6,418,539.73	229,001.55	6,647,541.28
700	Wastewater	7,735,008.83	(5,113,636.49)	2,621,372.34
705	Wastewater Mitigation	8,718,656.65	1,741,843.29	10,460,499.94
710	Wastewater Capital Projects	(2,096,324.02)	2,096,324.02	-
750	Transit	1,215,145.09	127,210.69	1,342,355.78
755	Transit GASB	89,213.00	-	89,213.00
760	Transit Capital Projects	107,108.29	(597,158.66)	(490,050.37)
840	City of Beaumont CFD	18,458,673.90	(12,553,805.81)	5,904,868.09
850	Beaumont Finance Authority	-	-	-
855	Beaumont Public Improv Authority	0.01	-	0.01
860	Evidence	31,426.05	(49.42)	31,376.63
		<u>137,957,029.66</u>	<u>(21,736,273.31)</u>	<u>116,220,756.35</u>
Total Claim on Cash				
<u>Cash In Bank</u>				
	Pooled Cash	61,721,777.79	(33,652,744.55)	28,069,033.24
	LAIF	74,557,724.93	106,311.47	74,664,036.40
	Total Cash in the Bank	<u>136,279,502.72</u>	<u>(33,546,433.08)</u>	<u>102,733,069.64</u>
<u>Due to Other Funds</u>				
	999 Due to Other Funds	63,399,304.73	(21,842,584.70)	41,556,720.03
	Total Due to Other Funds	<u>63,399,304.73</u>	<u>(21,842,584.70)</u>	<u>41,556,720.03</u>
	Cash in Bank	136,279,502.72		102,733,069.64

Claim on Cash	137,957,029.66	116,220,756.35
Difference	<u>(1,677,526.94)</u>	<u>(13,487,686.71)</u>
Pooled Cash	61,721,777.79	28,069,033.24
Due to Other Funds	<u>63,399,304.73</u>	<u>41,556,720.03</u>
	<u>(1,677,526.94)</u>	<u>(13,487,686.79)</u>
Total Difference	(0.00)	0.08

City of Beaumont
Investment Report
For the Quarter Ended
December 31, 2021

I certify that this report accurately reflects all City investments, and it is in conformity with the Investment Policy as approved by the City Council on May 18, 2021 which complies with the California Government Code. A copy of this Investment policy is available in the City of Beaumont Finance Department. The investment program herein provides sufficient cash flow liquidity to meet its expenditures obligations within the cash flow needs for the next eight months of budgeted expenditures.



Jennifer Ustation
Finance Director
January 10, 2022

Security Listing							
For 630 Accounts							
As of Date 12/31/2021							
Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate	
Principal Portfolio - USD	BEAUMONT FIN AUTH 1994 A & B	99Y805WV4	BEAU CFD 94A NO.1 7.99% R2 9/1/23 CUSIP: 99Y805WV4	100.0000	1.00	7.9900	
Principal Portfolio - USD	BEAUMONT FIN AUTH 1994 A & B	99Y805WW2	BEAU CFD 94A NO.2 7.99% R2 9/1/23 CUSIP: 99Y805WW2	100.0000	1.00	7.9900	
Principal Portfolio - USD	BEAUMONT FIN AUTH 1994 A & B	99Y805WX0	BEAU CFD 94A NO.4 8.35% R2 9/1/23 CUSIP: 99Y805WX0	100.0000	1.00	8.3500	
Principal Portfolio - USD	BEAUMONT FIN AUTH 1994 A & B	99Y805WY8	BEAU CFD 94A NO.5 7.99% R2 9/1/23 CUSIP: 99Y805WY8	100.0000	1.00	7.9900	
Principal Portfolio - USD	BEAUMONT FIN AUTH 1994 A & B	99Y805WZ5	BEAU CFD 94A NO.6B 7.99% R2 9/1/23 CUSIP: 99Y805WZ5	100.0000	1.00	7.9900	
Principal Portfolio - USD	BEAUMONT FIN AUTH 1994 A & B	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.48	0.0251	
TOTAL Principal Portfolio - USD						5.48	
						5.48	
Principal Portfolio - USD	BEAUMONT 1994 - REVENUE FUND	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	107,619.81	0.0251	
TOTAL Principal Portfolio - USD						107,619.81	
						107,619.81	
Principal Portfolio - USD	BEAUMONT 1994 - INTEREST ACCT	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	8,107.80	0.0251	
TOTAL Principal Portfolio - USD						8,107.80	
						8,107.80	
Principal Portfolio - USD	BEAUMONT 1994 - RESIDUAL ACCT	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	157,852.43	0.0251	
TOTAL Principal Portfolio - USD						157,852.43	
						157,852.43	
Principal Portfolio - USD	BEAUMONT 1994 - RESERVE FUND	99Y806TG9	BAYERISCHE LANDESBANK INVMT AGMT CUSIP: 99Y806TG9	100.0000	780,000.00	0.0000	
Principal Portfolio - USD	BEAUMONT 1994 - RESERVE FUND	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	124,852.28	0.0251	
TOTAL Principal Portfolio - USD						904,852.28	
						904,852.28	
Principal Portfolio - USD	BEAUMONT CFD 93-1 1994 BONDS	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	1.04	0.0251	
TOTAL Principal Portfolio - USD						1.04	
						1.04	
Principal Portfolio - USD	BEAUMONT 93-1 AREA 1 SPEC TAX FD	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	2,306.71	0.0251	
TOTAL Principal Portfolio - USD						2,306.71	
						2,306.71	
Principal Portfolio - USD	BEAUMONT 93-1 AREA 2 SPEC TAX FD	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	228.23	0.0251	
TOTAL Principal Portfolio - USD						228.23	
						228.23	

Security Listing						
For 630 Accounts						
As of Date 12/31/2021						
Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate
					228.23	
Principal Portfolio - USD	BEAUMONT 93-1 AREA 4 SPEC TAX FD	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	14,124.57	0.0251
TOTAL Principal Portfolio - USD					14,124.57	
					14,124.57	
Principal Portfolio - USD	BEAUMONT 93-1 AREA 5 SPEC TAX FD	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	3,587.31	0.0251
TOTAL Principal Portfolio - USD					3,587.31	
					3,587.31	
Principal Portfolio - USD	BEAUMONT 93-1 AREA 6B SPEC TAX FD	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.18	0.0251
TOTAL Principal Portfolio - USD					0.18	
					0.18	
Principal Portfolio - USD	BEAUMONT 93-1 - PRINCIPAL ACCT	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	335.04	0.0251
TOTAL Principal Portfolio - USD					335.04	
					335.04	
Principal Portfolio - USD	BEAUMONT 93-1 - ADMIN EXPENSE	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.01	0.0251
TOTAL Principal Portfolio - USD					0.01	
					0.01	
Principal Portfolio - USD	BEAUMONT 93-1 - REDEMPTION FUND	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	2,062.06	0.0251
TOTAL Principal Portfolio - USD					2,062.06	
					2,062.06	
Principal Portfolio - USD	BEAUMONT FINC AUTH 2007A REV BDS	99Y805YL4	BEAU CFD 07A NO.11 4.50% R16 9/1/26 CUSIP: 99Y805YL4	100.0000	1.00	4.5000
Principal Portfolio - USD	BEAUMONT FINC AUTH 2007A REV BDS	99Y805YE0	BEAU CFD 07A NO.3 4.50% R16 9/1/26 CUSIP: 99Y805YE0	100.0000	1.00	4.5000
Principal Portfolio - USD	BEAUMONT FINC AUTH 2007A REV BDS	99Y805YM2	BEAU CFD 07A NO.11 4.50% R17 9/1/32 CUSIP: 99Y805YM2	100.0000	1.00	4.5000
Principal Portfolio - USD	BEAUMONT FINC AUTH 2007A REV BDS	99Y805YF7	BEAU CFD 07A NO.3 4.50% R17 9/1/32 CUSIP: 99Y805YF7	100.0000	1.00	4.5000
TOTAL Principal Portfolio - USD					4.00	
					4.00	
Principal Portfolio - USD	BEAUMONT 2007A - INTEREST ACCT	1214580	US DOLLAR CURRENCY	1.0000	76.42	0.0000
TOTAL Principal Portfolio - USD					76.42	
					76.42	
Principal Portfolio - USD	BEAUMONT 2007A - RESIDUAL ACCT	1214580	US DOLLAR CURRENCY	1.0000	283.16	0.0000

Security Listing							
For 630 Accounts							
As of Date 12/31/2021							
Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate	
TOTAL Principal Portfolio - USD					283.16		
					283.16		
Principal Portfolio - USD	BEAUMONT 2007A - RESERVE ACCT	99Y806NZ3	AMBAC SURETY BOND 2007A CUSIP: 99Y806NZ3	1.0000	0.00	0.0000	
Principal Portfolio - USD	BEAUMONT 2007A - RESERVE ACCT	1214580	US DOLLAR CURRENCY	1.0000	232.75	0.0000	
TOTAL Principal Portfolio - USD					232.75		
					232.75		
Principal Portfolio - USD	BEAUMONT 2007A REDEMPTION ACCT	1214580	US DOLLAR CURRENCY	1.0000	1.14	0.0000	
TOTAL Principal Portfolio - USD					1.14		
					1.14		
Principal Portfolio - USD	BEAUMONT 93-1 AREA 3 - SPEC TAX FD	1214580	US DOLLAR CURRENCY	1.0000	11.45	0.0000	
TOTAL Principal Portfolio - USD					11.45		
					11.45		
Principal Portfolio - USD	BEAUMONT 93-1 AREA 11 - SPEC TAX FD	1214580	US DOLLAR CURRENCY	1.0000	4.22	0.0000	
TOTAL Principal Portfolio - USD					4.22		
					4.22		
Principal Portfolio - USD	BEAUMONT 93-1 07A - PRIN ACCT	1214580	US DOLLAR CURRENCY	1.0000	0.38	0.0000	
TOTAL Principal Portfolio - USD					0.38		
					0.38		
Principal Portfolio - USD	BEAUMONT FIN AUTH 07 C/D REV BONDS	99Y805ZR0	BEAU CFD 07CD N.10A 5.00% R14 9/1/22 CUSIP: 99Y805ZR0	100.0000	1.00	5.0000	
Principal Portfolio - USD	BEAUMONT FIN AUTH 07 C/D REV BONDS	99Y805ZY5	BEAU CFD 07CD N.12A 5.00% R14 9/1/22 CUSIP: 99Y805ZY5	100.0000	1.00	5.0000	
Principal Portfolio - USD	BEAUMONT FIN AUTH 07 C/D REV BONDS	99Y805ZK5	BEAU CFD 07CD NO.9 5.00% R14 9/1/22 CUSIP: 99Y805ZK5	100.0000	1.00	5.0000	
Principal Portfolio - USD	BEAUMONT FIN AUTH 07 C/D REV BONDS	99Y805ZS8	BEAU CFD 07CD N.10A 5.00% R15 9/1/26 CUSIP: 99Y805ZS8	100.0000	1.00	5.0000	
Principal Portfolio - USD	BEAUMONT FIN AUTH 07 C/D REV BONDS	99Y805ZZ2	BEAU CFD 07CD N.12A 5.00% R15 9/1/26 CUSIP: 99Y805ZZ2	100.0000	1.00	5.0000	
Principal Portfolio - USD	BEAUMONT FIN AUTH 07 C/D REV BONDS	99Y805ZL3	BEAU CFD 07CD NO.9 4.75% R15 9/1/26 CUSIP: 99Y805ZL3	100.0000	1.00	4.7500	
Principal Portfolio - USD	BEAUMONT FIN AUTH 07 C/D REV BONDS	99Y805ZT6	BEAU CFD 07CD N.10A 4.75% R16 9/1/28 CUSIP: 99Y805ZT6	100.0000	1.00	4.7500	
Principal Portfolio - USD	BEAUMONT FIN AUTH 07 C/D REV BONDS	99Y806AA2	BEAU CFD 07CD N.12A 4.75% R16 9/1/28 CUSIP: 99Y806AA2	100.0000	1.00	4.7500	
Principal Portfolio - USD	BEAUMONT FIN AUTH 07 C/D REV BONDS	99Y805ZM1	BEAU CFD 07CD NO.9 4.75% R16 9/1/28 CUSIP: 99Y805ZM1	100.0000	1.00	4.7500	
Principal Portfolio - USD	BEAUMONT FIN AUTH 07 C/D REV BONDS	99Y805ZU3	BEAU CFD 07CD N.10A 4.75% R17 9/1/33 CUSIP: 99Y805ZU3	100.0000	1.00	4.7500	
Principal Portfolio - USD	BEAUMONT FIN AUTH 07 C/D REV BONDS	99Y806AB0	BEAU CFD 07CD N.12A 4.75% R17 9/1/33 CUSIP: 99Y806AB0	100.0000	1.00	4.7500	
Principal Portfolio - USD	BEAUMONT FIN AUTH 07 C/D REV BONDS	99Y805ZN9	BEAU CFD 07CD NO.9 4.75% R17 9/1/33 CUSIP: 99Y805ZN9	100.0000	1.00	4.7500	
TOTAL Principal Portfolio - USD					12.00		

Security Listing						
For 630 Accounts						
As of Date 12/31/2021						
Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate
Principal Portfolio - USD	BEAUMONT 2007C/D - INTEREST ACCT	1214580	US DOLLAR CURRENCY	1.0000	96.18	0.0000
TOTAL Principal Portfolio - USD					96.18	
Principal Portfolio - USD	BEAUMONT 2007C/D - RESIDUAL ACCT	1214580	US DOLLAR CURRENCY	1.0000	138.52	0.0000
TOTAL Principal Portfolio - USD					138.52	
Principal Portfolio - USD	BEAUMONT 2007C/D - RESERVE ACCT	99Y806NY6	AMBAC SURETY BOND 2007CD CUSIP: 99Y806NY6	1.0000	0.00	0.0000
Principal Portfolio - USD	BEAUMONT 2007C/D - RESERVE ACCT	1214580	US DOLLAR CURRENCY	1.0000	141.92	0.0000
TOTAL Principal Portfolio - USD					141.92	
Principal Portfolio - USD	BEAUMONT 93-1 AREA 9 - SPEC TAX FD	1214580	US DOLLAR CURRENCY	1.0000	1.90	0.0000
TOTAL Principal Portfolio - USD					1.90	
Principal Portfolio - USD	BEAUMONT 93-1 AREA 10A - SPEC TX FD	1214580	US DOLLAR CURRENCY	1.0000	6.27	0.0000
TOTAL Principal Portfolio - USD					6.27	
Principal Portfolio - USD	BEAUMONT 93-1 AREA 12A - SPEC TX FD	1214580	US DOLLAR CURRENCY	1.0000	4.05	0.0000
TOTAL Principal Portfolio - USD					4.05	
Principal Portfolio - USD	BEAUMONT 93-1 07C/D - INTEREST	1214580	US DOLLAR CURRENCY	1.0000	0.37	0.0000
TOTAL Principal Portfolio - USD					0.37	
Principal Portfolio - USD	BEAUMONT 93-1 07C/D - 12A PREPAYMT	1214580	US DOLLAR CURRENCY	1.0000	5.40	0.0000
TOTAL Principal Portfolio - USD					5.40	
Principal Portfolio - USD	BEAUMONT 93-1 07 8C - SPEC TAX FD	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	1.62	0.0251
TOTAL Principal Portfolio - USD					1.62	
Principal Portfolio - USD	BEAUMONT 93-1 07 8C - PRINCIPAL ACC	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.67	0.0251
TOTAL Principal Portfolio - USD					0.67	

Security Listing						
For 630 Accounts						
As of Date 12/31/2021						
Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate
					0.67	
Principal Portfolio - USD	BEAUMONT 93-1 8C - DIST RESIDUAL FD	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	2.50	0.0251
TOTAL Principal Portfolio - USD					2.50	
					2.50	
Principal Portfolio - USD	BEAUMONT 93-1 IA-8C 2017A RESERVE	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	156,584.02	0.0251
TOTAL Principal Portfolio - USD					156,584.02	
					156,584.02	
Principal Portfolio - USD	BEAUMONT 93-1 IA 8C REDEMPTION FD	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	1,780.09	0.0251
TOTAL Principal Portfolio - USD					1,780.09	
					1,780.09	
Principal Portfolio - USD	BEAUMONT FIN AUTH-2011A REVENUE BDS	99Y806BF0	BEAU CFD 11A NO.17B 5.00% R08 9/1/22 CUSIP: 99Y806BF0	100.0000	1.00	5.0000
Principal Portfolio - USD	BEAUMONT FIN AUTH-2011A REVENUE BDS	99Y806BQ6	BEAU CFD 11B N.17B 5.00% R05 9/1/22 CUSIP: 99Y806BQ6	100.0000	1.00	5.0000
Principal Portfolio - USD	BEAUMONT FIN AUTH-2011A REVENUE BDS	99Y806BG8	BEAU CFD 11A NO.17B 5.00% R09 9/1/23 CUSIP: 99Y806BG8	100.0000	1.00	5.0000
Principal Portfolio - USD	BEAUMONT FIN AUTH-2011A REVENUE BDS	99Y806BR4	BEAU CFD 11B N.17B 5.00% R06 9/1/23 CUSIP: 99Y806BR4	100.0000	1.00	5.0000
Principal Portfolio - USD	BEAUMONT FIN AUTH-2011A REVENUE BDS	99Y806BH6	BEAU CFD 11A NO.17B 5.25% R10 9/1/24 CUSIP: 99Y806BH6	100.0000	1.00	5.2500
Principal Portfolio - USD	BEAUMONT FIN AUTH-2011A REVENUE BDS	99Y806BS2	BEAU CFD 11B N.17B 5.25% R07 9/1/24 CUSIP: 99Y806BS2	100.0000	1.00	5.2500
Principal Portfolio - USD	BEAUMONT FIN AUTH-2011A REVENUE BDS	99Y806BI4	BEAU CFD 11A N.17B 5.375% R11 9/1/25 CUSIP: 99Y806BI4	100.0000	1.00	5.3750
Principal Portfolio - USD	BEAUMONT FIN AUTH-2011A REVENUE BDS	99Y806BT0	BEAU CFD 11B N.17B 5.375% R08 9/1/25 CUSIP: 99Y806BT0	100.0000	1.00	5.3750
Principal Portfolio - USD	BEAUMONT FIN AUTH-2011A REVENUE BDS	99Y806BJ2	BEAU CFD 11A N.17B 5.50% R12 9/1/26 CUSIP: 99Y806BJ2	100.0000	1.00	5.5000
Principal Portfolio - USD	BEAUMONT FIN AUTH-2011A REVENUE BDS	99Y806BU7	BEAU CFD 11B N.17B 5.50% R09 9/1/26 CUSIP: 99Y806BU7	100.0000	1.00	5.5000
Principal Portfolio - USD	BEAUMONT FIN AUTH-2011A REVENUE BDS	99Y806BK9	BEAU CFD 11A N.17B 6.125% R13 9/1/31 CUSIP: 99Y806BK9	100.0000	1.00	6.1250
Principal Portfolio - USD	BEAUMONT FIN AUTH-2011A REVENUE BDS	99Y806BV5	BEAU CFD 11B N.17B 6.125% R10 9/1/31 CUSIP: 99Y806BV5	100.0000	1.00	6.1250
Principal Portfolio - USD	BEAUMONT FIN AUTH-2011A REVENUE BDS	99Y806BL7	BEAU CFD 11A N.17B 6.375% R14 9/1/39 CUSIP: 99Y806BL7	100.0000	1.00	6.3750
Principal Portfolio - USD	BEAUMONT FIN AUTH-2011A REVENUE BDS	99Y806BW3	BEAU CFD 11B N.17B 6.375% R11 9/1/42 CUSIP: 99Y806BW3	100.0000	1.00	6.3750
Principal Portfolio - USD	BEAUMONT FIN AUTH-2011A REVENUE BDS	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.08	0.0251
TOTAL Principal Portfolio - USD					14.08	
					14.08	
Principal Portfolio - USD	BEAUMONT 2011A-BF INTEREST ACCOUNT	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.50	0.0251
TOTAL Principal Portfolio - USD					0.50	
					0.50	

Security Listing						
For 630 Accounts						
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Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate
Principal Portfolio - USD	BEAUMONT 2011A-RESERVE FUND	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	14.02	0.0251
TOTAL Principal Portfolio - USD					14.02	
					14.02	
Principal Portfolio - USD	BEAUMONT 2011A-CASH FLOW MGMT FUND	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	2.17	0.0251
TOTAL Principal Portfolio - USD					2.17	
					2.17	
Principal Portfolio - USD	BEAUMONT 93-1 NO.17B-SPECIAL TAX FD	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	2.08	0.0251
TOTAL Principal Portfolio - USD					2.08	
					2.08	
Principal Portfolio - USD	BEAUMONT 93-1 NO.17B-RESIDUAL FUND	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	58,200.42	0.0251
TOTAL Principal Portfolio - USD					58,200.42	
					58,200.42	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2012A REV BDS	99Y806CC6	BEAU CFD 12A N.8C 4.375% R06 9/1/22 CUSIP: 99Y806CC6	100.0000	1.00	4.3750
Principal Portfolio - USD	BEAUMONT FIN AUTH 2012A REV BDS	99Y806CD4	BEAU CFD 12A N.8C 4.50% R07 9/1/23 CUSIP: 99Y806CD4	100.0000	1.00	4.5000
Principal Portfolio - USD	BEAUMONT FIN AUTH 2012A REV BDS	99Y806CE2	BEAU CFD 12A N.8C 4.75% R08 9/1/24 CUSIP: 99Y806CE2	100.0000	1.00	4.7500
Principal Portfolio - USD	BEAUMONT FIN AUTH 2012A REV BDS	99Y806CF9	BEAU CFD 12A N.8C 4.75% R09 9/1/25 CUSIP: 99Y806CF9	100.0000	1.00	4.7500
Principal Portfolio - USD	BEAUMONT FIN AUTH 2012A REV BDS	99Y806CG7	BEAU CFD 12A N.8C 5.00% R10 9/1/26 CUSIP: 99Y806CG7	100.0000	1.00	5.0000
Principal Portfolio - USD	BEAUMONT FIN AUTH 2012A REV BDS	99Y806CH5	BEAU CFD 12A N.8C 5.00% R11 9/1/27 CUSIP: 99Y806CH5	100.0000	1.00	5.0000
Principal Portfolio - USD	BEAUMONT FIN AUTH 2012A REV BDS	99Y806CI3	BEAU CFD 12A N.8C 5.125% R12 9/1/28 CUSIP: 99Y806CI3	100.0000	1.00	5.1250
Principal Portfolio - USD	BEAUMONT FIN AUTH 2012A REV BDS	99Y806CJ1	BEAU CFD 12A N.8C 5.25% R13 9/1/29 CUSIP: 99Y806CJ1	100.0000	1.00	5.2500
Principal Portfolio - USD	BEAUMONT FIN AUTH 2012A REV BDS	99Y806CK8	BEAU CFD 12A N.8C 5.625% R14 9/1/32 CUSIP: 99Y806CK8	100.0000	1.00	5.6250
Principal Portfolio - USD	BEAUMONT FIN AUTH 2012A REV BDS	99Y806CL6	BEAU CFD 12A N.8C 5.875% R15 9/1/42 CUSIP: 99Y806CL6	100.0000	1.00	5.8750
TOTAL Principal Portfolio - USD					10.00	
					10.00	
Principal Portfolio - USD	BEAUMONT 2012A-BF INTEREST ACC	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.36	0.0251
TOTAL Principal Portfolio - USD					0.36	
					0.36	
Principal Portfolio - USD	BEAUMONT 2012A-RESERVE FD	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	6.72	0.0251
TOTAL Principal Portfolio - USD					6.72	

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For 630 Accounts						
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Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate
					6.72	
Principal Portfolio - USD	BEAUMONT 2012A-RESIDUAL FD	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.01	0.0251
TOTAL Principal Portfolio - USD					0.01	
					0.01	
Principal Portfolio - USD	BEAUMONT 2012A-CASH FLOW MGMT FD	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	1.74	0.0251
TOTAL Principal Portfolio - USD					1.74	
					1.74	
Principal Portfolio - USD	BEAUMONT 93-1 NO.8C-SPECIAL TAX FD	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	6.66	0.0251
TOTAL Principal Portfolio - USD					6.66	
					6.66	
Principal Portfolio - USD	BEAUMONT 93-1 NO.8C-INTEREST ACCT	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	1.78	0.0251
TOTAL Principal Portfolio - USD					1.78	
					1.78	
Principal Portfolio - USD	BEAUMONT 93-1 NO.8C-PRINCIPAL ACCT	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.20	0.0251
TOTAL Principal Portfolio - USD					0.20	
					0.20	
Principal Portfolio - USD	BEAUMONT 93-1 NO.8C-RESIDUAL FD	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	28,624.62	0.0251
TOTAL Principal Portfolio - USD					28,624.62	
					28,624.62	
Principal Portfolio - USD	BEAUMONT 93-1 NO.8C-RATE STABILIZAT	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	155,407.99	0.0251
TOTAL Principal Portfolio - USD					155,407.99	
					155,407.99	
Principal Portfolio - USD	BEAUMONT 93-1 IA-8C 2018A RESERVE	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	1,482,760.48	0.0251
TOTAL Principal Portfolio - USD					1,482,760.48	
					1,482,760.48	
Principal Portfolio - USD	BEAUMONT 93-1 IA-8C 2018A COI	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	6,785.54	0.0251
TOTAL Principal Portfolio - USD					6,785.54	
					6,785.54	

Security Listing							
For 630 Accounts							
As of Date 12/31/2021							
Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2012B REVENUE BDS	99Y806CR3	BEAU CFD 12B N.20 4.875% R08 9/1/22 CUSIP: 99Y806CR3	100.0000	1.00	4.8750	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2012B REVENUE BDS	99Y806CS1	BEAU CFD 12B N.20 5.00% R09 9/1/23 CUSIP: 99Y806CS1	100.0000	1.00	5.0000	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2012B REVENUE BDS	99Y806CT9	BEAU CFD 12B N.20 5.125% R10 9/1/24 CUSIP: 99Y806CT9	100.0000	1.00	5.1250	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2012B REVENUE BDS	99Y806CU6	BEAU CFD 12B N.20 5.25% R11 9/1/25 CUSIP: 99Y806CU6	100.0000	1.00	5.2500	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2012B REVENUE BDS	99Y806CV4	BEAU CFD 12B N.20 5.50% R12 9/1/26 CUSIP: 99Y806CV4	100.0000	1.00	5.5000	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2012B REVENUE BDS	99Y806CW2	BEAU CFD 12B N.20 5.95% R13 9/1/35 CUSIP: 99Y806CW2	100.0000	1.00	5.9500	
TOTAL Principal Portfolio - USD						6.00	
						6.00	
Principal Portfolio - USD	BEAUMONT 2012B-BF INTEREST ACCT	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.60	0.0251	
TOTAL Principal Portfolio - USD						0.60	
						0.60	
Principal Portfolio - USD	BEAUMONT 2012B-RESERVE FUND	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	5.63	0.0251	
TOTAL Principal Portfolio - USD						5.63	
						5.63	
Principal Portfolio - USD	BEAUMONT 2012B-CASH FLOW MGMT FD	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.97	0.0251	
TOTAL Principal Portfolio - USD						0.97	
						0.97	
Principal Portfolio - USD	BEAUMONT 93-1-SPECIAL TAX FUND	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.24	0.0251	
TOTAL Principal Portfolio - USD						0.24	
						0.24	
Principal Portfolio - USD	BEAUMONT 93-1-CONSTRUCTION FD	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	937,065.99	0.0251	
TOTAL Principal Portfolio - USD						937,065.99	
						937,065.99	
Principal Portfolio - USD	BEAUMONT 93-1 SPL MAND REDMPT A/C	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.01	0.0251	
TOTAL Principal Portfolio - USD						0.01	
						0.01	
Principal Portfolio - USD	BEAUMONT FIN AUTH-2012C REVENUE BDS	99Y806DC5	BEAU CFD 12C N.7B 4.125% R10 9/1/22 CUSIP: 99Y806DC5	100.0000	1.00	4.1250	
Principal Portfolio - USD	BEAUMONT FIN AUTH-2012C REVENUE BDS	99Y806DQ4	BEAU CFD 12E N.7C 4.125% R10 9/1/22 CUSIP: 99Y806DQ4	100.0000	1.00	4.1250	
Principal Portfolio - USD	BEAUMONT FIN AUTH-2012C REVENUE BDS	99Y806EA8	BEAU CFD 12F N.7C 4.125% R10 9/1/22 CUSIP: 99Y806EA8	100.0000	1.00	4.1250	

Security Listing							
For 630 Accounts							
As of Date 12/31/2021							
Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate	
Principal Portfolio - USD	BEAUMONT FIN AUTH-2012C REVENUE BDS	99Y806DD3	BEAU CFD 12C N.7B 4.00% R11 9/1/23 CUSIP: 99Y806DD3	100.0000	1.00	4.0000	
Principal Portfolio - USD	BEAUMONT FIN AUTH-2012C REVENUE BDS	99Y806DH4	BEAU CFD 12D N.7B 4.00% R01 9/1/23 CUSIP: 99Y806DH4	100.0000	1.00	4.0000	
Principal Portfolio - USD	BEAUMONT FIN AUTH-2012C REVENUE BDS	99Y806DR2	BEAU CFD 12E N.7C 4.00% R11 9/1/23 CUSIP: 99Y806DR2	100.0000	1.00	4.0000	
Principal Portfolio - USD	BEAUMONT FIN AUTH-2012C REVENUE BDS	99Y806EB6	BEAU CFD 12F N.7C 4.00% R11 9/1/23 CUSIP: 99Y806EB6	100.0000	1.00	4.0000	
Principal Portfolio - USD	BEAUMONT FIN AUTH-2012C REVENUE BDS	99Y806DE1	BEAU CFD 12C N.7B 4.125% R12 9/1/24 CUSIP: 99Y806DE1	100.0000	1.00	4.1250	
Principal Portfolio - USD	BEAUMONT FIN AUTH-2012C REVENUE BDS	99Y806DI2	BEAU CFD 12D N.7B 4.125% R02 9/1/24 CUSIP: 99Y806DI2	100.0000	1.00	4.1250	
Principal Portfolio - USD	BEAUMONT FIN AUTH-2012C REVENUE BDS	99Y806DS0	BEAU CFD 12E N.7C 4.125% R12 9/1/24 CUSIP: 99Y806DS0	100.0000	1.00	4.1250	
Principal Portfolio - USD	BEAUMONT FIN AUTH-2012C REVENUE BDS	99Y806EC4	BEAU CFD 12F N.7C 4.125% R12 9/1/24 CUSIP: 99Y806EC4	100.0000	1.00	4.1250	
Principal Portfolio - USD	BEAUMONT FIN AUTH-2012C REVENUE BDS	99Y806DF8	BEAU CFD 12C N.7B 4.25% R13 9/1/25 CUSIP: 99Y806DF8	100.0000	1.00	4.2500	
Principal Portfolio - USD	BEAUMONT FIN AUTH-2012C REVENUE BDS	99Y806DJ0	BEAU CFD 12D N.7B 4.25% R03 9/1/25 CUSIP: 99Y806DJ0	100.0000	1.00	4.2500	
Principal Portfolio - USD	BEAUMONT FIN AUTH-2012C REVENUE BDS	99Y806DT8	BEAU CFD 12E N.7C 4.25% R13 9/1/25 CUSIP: 99Y806DT8	100.0000	1.00	4.2500	
Principal Portfolio - USD	BEAUMONT FIN AUTH-2012C REVENUE BDS	99Y806ED2	BEAU CFD 12F N.7C 4.25% R13 9/1/25 CUSIP: 99Y806ED2	100.0000	1.00	4.2500	
Principal Portfolio - USD	BEAUMONT FIN AUTH-2012C REVENUE BDS	99Y806DG6	BEAU CFD 12C N.7B 5.25% R14 9/1/39 CUSIP: 99Y806DG6	100.0000	1.00	5.2500	
Principal Portfolio - USD	BEAUMONT FIN AUTH-2012C REVENUE BDS	99Y806DK7	BEAU CFD 12D N.7B 5.25% R04 9/1/39 CUSIP: 99Y806DK7	100.0000	1.00	5.2500	
Principal Portfolio - USD	BEAUMONT FIN AUTH-2012C REVENUE BDS	99Y806DU5	BEAU CFD 12E N.7C 5.25% R14 9/1/39 CUSIP: 99Y806DU5	100.0000	1.00	5.2500	
Principal Portfolio - USD	BEAUMONT FIN AUTH-2012C REVENUE BDS	99Y806EE0	BEAU CFD 12F N.7C 5.25% R14 9/1/39 CUSIP: 99Y806EE0	100.0000	1.00	5.2500	
TOTAL							
Principal Portfolio - USD					19.00		
						19.00	
Principal Portfolio - USD	BEAUMONT 2012 C BF INTEREST ACCT	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	6.12	0.0251	
TOTAL							
Principal Portfolio - USD					6.12		
						6.12	
Principal Portfolio - USD	BEAUMONT 2012 C CASH FLOW MGMT FUND	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.97	0.0251	
TOTAL							
Principal Portfolio - USD					0.97		
						0.97	
Principal Portfolio - USD	BEAUMONT 93-1 7B SPEC TAX FD	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.10	0.0251	
TOTAL							
Principal Portfolio - USD					0.10		
						0.10	
Principal Portfolio - USD	BEAUMONT 93-1 7C SPECIAL TX FD	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.10	0.0251	
TOTAL							
Principal Portfolio - USD					0.10		
						0.10	

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Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate
Principal Portfolio - USD	BEAUMONT 93-1 7B SER D CONST FND	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.63	0.0251
TOTAL Principal Portfolio - USD					0.63	
					0.63	
Principal Portfolio - USD	BEAUMONT 93-1 7C SER F CONST FND	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.93	0.0251
TOTAL Principal Portfolio - USD					0.93	
					0.93	
Principal Portfolio - USD	BEAUMONT 93-1 7BSPEC MAND RDPT AC C	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.01	0.0251
TOTAL Principal Portfolio - USD					0.01	
					0.01	
Principal Portfolio - USD	BEAUMONT 93-1 IA-7B 2018A SP TX FD	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.89	0.0251
TOTAL Principal Portfolio - USD					0.89	
					0.89	
Principal Portfolio - USD	BEAUMONT 93-1 IA-7B 2018A RESERVE	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	186,001.63	0.0251
TOTAL Principal Portfolio - USD					186,001.63	
					186,001.63	
Principal Portfolio - USD	BEAUMONT 93-1 IA-7B 18A CONSTRUCTION	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	447.95	0.0251
TOTAL Principal Portfolio - USD					447.95	
					447.95	
Principal Portfolio - USD	BEAUMONT 93-1 7BSPEC MAND RDPT AC A	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	4,667.92	0.0251
TOTAL Principal Portfolio - USD					4,667.92	
					4,667.92	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2013A REV BDS	99Y806EK6	BEAU CFD 13A N.19C 4.25% R10 9/1/22 CUSIP: 99Y806EK6	100.0000	1.00	4.2500
Principal Portfolio - USD	BEAUMONT FIN AUTH 2013A REV BDS	99Y806EL4	BEAU CFD 13A N.19C 5.00% R11 9/1/27 CUSIP: 99Y806EL4	100.0000	1.00	5.0000
Principal Portfolio - USD	BEAUMONT FIN AUTH 2013A REV BDS	99Y806EM2	BEAU CFD 13A N.19C 5.00% R12 9/1/36 CUSIP: 99Y806EM2	100.0000	1.00	5.0000
TOTAL Principal Portfolio - USD					3.00	
					3.00	
Principal Portfolio - USD	BEAUMONT FIN AUTH BF INT ACCT	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.77	0.0251
TOTAL Principal Portfolio - USD					0.77	

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Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate
					0.77	
Principal Portfolio - USD	BEAUMONT FIN AUTH RESERVE FUND	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	11.34	0.0251
TOTAL Principal Portfolio - USD					11.34	
					11.34	
Principal Portfolio - USD	BEAUMONT FIN AUTH RESIDUAL FUND	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.29	0.0251
TOTAL Principal Portfolio - USD					0.29	
					0.29	
Principal Portfolio - USD	BEAUMONT 93-1 NO. 19C SPEC TAX FUND	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	5.13	0.0251
TOTAL Principal Portfolio - USD					5.13	
					5.13	
Principal Portfolio - USD	BEAUMONT 93-1 NO. 19C CONST FUND	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.65	0.0251
TOTAL Principal Portfolio - USD					0.65	
					0.65	
Principal Portfolio - USD	BEAUMONT 93-1 IA-19C 2017A RESERVE	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	377,186.52	0.0251
TOTAL Principal Portfolio - USD					377,186.52	
					377,186.52	
Principal Portfolio - USD	BEAUMONT 93-1 19C SP MAND RDPT 2017A	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	5,970.94	0.0251
TOTAL Principal Portfolio - USD					5,970.94	
					5,970.94	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2013B REV BDS	99Y806ES9	BEAU CFD 13A N.17A 5.00% R10 9/1/22 CUSIP: 99Y806ES9	100.0000	1.00	5.0000
Principal Portfolio - USD	BEAUMONT FIN AUTH 2013B REV BDS	99Y806ET7	BEAU CFD 13A N.17A 5.00% R11 9/1/23 CUSIP: 99Y806ET7	100.0000	1.00	5.0000
Principal Portfolio - USD	BEAUMONT FIN AUTH 2013B REV BDS	99Y806EU4	BEAU CFD 13A N.17A 5.00% R12 9/1/28 CUSIP: 99Y806EU4	100.0000	1.00	5.0000
Principal Portfolio - USD	BEAUMONT FIN AUTH 2013B REV BDS	99Y806EV2	BEAU CFD 13A N.17A 5.00% R13 9/1/34 CUSIP: 99Y806EV2	100.0000	1.00	5.0000
TOTAL Principal Portfolio - USD					4.00	
					4.00	
Principal Portfolio - USD	BEAUMONT FIN AUTH BF INTEREST AC	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.77	0.0251
TOTAL Principal Portfolio - USD					0.77	
					0.77	
Principal Portfolio - USD	BEAUMONT FIN AUTH RESERVE FUND	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	14.83	0.0251

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Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate
TOTAL Principal Portfolio - USD					14.83	
					14.83	
Principal Portfolio - USD	BEAUMONT CFD 93-1 NO. 17A SP TAX FD	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.86	0.0251
TOTAL Principal Portfolio - USD					0.86	
					0.86	
Principal Portfolio - USD	BEAUMONT PFA 2015 BONDS A IA7A1 TTE	99Y806GW8	BEAU CFD 15A N.7A1 2.75% R08 9/1/22 CUSIP: 99Y806GW8	100.0000	1.00	2.7500
Principal Portfolio - USD	BEAUMONT PFA 2015 BONDS A IA7A1 TTE	99Y806FB5	BEAU CFD 15A N.7A1 3.00% R09 9/1/23 CUSIP: 99Y806FB5	100.0000	1.00	3.0000
Principal Portfolio - USD	BEAUMONT PFA 2015 BONDS A IA7A1 TTE	99Y806FC3	BEAU CFD 15A N.7A1 3.00% R10 9/1/24 CUSIP: 99Y806FC3	100.0000	1.00	3.0000
Principal Portfolio - USD	BEAUMONT PFA 2015 BONDS A IA7A1 TTE	99Y806FD1	BEAU CFD 15A N.7A1 5.00% R11 9/1/28 CUSIP: 99Y806FD1	100.0000	1.00	5.0000
Principal Portfolio - USD	BEAUMONT PFA 2015 BONDS A IA7A1 TTE	99Y806FE9	BEAU CFD 15A N.7A1 3.75% R12 9/1/29 CUSIP: 99Y806FE9	100.0000	1.00	3.7500
Principal Portfolio - USD	BEAUMONT PFA 2015 BONDS A IA7A1 TTE	99Y806FF6	BEAU CFD 15A N.7A1 3.625% R13 9/1/30 CUSIP: 99Y806FF6	100.0000	1.00	3.6250
Principal Portfolio - USD	BEAUMONT PFA 2015 BONDS A IA7A1 TTE	99Y806GX6	BEAU CFD 15A N.7A1 4.00% R14 9/1/35 CUSIP: 99Y806GX6	100.0000	1.00	4.0000
Principal Portfolio - USD	BEAUMONT PFA 2015 BONDS A IA7A1 TTE	99Y806GY4	BEAU CFD 15A N.7A1 5.00% R15 9/1/45 CUSIP: 99Y806GY4	100.0000	1.00	5.0000
TOTAL Principal Portfolio - USD					8.00	
					8.00	
Principal Portfolio - USD	BEAUMONT PFA 2015 BONDS A IA7A1 INT	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.62	0.0251
TOTAL Principal Portfolio - USD					0.62	
					0.62	
Principal Portfolio - USD	BEAUMONT PFA 2015 BONDS A IA7A1 RES	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	674,626.87	0.0251
TOTAL Principal Portfolio - USD					674,626.87	
					674,626.87	
Principal Portfolio - USD	BEAUMONT PFA 2015 BONDS A IA7A1 RSD	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	39.40	0.0251
TOTAL Principal Portfolio - USD					39.40	
					39.40	
Principal Portfolio - USD	BEAUMONT PFA 2015 BONDS A IA7A1 REV	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	32,897.97	0.0251
TOTAL Principal Portfolio - USD					32,897.97	
					32,897.97	
Principal Portfolio - USD	BEAUMONT CFD 93-1 2015A IA7A1 TTE	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	1.04	0.0251
TOTAL Principal Portfolio - USD					1.04	

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Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate
Principal Portfolio - USD	BEAUMONT CFD 93-1 2015A IA7A1 INT	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.32	1.04
TOTAL Principal Portfolio - USD					0.32	
Principal Portfolio - USD	BEAUMONT CFD 93-1 2015A IA7A1 PRI	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	1.37	0.0251
TOTAL Principal Portfolio - USD					1.37	
Principal Portfolio - USD	BEAUMONT CFD 93-1 2015A IA7A1 ADME	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.02	0.0251
TOTAL Principal Portfolio - USD					0.02	
Principal Portfolio - USD	BEAUMONT CFD 93-1 2015A IA7A1 SP1	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	2.17	0.0251
TOTAL Principal Portfolio - USD					2.17	
Principal Portfolio - USD	BEAUMONT CFD 93-1 2015A IA7A1 RSD	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	4.42	0.0251
TOTAL Principal Portfolio - USD					4.42	
Principal Portfolio - USD	BEAUMONT CFD 93-1 2015A IA7A1 RDP	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	1,262.68	0.0251
TOTAL Principal Portfolio - USD					1,262.68	
Principal Portfolio - USD	BEAUMONT CFD 93-1 15A IA7A1 SP MAND	1214580	US DOLLAR CURRENCY	1.0000	26,229.03	0.0000
TOTAL Principal Portfolio - USD					26,229.03	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015B IA-19A TTE	99Y806FK5	BEAU CFD 15A N.19A 2.75% R08 9/1/22 CUSIP: 99Y806FK5	100.0000	1.00	2.7500
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015B IA-19A TTE	99Y806FL3	BEAU CFD 15A N.19A 5.00% R09 9/1/25 CUSIP: 99Y806FL3	100.0000	1.00	5.0000
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015B IA-19A TTE	99Y806FM1	BEAU CFD 15A N.19A 3.125% R10 9/1/26 CUSIP: 99Y806FM1	100.0000	1.00	3.1250
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015B IA-19A TTE	99Y806FN9	BEAU CFD 15A N.19A 3.25% R11 9/1/27 CUSIP: 99Y806FN9	100.0000	1.00	3.2500
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015B IA-19A TTE	99Y806FO7	BEAU CFD 15A N.19A 3.375% R12 9/1/28 CUSIP: 99Y806FO7	100.0000	1.00	3.3750
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015B IA-19A TTE	99Y806FP4	BEAU CFD 15A N.19A 3.50% R13 9/1/29 CUSIP: 99Y806FP4	100.0000	1.00	3.5000
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015B IA-19A TTE	99Y806HA5	BEAU CFD 15A N.19A 5.00% R14 9/1/35 CUSIP: 99Y806HA5	100.0000	1.00	5.0000

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For 630 Accounts						
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Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015B IA-19A TTE	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	1.04	0.0251
TOTAL Principal Portfolio - USD					8.04	
					8.04	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015B IA-19A INT	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	67,213.71	0.0251
TOTAL Principal Portfolio - USD					67,213.71	
					67,213.71	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015B IA-19A PRI	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	37.70	0.0251
TOTAL Principal Portfolio - USD					37.70	
					37.70	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015B IA-19A RDP	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	265.04	0.0251
TOTAL Principal Portfolio - USD					265.04	
					265.04	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015B IA-19A RES	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	1,501,474.06	0.0251
TOTAL Principal Portfolio - USD					1,501,474.06	
					1,501,474.06	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015B IA-19A RSD	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	4,948.08	0.0251
TOTAL Principal Portfolio - USD					4,948.08	
					4,948.08	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015B IA-19A EXP	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	22,413.90	0.0251
TOTAL Principal Portfolio - USD					22,413.90	
					22,413.90	
Principal Portfolio - USD	BEAUMONT CFD 93-1 2015A IA-19A TTE	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	1.04	0.0251
TOTAL Principal Portfolio - USD					1.04	
					1.04	
Principal Portfolio - USD	BEAUMONT CFD 93-1 2015A IA-19A INT	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.48	0.0251
TOTAL Principal Portfolio - USD					0.48	
					0.48	
Principal Portfolio - USD	BEAUMONT CFD 93-1 2015A IA-19A PRI	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	1.10	0.0251

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Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate	
TOTAL Principal Portfolio - USD					1.10		
					1.10		
Principal Portfolio - USD	BEAUMONT CFD 93-1 2015A IA-19A ADME	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.03	0.0251	
TOTAL Principal Portfolio - USD					0.03		
					0.03		
Principal Portfolio - USD	BEAUMONT CFD 93-1 2015A IA-19A COI	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	2,876.35	0.0251	
TOTAL Principal Portfolio - USD					2,876.35		
					2,876.35		
Principal Portfolio - USD	BEAUMONT CFD 93-1 2015A IA-19A SP1	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	5.53	0.0251	
TOTAL Principal Portfolio - USD					5.53		
					5.53		
Principal Portfolio - USD	BEAUMONT CFD 93-1 2015A IA-19A RDP	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	1,577.03	0.0251	
TOTAL Principal Portfolio - USD					1,577.03		
					1,577.03		
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015C IA-18 TTE	99Y806FV1	BEAU CFD 15A N.18 3.00% R08 9/1/22 CUSIP: 99Y806FV1	100.0000	1.00	3.0000	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015C IA-18 TTE	99Y806FW9	BEAU CFD 15A N.18 3.00% R09 9/1/23 CUSIP: 99Y806FW9	100.0000	1.00	3.0000	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015C IA-18 TTE	99Y806FX7	BEAU CFD 15A N.18 3.25% R10 9/1/24 CUSIP: 99Y806FX7	100.0000	1.00	3.2500	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015C IA-18 TTE	99Y806FY5	BEAU CFD 15A N.18 3.375% R11 9/1/25 CUSIP: 99Y806FY5	100.0000	1.00	3.3750	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015C IA-18 TTE	99Y806FZ2	BEAU CFD 15A N.18 3.50% R12 9/1/26 CUSIP: 99Y806FZ2	100.0000	1.00	3.5000	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015C IA-18 TTE	99Y806GA6	BEAU CFD 15A N.18 3.625% R13 9/1/27 CUSIP: 99Y806GA6	100.0000	1.00	3.6250	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015C IA-18 TTE	99Y806GB4	BEAU CFD 15A N.18 3.75% R14 9/1/28 CUSIP: 99Y806GB4	100.0000	1.00	3.7500	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015C IA-18 TTE	99Y806GC2	BEAU CFD 15A N.18 3.875% R15 9/1/29 CUSIP: 99Y806GC2	100.0000	1.00	3.8750	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015C IA-18 TTE	99Y806GD0	BEAU CFD 15A N.18 4.00% R16 9/1/30 CUSIP: 99Y806GD0	100.0000	1.00	4.0000	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015C IA-18 TTE	99Y806GE8	BEAU CFD 15A N.18 4.125% R17 9/1/34 CUSIP: 99Y806GE8	100.0000	1.00	4.1250	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015C IA-18 TTE	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	1.04	0.0251	
TOTAL Principal Portfolio - USD					11.04		
					11.04		
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015C IA-18 INT	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	16,781.10	0.0251	
TOTAL Principal Portfolio - USD					16,781.10		

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Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate
					16,781.10	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015C IA-18 RES	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	384,874.28	0.0251
TOTAL Principal Portfolio - USD					384,874.28	
					384,874.28	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015C IA-18 RSD	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	1,257.99	0.0251
TOTAL Principal Portfolio - USD					1,257.99	
					1,257.99	
Principal Portfolio - USD	BEAUMONT CFD 93-1 2015A IA18 TTE	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	1.04	0.0251
TOTAL Principal Portfolio - USD					1.04	
					1.04	
Principal Portfolio - USD	BEAUMONT CFD 93-1 2015A IA18 INT	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.10	0.0251
TOTAL Principal Portfolio - USD					0.10	
					0.10	
Principal Portfolio - USD	BEAUMONT CFD 93-1 2015A IA18 PRI	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.32	0.0251
TOTAL Principal Portfolio - USD					0.32	
					0.32	
Principal Portfolio - USD	BEAUMONT CFD 93-1 2015A IA18 CON	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	868,488.31	0.0251
TOTAL Principal Portfolio - USD					868,488.31	
					868,488.31	
Principal Portfolio - USD	BEAUMONT CFD 93-1 2015A IA18 SP1	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	1.47	0.0251
TOTAL Principal Portfolio - USD					1.47	
					1.47	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015D IA16 TTE	99Y806GJ7	BEAU CFD 15A N.16 2.875% R08 9/1/22 CUSIP: 99Y806GJ7	100.0000	1.00	2.8750
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015D IA16 TTE	99Y806GK4	BEAU CFD 15A N.16 3.00% R09 9/1/23 CUSIP: 99Y806GK4	100.0000	1.00	3.0000
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015D IA16 TTE	99Y806GL2	BEAU CFD 15A N.16 3.125% R10 9/1/24 CUSIP: 99Y806GL2	100.0000	1.00	3.1250
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015D IA16 TTE	99Y806GM0	BEAU CFD 15A N.16 3.375% R11 9/1/25 CUSIP: 99Y806GM0	100.0000	1.00	3.3750
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015D IA16 TTE	99Y806GN8	BEAU CFD 15A N.16 3.50% R12 9/1/26 CUSIP: 99Y806GN8	100.0000	1.00	3.5000
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015D IA16 TTE	99Y806GO6	BEAU CFD 15A N.16 3.625% R13 9/1/27 CUSIP: 99Y806GO6	100.0000	1.00	3.6250
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015D IA16 TTE	99Y806GP3	BEAU CFD 15A N.16 3.75% R14 9/1/28 CUSIP: 99Y806GP3	100.0000	1.00	3.7500

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Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015D IA16 TTE	99Y806GQ1	BEAU CFD 15A N.16 3.875% R15 9/1/29 CUSIP: 99Y806GQ1	100.0000	1.00	3.8750
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015D IA16 TTE	99Y806GR9	BEAU CFD 15A N.16 4.00% R16 9/1/30 CUSIP: 99Y806GR9	100.0000	1.00	4.0000
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015D IA16 TTE	99Y806GS7	BEAU CFD 15A N.16 4.25% R17 9/1/34 CUSIP: 99Y806GS7	100.0000	1.00	4.2500
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015D IA16 TTE	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	1.04	0.0251
TOTAL						
Principal Portfolio - USD					11.04	
TOTAL					11.04	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015D IA16 INT	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	25,039.31	0.0251
TOTAL						
Principal Portfolio - USD					25,039.31	
TOTAL					25,039.31	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015D IA16 RES	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	569,716.66	0.0251
TOTAL						
Principal Portfolio - USD					569,716.66	
TOTAL					569,716.66	
Principal Portfolio - USD	BEAUMONT FIN AUTH 2015D IA16 RSD	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	1,854.09	0.0251
TOTAL						
Principal Portfolio - USD					1,854.09	
TOTAL					1,854.09	
Principal Portfolio - USD	BEAUMONT CFD93-1 2015A IA16 TTE	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	1.04	0.0251
TOTAL						
Principal Portfolio - USD					1.04	
TOTAL					1.04	
Principal Portfolio - USD	BEAUMONT CFD93-1 2015A IA16 INT	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.16	0.0251
TOTAL						
Principal Portfolio - USD					0.16	
TOTAL					0.16	
Principal Portfolio - USD	BEAUMONT CFD93-1 2015A IA16 PRI	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	2.01	0.0251
TOTAL						
Principal Portfolio - USD					2.01	
TOTAL					2.01	
Principal Portfolio - USD	BEAUMONT CFD93-1 2015A IA16 ADME	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	52,319.67	0.0251
TOTAL						
Principal Portfolio - USD					52,319.67	
TOTAL					52,319.67	
Principal Portfolio - USD	BEAUMONT CFD93-1 2015A IA16 CON	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	1,846,178.21	0.0251
TOTAL						
Principal Portfolio - USD					1,846,178.21	
TOTAL					1,846,178.21	

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Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate
					1,846,178.21	
Principal Portfolio - USD	BEAUMONT CFD93-1 2015A IA16 SP1	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	2.16	0.0251
TOTAL Principal Portfolio - USD					2.16	
Principal Portfolio - USD	CITY OF BEAUMONT DEP AGMT IA7A1 AGY	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	1.82	0.0251
TOTAL Principal Portfolio - USD					1.82	
Principal Portfolio - USD	CITY OF BEAUMONT DEP AGMT IA7A1 DEP	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	12.56	0.0251
TOTAL Principal Portfolio - USD					12.56	
Principal Portfolio - USD	CITY OF BEAUMONT DEP AGMT IA19A AGY	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	1.82	0.0251
TOTAL Principal Portfolio - USD					1.82	
Principal Portfolio - USD	CITY OF BEAUMONT DEP AGMT IA19A DEP	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	20.74	0.0251
TOTAL Principal Portfolio - USD					20.74	
Principal Portfolio - USD	CITY OF BEAUMONT DEP AGMT IA18 AGY	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	1.82	0.0251
TOTAL Principal Portfolio - USD					1.82	
Principal Portfolio - USD	CITY OF BEAUMONT DEP AGMT IA18 DEP	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	4.64	0.0251
TOTAL Principal Portfolio - USD					4.64	
Principal Portfolio - USD	CITY OF BEAUMONT DEP AGMT IA16 AGY	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	1.82	0.0251
TOTAL Principal Portfolio - USD					1.82	
Principal Portfolio - USD	CITY OF BEAUMONT DEP AGMT IA16 DEP	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	6.85	0.0251
TOTAL Principal Portfolio - USD					6.85	
					6.85	

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Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate
Principal Portfolio - USD	BEAUMONT 93-1 IA-14B 2017A SPEC TAX	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	1.26	0.0251
TOTAL Principal Portfolio - USD					1.26	
					1.26	
Principal Portfolio - USD	BEAUMONT 93-1 IA-14B 2017A RESERVE	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	378,551.71	0.0251
TOTAL Principal Portfolio - USD					378,551.71	
					378,551.71	
Principal Portfolio - USD	BEAUMONT 93-1 IA-8D 2017A SPEC TAX	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	1.42	0.0251
TOTAL Principal Portfolio - USD					1.42	
					1.42	
Principal Portfolio - USD	BEAUMONT 93-1 IA-8D 2017A RESERVE	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	13,101.10	0.0251
TOTAL Principal Portfolio - USD					13,101.10	
					13,101.10	
Principal Portfolio - USD	BEAUMONT 93-1 IA-8D 2017A COI	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	6,904.03	0.0251
TOTAL Principal Portfolio - USD					6,904.03	
					6,904.03	
Principal Portfolio - USD	BEAUMONT 93-1 IA-8D 2018A RESERVE	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	659,179.37	0.0251
TOTAL Principal Portfolio - USD					659,179.37	
					659,179.37	
Principal Portfolio - USD	BEAUMONT 93-1 IA-8D 2018A COI	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	6,781.18	0.0251
TOTAL Principal Portfolio - USD					6,781.18	
					6,781.18	
Principal Portfolio - USD	BEAUMONT 93-1 IA-8A 2017A SPEC TAX	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	2.34	0.0251
TOTAL Principal Portfolio - USD					2.34	
					2.34	
Principal Portfolio - USD	BEAUMONT 93-1 IA-8A 2017A RESERVE	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	121,521.26	0.0251
TOTAL Principal Portfolio - USD					121,521.26	
					121,521.26	
Principal Portfolio - USD	BEAUMONT 93-1 IA-8A 2017A COI	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	5,477.46	0.0251

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Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate
TOTAL Principal Portfolio - USD					5,477.46	
					5,477.46	
Principal Portfolio - USD	BEAUMONT 93-1 IA-6A1 2017A SPEC TAX	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	11.34	0.0251
TOTAL Principal Portfolio - USD					11.34	
					11.34	
Principal Portfolio - USD	BEAUMONT 93-1 IA-6A1 2017A RESERVE	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	818,966.32	0.0251
TOTAL Principal Portfolio - USD					818,966.32	
					818,966.32	
Principal Portfolio - USD	BEAUMONT 93-1 IA-6A1 2017A COI	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	1,887.31	0.0251
TOTAL Principal Portfolio - USD					1,887.31	
					1,887.31	
Principal Portfolio - USD	BEAUMONT 93-1 IA-8 2017A SPEC TAX	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	3.24	0.0251
TOTAL Principal Portfolio - USD					3.24	
					3.24	
Principal Portfolio - USD	BEAUMONT 93-1 IA-8 2017A RESERVE	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	159,910.67	0.0251
TOTAL Principal Portfolio - USD					159,910.67	
					159,910.67	
Principal Portfolio - USD	BEAUMONT 93-1 IA-8 2017A COI	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	10,289.04	0.0251
TOTAL Principal Portfolio - USD					10,289.04	
					10,289.04	
Principal Portfolio - USD	BEAUMONT 93-1 IA-8B 2017A SPEC TAX	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	1.98	0.0251
TOTAL Principal Portfolio - USD					1.98	
					1.98	
Principal Portfolio - USD	BEAUMONT 93-1 IA-8B 2017A RESERVE	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	105,967.72	0.0251
TOTAL Principal Portfolio - USD					105,967.72	
					105,967.72	
Principal Portfolio - USD	BEAUMONT 93-1 IA-8B 2017A COI	1214580	US DOLLAR CURRENCY	1.0000	1.45	0.0000
TOTAL Principal Portfolio - USD					1.45	

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Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate
					1.45	
Principal Portfolio - USD	BEAUMONT 93-1 IA-14 2017A SPEC TAX	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	3.15	0.0251
TOTAL Principal Portfolio - USD					3.15	
					3.15	
Principal Portfolio - USD	BEAUMONT 93-1 IA-14 2017A REDEMPT	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	3,566.20	0.0251
TOTAL Principal Portfolio - USD					3,566.20	
					3,566.20	
Principal Portfolio - USD	BEAUMONT 93-1 IA-14 2017A RESERVE	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	152,135.97	0.0251
TOTAL Principal Portfolio - USD					152,135.97	
					152,135.97	
Principal Portfolio - USD	BEAUMONT 93-1 IA-14 2017A COI	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	7,981.96	0.0251
TOTAL Principal Portfolio - USD					7,981.96	
					7,981.96	
Principal Portfolio - USD	BEAUMONT 93-1 IA-14 SPEC MAND RDPT	1214580	US DOLLAR CURRENCY	1.0000	1,470.90	0.0000
TOTAL Principal Portfolio - USD					1,470.90	
					1,470.90	
Principal Portfolio - USD	BEAUMONT 93-1 IA-14A 2017A SPEC TAX	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	5.59	0.0251
TOTAL Principal Portfolio - USD					5.59	
					5.59	
Principal Portfolio - USD	BEAUMONT 93-1 IA-14A 2017A REDEMPT	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	3,387.59	0.0251
TOTAL Principal Portfolio - USD					3,387.59	
					3,387.59	
Principal Portfolio - USD	BEAUMONT 93-1 IA-14A 2017A RESERVE	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	280,669.20	0.0251
TOTAL Principal Portfolio - USD					280,669.20	
					280,669.20	
Principal Portfolio - USD	BEAUMONT 93-1 IA-14A 2017A COI	1214580	US DOLLAR CURRENCY	1.0000	1.61	0.0000
TOTAL Principal Portfolio - USD					1.61	
					1.61	
Principal Portfolio - USD	BEAUMONT 93-1 IA-14A SPEC MAND RDPT	1214580	US DOLLAR CURRENCY	1.0000	3,908.28	0.0000

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Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate
TOTAL Principal Portfolio - USD					3,908.28	
					3,908.28	
Principal Portfolio - USD	BEAUMONT 93-1 IA-17C 2018 SPEC TAX	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	1.51	0.0251
TOTAL Principal Portfolio - USD					1.51	
					1.51	
Principal Portfolio - USD	BEAUMONT 93-1 IA-17C 2018 RESERVE	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	732,904.74	0.0251
TOTAL Principal Portfolio - USD					732,904.74	
					732,904.74	
Principal Portfolio - USD	BEAUMONT 93-1 IA-17C 18 COI	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	6,784.45	0.0251
TOTAL Principal Portfolio - USD					6,784.45	
					6,784.45	
Principal Portfolio - USD	BEAUMONT WASTEWATER 18A BD PMT FD	DC2493229	AGM MUNI BOND INS POLICY #219021-N CUSIP: DC2493229	1.0000	0.00	0.0000
TOTAL Principal Portfolio - USD					0.00	
					0.00	
Principal Portfolio - USD	BEAUMONT WASTEWATER 18A INTEREST AC	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	19.80	0.0251
TOTAL Principal Portfolio - USD					19.80	
					19.80	
Principal Portfolio - USD	BEAUMONT WASTEWATER 18A RESERVE FD	LI5952286	AGM MB DEBT SERVICE POLICY #219021-R CUSIP: LI5952286	1.0000	1.00	0.0000
TOTAL Principal Portfolio - USD					1.00	
					1.00	
Principal Portfolio - USD	BEAUMONT WASTEWATER 18A ACQUISITION	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	1.17	0.0251
TOTAL Principal Portfolio - USD					1.17	
					1.17	
Principal Portfolio - USD	BEAUMONT 93-1 IA-7D 2018A PRIN ACCT	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	0.34	0.0251
TOTAL Principal Portfolio - USD					0.34	
					0.34	
Principal Portfolio - USD	BEAUMONT 93-1 IA-7D 2018A RESERVE	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	215,000.43	0.0251
TOTAL Principal Portfolio - USD					215,000.43	

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Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate
					215,000.43	
Principal Portfolio - USD	BEAUMONT 93-1 IA-7D 2018A SURPLUS	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	180.76	0.0251
TOTAL Principal Portfolio - USD					180.76	
					180.76	
Principal Portfolio - USD	BEAUMONT 93-1 IA-7D 18A ACQUISITION	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	6,770.39	0.0251
TOTAL Principal Portfolio - USD					6,770.39	
					6,770.39	
Principal Portfolio - USD	BEAUMONT 93-1 IA-8E 2018A SPEC TX FD	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	2.14	0.0251
TOTAL Principal Portfolio - USD					2.14	
					2.14	
Principal Portfolio - USD	BEAUMONT 93-1 IA-8E 2018A PRIN ACCT	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	0.24	0.0251
TOTAL Principal Portfolio - USD					0.24	
					0.24	
Principal Portfolio - USD	BEAUMONT 93-1 IA-8E 2018A RESERVE	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	1,044,879.13	0.0251
TOTAL Principal Portfolio - USD					1,044,879.13	
					1,044,879.13	
Principal Portfolio - USD	BEAUMONT 93-1 IA-8E 18A ACQ CONST	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	9,714.94	0.0251
TOTAL Principal Portfolio - USD					9,714.94	
					9,714.94	
Principal Portfolio - USD	BEAUMONT CFD 16-1 2019 PRINCIPAL	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	0.75	0.0251
TOTAL Principal Portfolio - USD					0.75	
					0.75	
Principal Portfolio - USD	BEAUMONT CFD 16-1 2019 SURPLUS FD	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	1,403.57	0.0251
TOTAL Principal Portfolio - USD					1,403.57	
					1,403.57	
Principal Portfolio - USD	BEAUMONT CFD 16-1 2019 RESERVE ACCT	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	546,984.34	0.0251
TOTAL Principal Portfolio - USD					546,984.34	
					546,984.34	

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Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate
Principal Portfolio - USD	BEAUMONT CFD 16-1 2019 ACQ CONST	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	12,266.03	0.0251
TOTAL Principal Portfolio - USD					12,266.03	
					12,266.03	
Principal Portfolio - USD	BEAUMONT CFD 16-1 2019 COI	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	2.00	0.0251
TOTAL Principal Portfolio - USD					2.00	
					2.00	
Principal Portfolio - USD	BEAUMONT CFD 93-1 IA3 2019 PRINCIPAL	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	0.12	0.0251
TOTAL Principal Portfolio - USD					0.12	
					0.12	
Principal Portfolio - USD	BEAUMONT CFD 93-1 IA3 2019 SURPLUS	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	1.08	0.0251
TOTAL Principal Portfolio - USD					1.08	
					1.08	
Principal Portfolio - USD	BEAUMONT CFD 93-1 IA9 2019 PRINCIPAL	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	0.02	0.0251
TOTAL Principal Portfolio - USD					0.02	
					0.02	
Principal Portfolio - USD	BEAUMONT CFD 93-1 IA9 2019 SURPLUS	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	0.18	0.0251
TOTAL Principal Portfolio - USD					0.18	
					0.18	
Principal Portfolio - USD	BEAUMONT CFD 93-1 IA10A 19 PRINCIPAL	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	0.08	0.0251
TOTAL Principal Portfolio - USD					0.08	
					0.08	
Principal Portfolio - USD	BEAUMONT CFD 93-1 IA10A 2019 SURPLUS	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	0.63	0.0251
TOTAL Principal Portfolio - USD					0.63	
					0.63	
Principal Portfolio - USD	BEAUMONT CFD 93-1 IA11 2019 PRINCIPAL	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	0.05	0.0251
TOTAL Principal Portfolio - USD					0.05	
					0.05	
Principal Portfolio - USD	BEAUMONT CFD 93-1 IA11 2019 SURPLUS	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	0.45	0.0251

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For 630 Accounts						
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Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate
TOTAL Principal Portfolio - USD					0.45	
					0.45	
Principal Portfolio - USD	BEAUMONT CFD 93-1 IA12A 19 PRINCIPAL	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	0.05	0.0251
TOTAL Principal Portfolio - USD					0.05	
					0.05	
Principal Portfolio - USD	BEAUMONT CFD 93-1 IA12A 2019 SURPLUS	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	0.45	0.0251
TOTAL Principal Portfolio - USD					0.45	
					0.45	
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813JZ4	BEAUMONT CFD 93-1 IA-11 4.00% 9/1/22 CUSIP: 99Y813JZ4		1.00	4.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813IM4	BEAUMONT CFD 93-1 IA-3 4.00% 9/1/22 CUSIP: 99Y813IM4		1.00	4.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813IZ5	BEAUMONT CFD 93-1 IA-9 4.00% 9/1/22 CUSIP: 99Y813IZ5		1.00	4.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813JM3	BEAUMONT CFD 93-1 IA10A 4.00% 9/1/22 CUSIP: 99Y813JM3		1.00	4.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813KM1	BEAUMONT CFD 93-1 IA12A 4.00% 9/1/22 CUSIP: 99Y813KM1		1.00	4.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813KA7	BEAUMONT CFD 93-1 IA-11 5.00% 9/1/23 CUSIP: 99Y813KA7		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813IN2	BEAUMONT CFD 93-1 IA-3 5.00% 9/1/23 CUSIP: 99Y813IN2		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813JA9	BEAUMONT CFD 93-1 IA-9 5.00% 9/1/23 CUSIP: 99Y813JA9		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813JN1	BEAUMONT CFD 93-1 IA10A 5.00% 9/1/23 CUSIP: 99Y813JN1		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813KN9	BEAUMONT CFD 93-1 IA12A 5.00% 9/1/23 CUSIP: 99Y813KN9		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813KB5	BEAUMONT CFD 93-1 IA-11 5.00% 9/1/24 CUSIP: 99Y813KB5		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813IO0	BEAUMONT CFD 93-1 IA-3 5.00% 9/1/24 CUSIP: 99Y813IO0		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813JB7	BEAUMONT CFD 93-1 IA-9 5.00% 9/1/24 CUSIP: 99Y813JB7		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813JO9	BEAUMONT CFD 93-1 IA10A 5.00% 9/1/24 CUSIP: 99Y813JO9		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813KO7	BEAUMONT CFD 93-1 IA12A 5.00% 9/1/24 CUSIP: 99Y813KO7		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813KC3	BEAUMONT CFD 93-1 IA-11 5.00% 9/1/25 CUSIP: 99Y813KC3		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813IP7	BEAUMONT CFD 93-1 IA-3 5.00% 9/1/25 CUSIP: 99Y813IP7		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813JC5	BEAUMONT CFD 93-1 IA-9 5.00% 9/1/25 CUSIP: 99Y813JC5		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813JP6	BEAUMONT CFD 93-1 IA10A 5.00% 9/1/25 CUSIP: 99Y813JP6		1.00	5.0000

Security Listing						
For 630 Accounts						
As of Date 12/31/2021						
Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813KP4	BEAUMONT CFD 93-1 IA12A 5.00% 9/1/25 CUSIP: 99Y813KP4		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813KD1	BEAUMONT CFD 93-1 IA-11 5.00% 9/1/26 CUSIP: 99Y813KD1		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813IQ5	BEAUMONT CFD 93-1 IA-3 5.00% 9/1/26 CUSIP: 99Y813IQ5		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813JD3	BEAUMONT CFD 93-1 IA-9 5.00% 9/1/26 CUSIP: 99Y813JD3		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813JQ4	BEAUMONT CFD 93-1 IA10A 5.00% 9/1/26 CUSIP: 99Y813JQ4		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813KQ2	BEAUMONT CFD 93-1 IA12A 5.00% 9/1/26 CUSIP: 99Y813KQ2		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813KE9	BEAUMONT CFD 93-1 IA-11 5.00% 9/1/27 CUSIP: 99Y813KE9		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813IR3	BEAUMONT CFD 93-1 IA-3 5.00% 9/1/27 CUSIP: 99Y813IR3		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813JE1	BEAUMONT CFD 93-1 IA-9 5.00% 9/1/27 CUSIP: 99Y813JE1		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813JR2	BEAUMONT CFD 93-1 IA10A 5.00% 9/1/27 CUSIP: 99Y813JR2		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813KR0	BEAUMONT CFD 93-1 IA12A 5.00% 9/1/27 CUSIP: 99Y813KR0		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813KF6	BEAUMONT CFD 93-1 IA-11 5.00% 9/1/28 CUSIP: 99Y813KF6		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813IS1	BEAUMONT CFD 93-1 IA-3 5.00% 9/1/28 CUSIP: 99Y813IS1		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813JF8	BEAUMONT CFD 93-1 IA-9 5.00% 9/1/28 CUSIP: 99Y813JF8		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813JS0	BEAUMONT CFD 93-1 IA10A 5.00% 9/1/28 CUSIP: 99Y813JS0		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813KS8	BEAUMONT CFD 93-1 IA12A 5.00% 9/1/28 CUSIP: 99Y813KS8		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813KG4	BEAUMONT CFD 93-1 IA-11 5.00% 9/1/29 CUSIP: 99Y813KG4		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813IT9	BEAUMONT CFD 93-1 IA-3 5.00% 9/1/29 CUSIP: 99Y813IT9		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813JG6	BEAUMONT CFD 93-1 IA-9 5.00% 9/1/29 CUSIP: 99Y813JG6		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813JT8	BEAUMONT CFD 93-1 IA10A 5.00% 9/1/29 CUSIP: 99Y813JT8		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813KT6	BEAUMONT CFD 93-1 IA12A 5.00% 9/1/29 CUSIP: 99Y813KT6		1.00	5.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813KH2	BEAUMONT CFD 93-1 IA-11 4.00% 9/1/30 CUSIP: 99Y813KH2		1.00	4.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813IU6	BEAUMONT CFD 93-1 IA-3 4.00% 9/1/30 CUSIP: 99Y813IU6		1.00	4.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813JH4	BEAUMONT CFD 93-1 IA-9 4.00% 9/1/30 CUSIP: 99Y813JH4		1.00	4.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813JU5	BEAUMONT CFD 93-1 IA10A 4.00% 9/1/30 CUSIP: 99Y813JU5		1.00	4.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813KU3	BEAUMONT CFD 93-1 IA12A 4.00% 9/1/30 CUSIP: 99Y813KU3		1.00	4.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813KI0	BEAUMONT CFD 93-1 IA-11 4.00% 9/1/31 CUSIP: 99Y813KI0		1.00	4.0000

Security Listing							
For 630 Accounts							
As of Date 12/31/2021							
Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate	
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813IV4	BEAUMONT CFD 93-1 IA-3 4.00% 9/1/31 CUSIP: 99Y813IV4		1.00	4.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813JI2	BEAUMONT CFD 93-1 IA-9 4.00% 9/1/31 CUSIP: 99Y813JI2		1.00	4.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813JV3	BEAUMONT CFD 93-1 IA10A 4.00% 9/1/31 CUSIP: 99Y813JV3		1.00	4.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813KV1	BEAUMONT CFD 93-1 IA12A 4.00% 9/1/31 CUSIP: 99Y813KV1		1.00	4.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813KJ8	BEAUMONT CFD 93-1 IA-11 4.00% 9/1/32 CUSIP: 99Y813KJ8		1.00	4.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813IW2	BEAUMONT CFD 93-1 IA-3 4.00% 9/1/32 CUSIP: 99Y813IW2		1.00	4.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813JJ0	BEAUMONT CFD 93-1 IA-9 4.00% 9/1/32 CUSIP: 99Y813JJ0		1.00	4.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813JW1	BEAUMONT CFD 93-1 IA10A 4.00% 9/1/32 CUSIP: 99Y813JW1		1.00	4.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2019A REVENUE FD	99Y813KW9	BEAUMONT CFD 93-1 IA12A 4.00% 9/1/32 CUSIP: 99Y813KW9		1.00	4.0000	
TOTAL							
Principal Portfolio - USD						55.00	
						55.00	
Principal Portfolio - USD	BEAUMONT REF BDS 2019A ADMIN EXP FD	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	9,575.09	0.0251	
TOTAL							
Principal Portfolio - USD						9,575.09	
						9,575.09	
Income Portfolio - USD	BEAUMONT REF BDS 2019A COST ISSUANCE	1214580	US DOLLAR CURRENCY	1.0000	3.28	0.0000	
TOTAL							
Income Portfolio - USD						3.28	
						3.28	
Principal Portfolio - USD	BEAUMONT 2007 SERIES A ESCROW FUND	1214580	US DOLLAR CURRENCY	1.0000	3,224.30	0.0000	
TOTAL							
Principal Portfolio - USD						3,224.30	
						3,224.30	
Principal Portfolio - USD	BEAUMONT 2007 SERIES C ESCROW FUND	1214580	US DOLLAR CURRENCY	1.0000	2,794.83	0.0000	
TOTAL							
Principal Portfolio - USD						2,794.83	
						2,794.83	
Principal Portfolio - USD	BEAUMONT CFD 16-2 2019 PRINCIPAL	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	0.17	0.0251	
TOTAL							
Principal Portfolio - USD						0.17	
						0.17	
Principal Portfolio - USD	BEAUMONT CFD 16-2 2019 RESERVE ACCT	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	639,556.29	0.0251	
TOTAL							
Principal Portfolio - USD						639,556.29	
						639,556.29	

Security Listing						
For 630 Accounts						
As of Date 12/31/2021						
Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate
Principal Portfolio - USD	BEAUMONT CFD 16-2 2019 SURPLUS FD	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	3.70	0.0251
TOTAL Principal Portfolio - USD					3.70	
					3.70	
Principal Portfolio - USD	BEAUMONT CFD 16-2 2019 ACQ CONST	09248U809	BLACKROCK LIQUIDITY FEDFUND DL Ticker: TDDXX; CUSIP: 09248U809	1.0000	42,691.78	0.0251
TOTAL Principal Portfolio - USD					42,691.78	
					42,691.78	
Principal Portfolio - USD	BEAUMONT CFD 16-2 2019 COI	1214580	US DOLLAR CURRENCY	1.0000	1.20	0.0000
TOTAL Principal Portfolio - USD					1.20	
					1.20	
Principal Portfolio - USD	BEAUMONT CFD 16-4 2019 PRINCIPAL	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	0.12	0.0251
TOTAL Principal Portfolio - USD					0.12	
					0.12	
Principal Portfolio - USD	BEAUMONT CFD 16-4 2019 RESERVE ACCT	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	245,967.55	0.0251
TOTAL Principal Portfolio - USD					245,967.55	
					245,967.55	
Principal Portfolio - USD	BEAUMONT CFD 16-4 2019 SURPLUS	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	2.87	0.0251
TOTAL Principal Portfolio - USD					2.87	
					2.87	
Principal Portfolio - USD	BEAUMONT CFD 16-4 2019 ACQ CONST	09248U445	BLACKROCK LIQUIDITY FEDFUND ADMIN Ticker: BLFXX; CUSIP: 09248U445	1.0000	23,404.93	0.0251
TOTAL Principal Portfolio - USD					23,404.93	
					23,404.93	
Principal Portfolio - USD	BEAUMONT CFD 93-1 8F 2020 INTEREST	1214580	US DOLLAR CURRENCY	1.0000	0.01	0.0000
TOTAL Principal Portfolio - USD					0.01	
					0.01	
Principal Portfolio - USD	BEAUMONT CFD 93-1 8F 2020 RESERVE	1214580	US DOLLAR CURRENCY	1.0000	980,910.77	0.0000
TOTAL Principal Portfolio - USD					980,910.77	
					980,910.77	
Principal Portfolio - USD	BEAUMONT CFD 93-1 8F 2020 COI	1214580	US DOLLAR CURRENCY	1.0000	4,800.00	0.0000
TOTAL Principal Portfolio - USD					4,800.00	
					4,800.00	

Security Listing						
For 630 Accounts						
As of Date 12/31/2021						
Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate
Principal Portfolio - USD	BPIA 2020 COSTS OF ISSUANCE	1214580	US DOLLAR CURRENCY	1.0000	16,467.38	0.0000
TOTAL					16,467.38	
Principal Portfolio - USD					16,467.38	
Principal Portfolio - USD	BEAUMONT 2012 SERIES A (8C) ESCROW	99Y816GX5	US STATE/LOCAL GOVT 0.11% 3/1/22 CUSIP: 99Y816GX5	100.0000	155,613.00	0.1100
Principal Portfolio - USD	BEAUMONT 2012 SERIES A (8C) ESCROW	99Y816GY3	US STATE/LOCAL GOVT 0.11% 9/1/22 CUSIP: 99Y816GY3	100.0000	5,685,697.00	0.1100
Principal Portfolio - USD	BEAUMONT 2012 SERIES A (8C) ESCROW	1214580	US DOLLAR CURRENCY	1.0000	0.13	0.0000
TOTAL					5,841,310.13	
Principal Portfolio - USD					5,841,310.13	
Principal Portfolio - USD	BEAUMONT 2011 SERIES A (17B) ESCROW	1214580	US DOLLAR CURRENCY	1.0000	(0.05)	0.0000
TOTAL					(0.05)	
Principal Portfolio - USD					(0.05)	
Principal Portfolio - USD	BEAUMONT CFD 2019-1 2020 INTEREST	1214580	US DOLLAR CURRENCY	1.0000	0.01	0.0000
TOTAL					0.01	
Principal Portfolio - USD					0.01	
Principal Portfolio - USD	BEAUMONT CFD 2019-1 2020 RESERVE ACC	1214580	US DOLLAR CURRENCY	1.0000	128,087.50	0.0000
TOTAL					128,087.50	
Principal Portfolio - USD					128,087.50	
Principal Portfolio - USD	BEAUMONT CFD 2019-1 2020 COI	1214580	US DOLLAR CURRENCY	1.0000	7,800.00	0.0000
TOTAL					7,800.00	
Principal Portfolio - USD					7,800.00	
Principal Portfolio - USD	BEAUMONT 2012B (IA20) ESCROW FUND	99Y819XK8	US STATE/LOCAL GOVT 0.04% 3/1/22 CUSIP: 99Y819XK8	100.0000	79,099.00	0.0400
Principal Portfolio - USD	BEAUMONT 2012B (IA20) ESCROW FUND	99Y819XL6	US STATE/LOCAL GOVT 0.07% 9/1/22 CUSIP: 99Y819XL6	100.0000	2,854,121.00	0.0700
Principal Portfolio - USD	BEAUMONT 2012B (IA20) ESCROW FUND	1214580	US DOLLAR CURRENCY	1.0000	0.97	0.0000
TOTAL					2,933,220.97	
Principal Portfolio - USD					2,933,220.97	
Principal Portfolio - USD	BEAUMONT 2012C (IA7B IA7C) ESCROW FD	99Y819XN2	US STATE/LOCAL GOVT 0.04% 3/1/22 CUSIP: 99Y819XN2	100.0000	81,205.00	0.0400
Principal Portfolio - USD	BEAUMONT 2012C (IA7B IA7C) ESCROW FD	99Y819XP7	US STATE/LOCAL GOVT 0.07% 9/1/22 CUSIP: 99Y819XP7	100.0000	3,296,226.00	0.0700
Principal Portfolio - USD	BEAUMONT 2012C (IA7B IA7C) ESCROW FD	1214580	US DOLLAR CURRENCY	1.0000	2.50	0.0000
TOTAL					3,377,433.50	
Principal Portfolio - USD					3,377,433.50	
Principal Portfolio - USD	BEAUMONT 2013A (IA19C) ESCROW FUND	99Y819XS1	US STATE/LOCAL GOVT 0.04% 3/1/22 CUSIP: 99Y819XS1	100.0000	120,120.00	0.0400
Principal Portfolio - USD	BEAUMONT 2013A (IA19C) ESCROW FUND	99Y819XT9	US STATE/LOCAL GOVT 0.07% 9/1/22 CUSIP: 99Y819XT9	100.0000	540,153.00	0.0700

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For 630 Accounts						
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Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate
Principal Portfolio - USD	BEAUMONT 2013A (IA19C) ESCROW FUND	99Y819XU6	US STATE/LOCAL GOVT 0.11% 3/1/23 CUSIP: 99Y819XU6	100.0000	111,417.00	0.1100
Principal Portfolio - USD	BEAUMONT 2013A (IA19C) ESCROW FUND	99Y819XV4	US STATE/LOCAL GOVT 0.17% 9/1/23 CUSIP: 99Y819XV4	100.0000	4,731,478.00	0.1700
Principal Portfolio - USD	BEAUMONT 2013A (IA19C) ESCROW FUND	1214580	US DOLLAR CURRENCY	1.0000	0.91	0.0000
TOTAL Principal Portfolio - USD					5,503,168.91	
					5,503,168.91	
Principal Portfolio - USD	BEAUMONT 2013B (IA17A) ESCROW FUND	99Y819XX0	US STATE/LOCAL GOVT 0.04% 3/1/22 CUSIP: 99Y819XX0	100.0000	192,449.00	0.0400
Principal Portfolio - USD	BEAUMONT 2013B (IA17A) ESCROW FUND	99Y819XY8	US STATE/LOCAL GOVT 0.07% 9/1/22 CUSIP: 99Y819XY8	100.0000	642,499.00	0.0700
Principal Portfolio - USD	BEAUMONT 2013B (IA17A) ESCROW FUND	99Y819XZ5	US STATE/LOCAL GOVT 0.11% 3/1/23 CUSIP: 99Y819XZ5	100.0000	181,475.00	0.1100
Principal Portfolio - USD	BEAUMONT 2013B (IA17A) ESCROW FUND	99Y819YA9	US STATE/LOCAL GOVT 0.17% 9/1/23 CUSIP: 99Y819YA9	100.0000	7,706,574.00	0.1700
Principal Portfolio - USD	BEAUMONT 2013B (IA17A) ESCROW FUND	1214580	US DOLLAR CURRENCY	1.0000	0.02	0.0000
TOTAL Principal Portfolio - USD					8,722,997.02	
					8,722,997.02	
Principal Portfolio - USD	BEAUMONT 93-1 IA-19C 2021 REDMPT	1214580	US DOLLAR CURRENCY	1.0000	8,207.95	0.0000
TOTAL Principal Portfolio - USD					8,207.95	
					8,207.95	
Principal Portfolio - USD	BEAUMONT 93-1 IA-17A 2021 REDMPT	1214580	US DOLLAR CURRENCY	1.0000	15,936.51	0.0000
TOTAL Principal Portfolio - USD					15,936.51	
					15,936.51	
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599041	BEAUMON CFD 93-1 IA17A 0.265% 9/1/22 CUSIP: DC2599041		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599058	BEAUMON CFD 93-1 IA17A 0.465% 9/1/23 CUSIP: DC2599058		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599066	BEAUMON CFD 93-1 IA17A 0.739% 9/1/24 CUSIP: DC2599066		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599074	BEAUMON CFD 93-1 IA17A 1.034% 9/1/25 CUSIP: DC2599074		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599082	BEAUMON CFD 93-1 IA17A 1.284% 9/1/26 CUSIP: DC2599082		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599090	BEAUMON CFD 93-1 IA17A 1.544% 9/1/27 CUSIP: DC2599090		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599108	BEAUMON CFD 93-1 IA17A 1.794% 9/1/28 CUSIP: DC2599108		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599116	BEAUMON CFD 93-1 IA17A 1.947% 9/1/29 CUSIP: DC2599116		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599124	BEAUMON CFD 93-1 IA17A 2.097% 9/1/30 CUSIP: DC2599124		0.00	0.0000

Security Listing						
For 630 Accounts						
As of Date 12/31/2021						
Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599132	BEAUMON CFD 93-1 IA17A 2.197% 9/1/31 CUSIP: DC2599132		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599140	BEAUMON CFD 93-1 IA17A 2.397% 9/1/32 CUSIP: DC2599140		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599157	BEAUMON CFD 93-1 IA17A 2.500% 9/1/34 CUSIP: DC2599157		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599165	BEAUMON CFD 93-1 IA19C 0.265% 9/1/22 CUSIP: DC2599165		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599173	BEAUMON CFD 93-1 IA19C 0.465% 9/1/23 CUSIP: DC2599173		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599181	BEAUMON CFD 93-1 IA19C 0.739% 9/1/24 CUSIP: DC2599181		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599199	BEAUMON CFD 93-1 IA19C 1.034% 9/1/25 CUSIP: DC2599199		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599207	BEAUMON CFD 93-1 IA19C 1.284% 9/1/26 CUSIP: DC2599207		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599215	BEAUMON CFD 93-1 IA19C 1.544% 9/1/27 CUSIP: DC2599215		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599223	BEAUMON CFD 93-1 IA19C 1.794% 9/1/28 CUSIP: DC2599223		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599231	BEAUMON CFD 93-1 IA19C 1.947% 9/1/29 CUSIP: DC2599231		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599249	BEAUMON CFD 93-1 IA19C 2.097% 9/1/30 CUSIP: DC2599249		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599256	BEAUMON CFD 93-1 IA19C 2.197% 9/1/31 CUSIP: DC2599256		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599264	BEAUMON CFD 93-1 IA19C 2.397% 9/1/32 CUSIP: DC2599264		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599272	BEAUMON CFD 93-1 IA19C 2.500% 9/1/34 CUSIP: DC2599272		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599280	BEAUMON CFD 93-1 IA19C 2.984% 9/1/36 CUSIP: DC2599280		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599298	BEAUMON CFD 93-1 IA20 0.265% 9/1/22 CUSIP: DC2599298		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599306	BEAUMON CFD 93-1 IA20 0.465% 9/1/23 CUSIP: DC2599306		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599314	BEAUMON CFD 93-1 IA20 0.739% 9/1/24 CUSIP: DC2599314		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599322	BEAUMON CFD 93-1 IA20 1.034% 9/1/25 CUSIP: DC2599322		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599330	BEAUMON CFD 93-1 IA20 1.284% 9/1/26 CUSIP: DC2599330		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599348	BEAUMON CFD 93-1 IA20 1.544% 9/1/27 CUSIP: DC2599348		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599355	BEAUMON CFD 93-1 IA20 1.794% 9/1/28 CUSIP: DC2599355		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599363	BEAUMON CFD 93-1 IA20 1.947% 9/1/29 CUSIP: DC2599363		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599371	BEAUMON CFD 93-1 IA20 2.097% 9/1/30 CUSIP: DC2599371		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599389	BEAUMON CFD 93-1 IA20 2.197% 9/1/31 CUSIP: DC2599389		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599397	BEAUMON CFD 93-1 IA20 2.397% 9/1/32 CUSIP: DC2599397		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599405	BEAUMON CFD 93-1 IA20 2.500% 9/1/34 CUSIP: DC2599405		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599413	BEAUMON CFD 93-1 IA20 2.984% 9/1/35 CUSIP: DC2599413		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2598787	BEAUMON CFD 93-1 IA7B 0.265% 9/1/22 CUSIP: DC2598787		0.00	0.0000
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2598795	BEAUMON CFD 93-1 IA7B 0.465% 9/1/23 CUSIP: DC2598795		0.00	0.0000

Security Listing							
For 630 Accounts							
As of Date 12/31/2021							
Portfolio Type/Currency(Local)	Account Short Title	Issue ID	Short Description	Original Unit Cost	Market Value	Interest Rate	
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2598803	BEAUMONT CFD 93-1 IA7B 0.739% 9/1/24 CUSIP: DC2598803		0.00	0.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2598811	BEAUMONT CFD 93-1 IA7B 1.034% 9/1/25 CUSIP: DC2598811		0.00	0.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2598829	BEAUMONT CFD 93-1 IA7B 1.284% 9/1/26 CUSIP: DC2598829		0.00	0.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2598837	BEAUMONT CFD 93-1 IA7B 1.544% 9/1/27 CUSIP: DC2598837		0.00	0.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2598845	BEAUMONT CFD 93-1 IA7B 1.794% 9/1/28 CUSIP: DC2598845		0.00	0.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2598852	BEAUMONT CFD 93-1 IA7B 1.947% 9/1/29 CUSIP: DC2598852		0.00	0.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2598860	BEAUMONT CFD 93-1 IA7B 2.097% 9/1/30 CUSIP: DC2598860		0.00	0.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2598878	BEAUMONT CFD 93-1 IA7B 2.197% 9/1/31 CUSIP: DC2598878		0.00	0.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2598886	BEAUMONT CFD 93-1 IA7B 2.397% 9/1/32 CUSIP: DC2598886		0.00	0.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2598894	BEAUMONT CFD 93-1 IA7B 2.500% 9/1/34 CUSIP: DC2598894		0.00	0.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2598902	BEAUMONT CFD 93-1 IA7B 2.984% 9/1/39 CUSIP: DC2598902		0.00	0.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2598910	BEAUMONT CFD 93-1 IA7C 0.265% 9/1/22 CUSIP: DC2598910		0.00	0.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2598928	BEAUMONT CFD 93-1 IA7C 0.465% 9/1/23 CUSIP: DC2598928		0.00	0.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2598936	BEAUMONT CFD 93-1 IA7C 0.739% 9/1/24 CUSIP: DC2598936		0.00	0.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2598944	BEAUMONT CFD 93-1 IA7C 1.034% 9/1/25 CUSIP: DC2598944		0.00	0.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2598951	BEAUMONT CFD 93-1 IA7C 1.284% 9/1/26 CUSIP: DC2598951		0.00	0.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2598969	BEAUMONT CFD 93-1 IA7C 1.544% 9/1/27 CUSIP: DC2598969		0.00	0.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2598977	BEAUMONT CFD 93-1 IA7C 1.794% 9/1/28 CUSIP: DC2598977		0.00	0.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2598985	BEAUMONT CFD 93-1 IA7C 1.947% 9/1/29 CUSIP: DC2598985		0.00	0.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2598993	BEAUMONT CFD 93-1 IA7C 2.097% 9/1/30 CUSIP: DC2598993		0.00	0.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599009	BEAUMONT CFD 93-1 IA7C 2.197% 9/1/31 CUSIP: DC2599009		0.00	0.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599017	BEAUMONT CFD 93-1 IA7C 2.397% 9/1/32 CUSIP: DC2599017		0.00	0.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599025	BEAUMONT CFD 93-1 IA7C 2.500% 9/1/34 CUSIP: DC2599025		0.00	0.0000	
Principal Portfolio - USD	BEAUMONT REF BDS 2021A PRNCIPAL ACCT	DC2599033	BEAUMONT CFD 93-1 IA7C 2.984% 9/1/39 CUSIP: DC2599033		0.00	0.0000	
TOTAL							
Principal Portfolio - USD					0.00		
					0.00		
Principal Portfolio - USD	BEAUMONT REF BDS 2021A COST ISSUANCE	1214580	US DOLLAR CURRENCY	1.0000	20,342.49	0.0000	
TOTAL							
Principal Portfolio - USD					20,342.49		
					20,342.49		



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Disclaimers

Relationship Management Team

Relationship Managers

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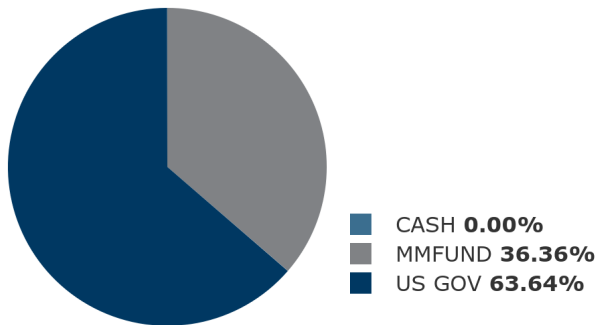
Portfolio Characteristics

	11/30/21	12/31/21
Duration		1.205
Years to Effective Maturity		1.213
Years to Final Maturity		1.213
Coupon Rate		0.144
Book Yield		0.379
Market Yield		0.443
Benchmark Yield		0.883

Portfolio Summary

Summary	11/30/21	12/31/21
Historical Cost	\$0.00	\$14,997,148.07
Book Value	0.00	14,999,556.94
Accrued Interest	0.00	4,313.32
Net Pending Transactions	0.00	37.09
Book Value Plus Accrued	\$0.00	\$15,003,907.36
Net Unrealized Gain/Loss	0.00	(18,063.84)
Market Value Plus Accrued	\$0.00	\$14,985,843.52

Asset Allocation



Income Summary

Period Income	Income
Interest Income	\$1,498.48
Net Amortization/ Accretion Income	2,408.87
Other Income/Expenses	0.01
Net Income	\$3,907.36

Detail may not add to total due to rounding.

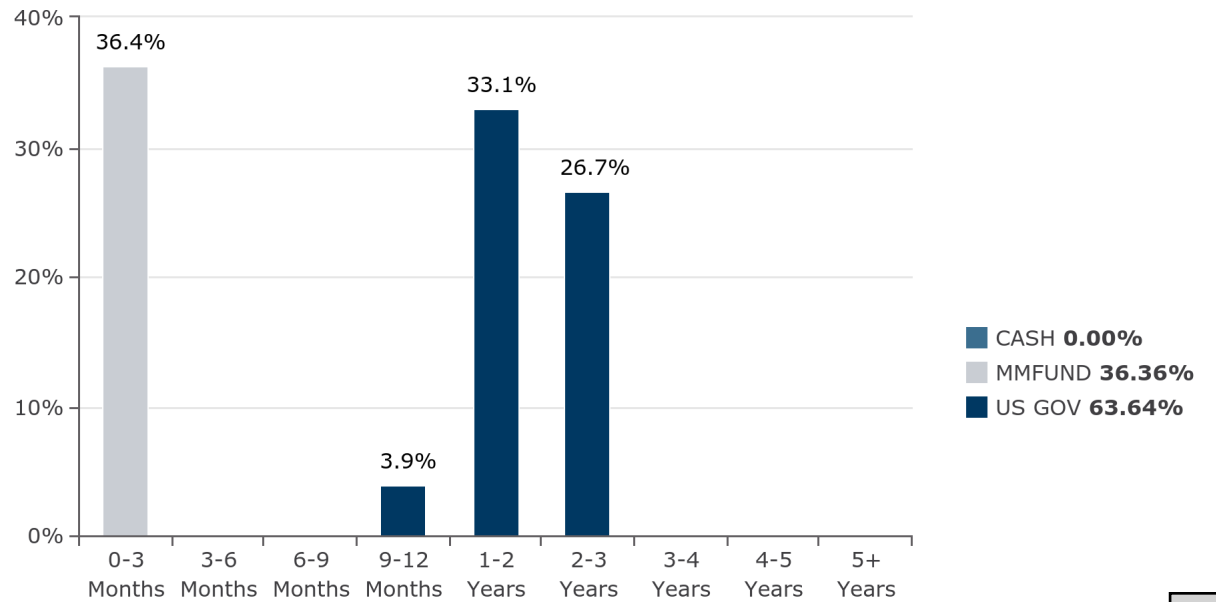
Maturity Distribution by Security Type

Security Distribution	0-3 Months	3-6 Months	6-9 Months	9-12 Months	1-2 Years	2-3 Years	3-4 Years	4-5 Years	5+ Years	Portfolio Total
CASH	\$37.09	--	--	--	--	--	--	--	--	\$37.09
MMFUND	5,448,609.19									5,448,609.19
US GOV				583,196.71	4,955,243.52	3,998,757.01				9,537,197.24
TOTAL	\$5,448,646.28	--	--	\$583,196.71	\$4,955,243.52	\$3,998,757.01	--	--	--	\$14,985,843.52

Top Ten Holdings

Issuer	Value
United States	63.64%
U.S. Bancorp	36.36%
(CCYUSD) UNITED STATES OF AMERICA	0.00%

Maturity Distribution by Type



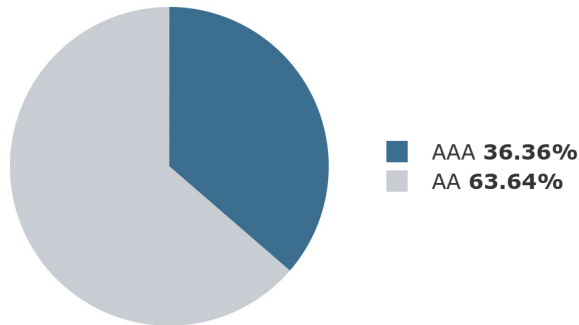
S&P Rating Distribution

S&P Rating Distribution	Dec 31, 2021 Ending Balance	Portfolio Allocation
Short Term Rating Distribution		
A-1+	\$0.00	0.00%
A-1		
A-2		
Total Short Term Ratings	\$0.00	0.00%
Long Term Rating Distribution		
AAA	\$5,448,646.28	36.36%
AA	\$9,537,197.24	63.64%
A		
Below A		
Not Rated		
Total Long Term Ratings	\$14,985,843.52	100.00%
Portfolio Total	\$14,985,843.52	100.00%

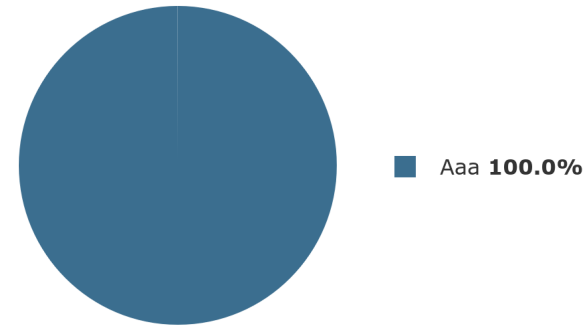
Moody's Rating Distribution

Moody's Rating Distribution	Dec 31, 2021 Ending Balance	Portfolio Allocation
Short Term Rating Distribution		
P-1	\$0.00	0.00%
P-2		
Total Short Term Ratings	\$0.00	0.00%
Long Term Rating Distribution		
Aaa	\$14,985,843.52	100.00%
Aa		
A		
Below A		
Not Rated		
Total Long Term Ratings	\$14,985,843.52	100.00%
Portfolio Total	\$14,985,843.52	100.00%

Allocation by Standard and Poor's Rating



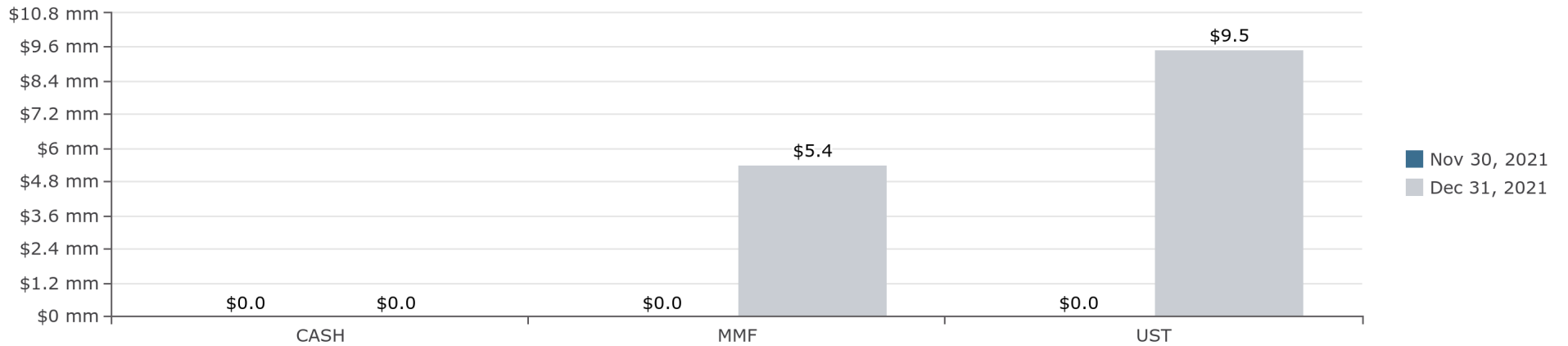
Allocation by Moody's Rating



Market Value Basis Security Distribution

Security Distribution	Nov 30, 2021 Ending Balance	Nov 30, 2021 Portfolio Allocation	Dec 31, 2021 Ending Balance	Dec 31, 2021 Portfolio Allocation	Change in Allocation	Book Yield
Cash			\$37.09	0.00%	0.00%	0.00%
U.S. Treasury Notes			\$9,537,197.24	63.64%	63.64%	0.59%
Money Market Funds			\$5,448,609.19	36.36%	36.36%	0.01%
Portfolio Total			\$14,985,843.52	100.00%		0.38%

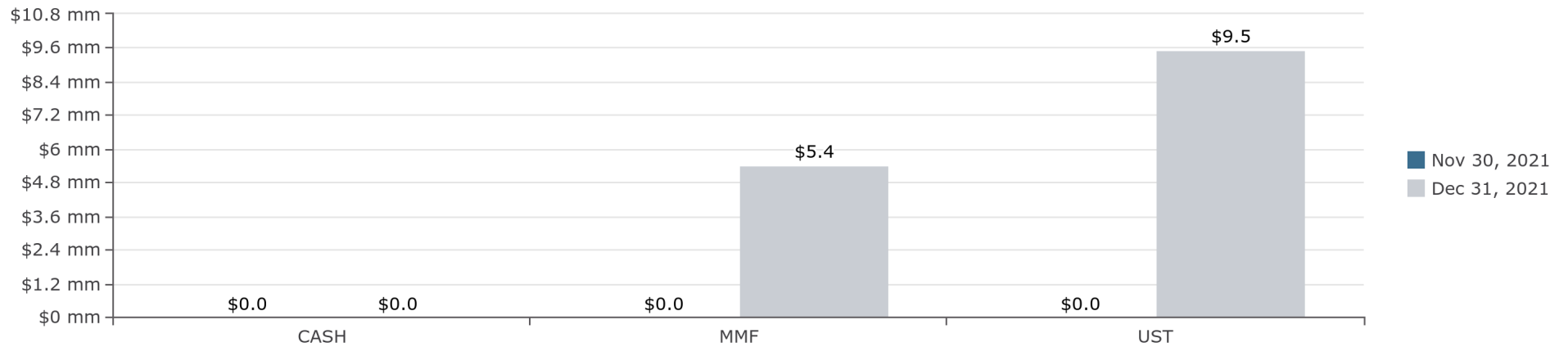
Asset Balance by Security Type



Historic Cost Basis Security Distribution

Security Distribution	Nov 30, 2021 Ending Balance	Nov 30, 2021 Portfolio Allocation	Dec 31, 2021 Ending Balance	Dec 31, 2021 Portfolio Allocation	Change in Allocation	Book Yield
Cash			\$37.09	0.00%	0.00%	0.00%
U.S. Treasury Notes			\$9,548,538.88	63.67%	63.67%	0.59%
Money Market Funds			\$5,448,609.19	36.33%	36.33%	0.01%
Portfolio Total			\$14,997,185.16	100.00%		0.38%

Asset Balance by Security Type



Portfolio Holdings

Description Identifier Coupon	Effective Maturity Final Maturity Duration	Trade Date Settle Date	Par Value	Original Cost Book Value	Market Value Market Price	MV + Accrued Accrued Balance	Net Unrealized Gain/Loss	% of Market Value	Callable Next Call Date	Book Yield YTM YTC	S&P Moody's
CASH								0.00%			
Receivable	12/31/21	--								0.00%	AAA
CCYUSD	12/31/21	--	37.09	\$37.09	\$37.09	\$37.09	\$0.00	0.00%	N	--	Aaa
0.00%	0.00	--		\$37.09	1.00	\$0.00			--	--	
CASH TOTAL	12/31/21	--	37.09	\$37.09	\$37.09	\$37.09	\$0.00	0.00%	N	0.00%	AAA
	12/31/21	--		\$37.09	1.00	\$0.00			--	--	Aaa
	0.00	--									
MMFUND								0.00%			
FIRST AMER:TRS OBG Y	12/31/21	--								0.01%	AAAm
31846V807	12/31/21	--	5,448,609.19	\$5,448,609.19	\$5,448,609.19	\$5,448,609.19	\$0.00	36.36%	N	--	Aaa
0.01%	0.00	--		\$5,448,609.19	1.00	\$0.00			--	--	
MMFUND TOTAL	12/31/21	--	5,448,609.19	\$5,448,609.19	\$5,448,609.19	\$5,448,609.19	\$0.00	36.36%	N	0.01%	AAAm
	12/31/21	--		\$5,448,609.19	1.00	\$0.00			--	--	Aaa
	0.00	--									
US GOV								0.00%			
UNITED STATES TREASURY	12/31/22	12/03/21								0.32%	AA+
91282CBD2	12/31/22	12/07/21	585,000.00	\$583,766.02	\$583,194.69	\$583,196.71	(\$650.63)	3.89%	N	0.43%	Aaa
0.12%	1.00	--		\$583,845.32	99.69	\$2.02			--	--	
UNITED STATES TREASURY	02/28/23	12/03/21								0.36%	AA+
91282CBN0	02/28/23	12/07/21	585,000.00	583,308.99	582,600.33	582,848.79	(803.02)	3.89%	N	0.48%	Aaa
0.12%	1.16	--		583,403.35	99.59	248.46			--	--	
UNITED STATES TREASURY	03/31/23	12/03/21								0.40%	AA+
91282CBU4	03/31/23	12/07/21	585,000.00	582,874.81	582,326.55	582,513.38	(659.18)	3.89%	N	0.49%	Aaa
0.12%	1.24	--		582,985.73	99.54	186.83			--	--	
UNITED STATES TREASURY	05/15/23	12/03/21								0.44%	AA+
91282ZP8	05/15/23	12/07/21	585,000.00	582,394.92	581,663.74	581,758.69	(855.46)	3.88%	N	0.54%	Aaa
0.12%	1.37	--		582,519.21	99.43	94.94			--	--	
UNITED STATES TREASURY	06/30/23	12/03/21								0.46%	AA+
91282CCK5	06/30/23	12/07/21	655,000.00	651,597.07	650,599.06	650,601.32	(1,147.27)	4.34%	N	0.58%	Aaa
0.12%	1.49	--		651,746.32	99.33	2.26			--	--	
UNITED STATES TREASURY	08/15/23	12/03/21								0.51%	AA+
91282CAF8	08/15/23	12/07/21	655,000.00	650,727.15	649,703.67	650,012.93	(1,196.89)	4.34%	N	0.63%	Aaa
0.12%	1.62	--		650,900.56	99.19	309.26			--	--	
UNITED STATES TREASURY	08/31/23	12/03/21								0.52%	AA+
91282CCU3	08/31/23	12/07/21	655,000.00	650,496.88	649,294.30	649,572.49	(1,380.71)	4.33%	N	0.65%	Aaa
0.12%	1.66	--		650,675.01	99.13	278.19			--	--	
UNITED STATES TREASURY	11/15/23	12/03/21								0.59%	AA+
91282CAW1	11/15/23	12/07/21	655,000.00	650,727.15	649,678.12	649,890.73	(1,199.90)	4.34%	N	0.69%	Aaa
0.25%	1.86	--		650,878.03	99.19	212.60			--	--	

Portfolio Holdings

12/01/2021 to 12/31/2021

Description Identifier Coupon	Effective Maturity Final Maturity Duration	Trade Date Settle Date	Par Value	Original Cost Book Value	Market Value Market Price	MV + Accrued Accrued Balance	Net Unrealized Gain/Loss	% of Market Value	Callable Next Call Date	Book Yield YTM YTC	S&P Moody's
UNITED STATES TREASURY 91282CBA8 0.12%	12/15/23 12/15/23 1.95	12/03/21 12/07/21	615,000.00	608,946.09 609,151.17	608,009.30 98.86	608,045.20 35.90	(1,141.87)	4.06%	N --	0.62% 0.71% --	AA+ Aaa
UNITED STATES TREASURY 91282CBM2 0.12%	02/15/24 02/15/24 2.11	12/03/21 12/07/21	615,000.00	607,937.11 608,157.83	607,072.04 98.71	607,362.41 290.37	(1,085.79)	4.05%	N --	0.65% 0.74% --	AA+ Aaa
UNITED STATES TREASURY 91282CBR1 0.25%	03/15/24 03/15/24 2.19	12/03/21 12/07/21	615,000.00	608,946.09 609,128.66	607,744.84 98.82	608,203.55 458.70	(1,383.81)	4.06%	N --	0.69% 0.79% --	AA+ Aaa
UNITED STATES TREASURY 91282CCC3 0.25%	05/15/24 05/15/24 2.36	12/03/21 12/07/21	615,000.00	607,720.90 607,925.37	606,735.63 98.66	606,935.25 199.62	(1,189.74)	4.05%	N --	0.74% 0.82% --	AA+ Aaa
UNITED STATES TREASURY 91282CCG4 0.25%	06/15/24 06/15/24 2.44	12/03/21 12/07/21	550,000.00	543,039.06 543,228.01	542,007.95 98.55	542,072.17 64.22	(1,220.06)	3.62%	N --	0.76% 0.85% --	AA+ Aaa
UNITED STATES TREASURY 91282CCT6 0.38%	08/15/24 08/15/24 2.60	12/03/21 12/07/21	550,000.00	544,048.83 544,200.34	542,867.05 98.70	543,646.09 779.04	(1,333.29)	3.63%	N --	0.78% 0.88% --	AA+ Aaa
UNITED STATES TREASURY 91282CCX7 0.38%	09/15/24 09/15/24 2.68	12/03/21 12/07/21	550,000.00	543,576.17 543,734.70	542,351.70 98.61	542,967.03 615.33	(1,383.00)	3.62%	N --	0.80% 0.90% --	AA+ Aaa
UNITED STATES TREASURY 91282CDH1 0.75%	11/15/24 11/15/24 2.83	12/03/21 12/07/21	550,000.00	548,431.64 548,468.15	547,034.95 99.46	547,570.52 535.57	(1,433.20)	3.65%	N --	0.85% 0.94% --	AA+ Aaa
US GOV TOTAL	11/27/23 11/27/23 1.89	12/03/21 12/07/21	9,620,000.00	\$9,548,538.88 \$9,550,947.75	\$9,532,883.92 99.10	\$9,537,197.24 \$4,313.32	(\$18,063.84)	63.64%	N --	0.59% 0.69% --	AA+ Aaa
PORTFOLIO TOTAL	03/19/23 03/19/23 1.21	-- --	15,068,646.28	\$14,997,185.16 \$14,999,594.03	\$14,981,530.20 63.43	\$14,985,843.52 \$4,313.32	(\$18,063.84)	100.00%	N --	0.38% 0.69% --	AA+ Aaa

Transactions

12/01/2021 to 12/31/2021

Item 6.

Description Identifier	Current Units	Type	Trade Date	Settle Date	Price	Principal	Realized Gain/Loss	Broker	Amount
UNITED STATES TREASURY 91282CAF8	655,000.00	Buy	12/03/21	12/07/21	99.348	\$650,727.15	\$0.00	RBC	(\$650,980.78)
UNITED STATES TREASURY 91282CCG4	550,000.00	Buy	12/03/21	12/07/21	98.734	543,039.06	0.00	Wells	(543,696.51)
UNITED STATES TREASURY 912828ZP8	585,000.00	Buy	12/03/21	12/07/21	99.555	582,394.92	0.00	CITIGROUP	(582,439.36)
UNITED STATES TREASURY 91282CBD2	585,000.00	Buy	12/03/21	12/07/21	99.789	583,766.02	0.00	Wells	(584,083.95)
UNITED STATES TREASURY 91282CCT6	550,000.00	Buy	12/03/21	12/07/21	98.918	544,048.83	0.00	RBC	(544,687.76)
UNITED STATES TREASURY 91282CCC3	615,000.00	Buy	12/03/21	12/07/21	98.816	607,720.90	0.00	CITIGROUP	(607,814.34)
UNITED STATES TREASURY 91282CCX7	550,000.00	Buy	12/03/21	12/07/21	98.832	543,576.17	0.00	Wells	(544,049.06)
UNITED STATES TREASURY 91282CCU3	655,000.00	Buy	12/03/21	12/07/21	99.313	650,496.88	0.00	Wells	(650,718.53)
UNITED STATES TREASURY 91282CBA8	615,000.00	Buy	12/03/21	12/07/21	99.016	608,946.09	0.00	Wells	(609,313.66)
UNITED STATES TREASURY 91282CDH1	550,000.00	Buy	12/03/21	12/07/21	99.715	548,431.64	0.00	Wells	(548,682.33)
UNITED STATES TREASURY 91282CBN0	585,000.00	Buy	12/03/21	12/07/21	99.711	583,308.99	0.00	Wells	(583,506.95)
UNITED STATES TREASURY 91282CBR1	615,000.00	Buy	12/03/21	12/07/21	99.016	608,946.09	0.00	CITIGROUP	(609,298.61)
UNITED STATES TREASURY 91282CBM2	615,000.00	Buy	12/03/21	12/07/21	98.852	607,937.11	0.00	RBC	(608,175.26)
UNITED STATES TREASURY 91282CAW1	655,000.00	Buy	12/03/21	12/07/21	99.348	650,727.15	0.00	CITIGROUP	(650,826.67)
UNITED STATES TREASURY 91282CCK5	655,000.00	Buy	12/03/21	12/07/21	99.480	651,597.07	0.00	Wells	(651,953.05)
UNITED STATES TREASURY 91282CBU4	585,000.00	Buy	12/03/21	12/07/21	99.637	582,874.81	0.00	CITIGROUP	(583,011.42)
Buy Total						\$9,548,538.88	\$0.00		(\$9,553,238.24)

Description Identifier	Final Maturity	Current Units	Interest Income	Realized Gain Realized Loss	Accretion Income	Amortization Expense	Misc Income	Net Income	Interest Received Interest Due
FIRST AMER:TRS OBG Y 31846V807	12/31/21	5,448,609.19	\$37.63	\$0.00 \$0.00	\$0.00	\$0.00	\$0.00	\$37.63	\$0.54 \$37.09
UNITED STATES TREASURY 91282ZP8	05/15/23	585,000.00	50.50	0.00 0.00	124.29	0.00	0.00	174.79	0.00 0.00
UNITED STATES TREASURY 91282CAF8	08/15/23	655,000.00	55.63	0.00 0.00	173.41	0.00	0.00	229.04	0.00 0.00
UNITED STATES TREASURY 91282CAW1	11/15/23	655,000.00	113.08	0.00 0.00	150.88	0.00	0.00	263.96	0.00 0.00
UNITED STATES TREASURY 91282CBA8	12/15/23	615,000.00	52.71	0.00 0.00	205.08	0.00	0.00	257.79	384.38 0.00
UNITED STATES TREASURY 91282CBD2	12/31/22	585,000.00	49.72	0.00 0.00	79.30	0.00	0.00	129.02	365.63 0.00
UNITED STATES TREASURY 91282CBM2	02/15/24	615,000.00	52.22	0.00 0.00	220.72	0.00	0.00	272.94	0.00 0.00
UNITED STATES TREASURY 91282CBN0	02/28/23	585,000.00	50.50	0.00 0.00	94.36	0.00	0.00	144.87	0.00 0.00
UNITED STATES TREASURY 91282CBR1	03/15/24	615,000.00	106.18	0.00 0.00	182.57	0.00	0.00	288.75	0.00 0.00
UNITED STATES TREASURY 91282CBU4	03/31/23	585,000.00	50.22	0.00 0.00	110.92	0.00	0.00	161.14	0.00 0.00
UNITED STATES TREASURY 91282CCC3	05/15/24	615,000.00	106.18	0.00 0.00	204.47	0.00	0.00	310.65	0.00 0.00
UNITED STATES TREASURY 91282CCG4	06/15/24	550,000.00	94.27	0.00 0.00	188.95	0.00	0.00	283.22	687.50 0.00
UNITED STATES TREASURY 91282CCK5	06/30/23	655,000.00	55.66	0.00 0.00	149.25	0.00	0.00	204.91	409.38 0.00
UNITED STATES TREASURY 91282CCT6	08/15/24	550,000.00	140.11	0.00 0.00	151.51	0.00	0.00	291.62	0.00 0.00
UNITED STATES TREASURY 91282CCU3	08/31/23	655,000.00	56.54	0.00 0.00	178.13	0.00	0.00	234.67	0.00 0.00
UNITED STATES TREASURY 91282CCX7	09/15/24	550,000.00	142.44	0.00 0.00	158.53	0.00	0.00	300.98	0.00 0.00
UNITED STATES TREASURY 91282CDH1	11/15/24	550,000.00	284.88	0.00 0.00	36.51	0.00	0.00	321.38	0.00 0.00
Receivable CCYUSD	12/31/21	37.09	0.00	0.00 0.00	0.00	0.00	0.00	0.00	0.00 0.00
Portfolio Total	03/19/23	15,068,646.28	\$1,498.48	\$0.00 \$0.00	\$2,408.87	\$0.00	\$0.00	\$3,907.36	\$1,847.43 \$37.09

Issuer Identifier	Security Type % of Market Value	Book Yield Market Yield	Duration	S&P Moody's	Effective Maturity Final Maturity	Current Units	Accrued	Book Value Book Value + Accrued	Market Value Market Value + Accrued
First American Funds, Inc. - Treasury Obligations Fund									
First American Funds, Inc. - Treasury Obligations Fund 31846V807	MMFUND 36.36%	0.01% 0.01%	0.00	AAA Aaa	12/31/21 12/31/21	5,448,609.19	\$0.00	\$5,448,609.19 \$5,448,609.19	\$5,448,609.19 \$5,448,609.19
First American Funds, Inc. - Treasury Obligations Fund	36.36%	0.01% 0.01%	0.00	AAA Aaa		5,448,609.19	\$0.00	\$5,448,609.19 \$5,448,609.19	\$5,448,609.19 \$5,448,609.19
United States Department of The Treasury									
United States Department of The Treasury 91282CBD2	US GOV 3.89%	0.32% 0.43%	1.00	AA+ Aaa	12/31/22 12/31/22	585,000.00	\$2.02	\$583,845.32 \$583,847.34	\$583,194.69 \$583,196.71
United States Department of The Treasury 91282CBN0	US GOV 3.89%	0.36% 0.48%	1.16	AA+ Aaa	02/28/23 02/28/23	585,000.00	248.46	583,403.35 583,651.82	582,600.33 582,848.79
United States Department of The Treasury 91282CBU4	US GOV 3.89%	0.40% 0.49%	1.24	AA+ Aaa	03/31/23 03/31/23	585,000.00	186.83	582,985.73 583,172.56	582,326.55 582,513.38
United States Department of The Treasury 91282ZP8	US GOV 3.88%	0.44% 0.54%	1.37	AA+ Aaa	05/15/23 05/15/23	585,000.00	94.94	582,519.21 582,614.15	581,663.74 581,758.69
United States Department of The Treasury 91282CCK5	US GOV 4.34%	0.46% 0.58%	1.49	AA+ Aaa	06/30/23 06/30/23	655,000.00	2.26	651,746.32 651,748.58	650,599.06 650,601.32
United States Department of The Treasury 91282CAF8	US GOV 4.34%	0.51% 0.63%	1.62	AA+ Aaa	08/15/23 08/15/23	655,000.00	309.26	650,900.56 651,209.82	649,703.67 650,012.93
United States Department of The Treasury 91282CCU3	US GOV 4.33%	0.52% 0.65%	1.66	AA+ Aaa	08/31/23 08/31/23	655,000.00	278.19	650,675.01 650,953.20	649,294.30 649,572.49
United States Department of The Treasury 91282CAW1	US GOV 4.34%	0.59% 0.69%	1.86	AA+ Aaa	11/15/23 11/15/23	655,000.00	212.60	650,878.03 651,090.63	649,678.12 649,890.73
United States Department of The Treasury 91282CBA8	US GOV 4.06%	0.62% 0.71%	1.95	AA+ Aaa	12/15/23 12/15/23	615,000.00	35.90	609,151.17 609,187.07	608,009.30 608,045.20
United States Department of The Treasury 91282CBM2	US GOV 4.05%	0.65% 0.74%	2.11	AA+ Aaa	02/15/24 02/15/24	615,000.00	290.37	608,157.83 608,448.20	607,072.04 607,362.41

Issuer Identifier	Security Type % of Market Value	Book Yield Market Yield	Duration	S&P Moody's	Effective Maturity Final Maturity	Current Units	Accrued	Book Value Book Value + Accrued	Market Value Market Value + Accrued
United States Department of The Treasury 91282CBR1	US GOV 4.06%	0.69% 0.79%	2.19	AA+ Aaa	03/15/24 03/15/24	615,000.00	458.70	609,128.66 609,587.36	607,744.84 608,203.55
United States Department of The Treasury 91282CCC3	US GOV 4.05%	0.74% 0.82%	2.36	AA+ Aaa	05/15/24 05/15/24	615,000.00	199.62	607,925.37 608,124.99	606,735.63 606,935.25
United States Department of The Treasury 91282CCG4	US GOV 3.62%	0.76% 0.85%	2.44	AA+ Aaa	06/15/24 06/15/24	550,000.00	64.22	543,228.01 543,292.23	542,007.95 542,072.17
United States Department of The Treasury 91282CCT6	US GOV 3.63%	0.78% 0.88%	2.60	AA+ Aaa	08/15/24 08/15/24	550,000.00	779.04	544,200.34 544,979.38	542,867.05 543,646.09
United States Department of The Treasury 91282CCX7	US GOV 3.62%	0.80% 0.90%	2.68	AA+ Aaa	09/15/24 09/15/24	550,000.00	615.33	543,734.70 544,350.04	542,351.70 542,967.03
United States Department of The Treasury 91282CDH1	US GOV 3.65%	0.85% 0.94%	2.83	AA+ Aaa	11/15/24 11/15/24	550,000.00	535.57	548,468.15 549,003.71	547,034.95 547,570.52
United States Department of The Treasury	63.64%	0.59% 0.69%	1.89	AA+ Aaa		9,620,000.00	\$4,313.32	\$9,550,947.75 \$9,555,261.08	\$9,532,883.92 \$9,537,197.24
Portfolio Total	100.00%	0.38% 0.44%	1.21	AA+ Aaa	03/19/23 03/19/23	15,068,609.19	\$4,313.32	\$14,999,556.94 \$15,003,870.27	\$14,981,493.10 \$14,985,806.43

Portfolio Activity Summary

12/01/2021 to 12/31/2021

Item 6.

Description Identifier	Security Type Final Maturity	Beginning Original Cost Beginning Market Value Beginning Book Value	Purchases Purchased	Accrued	Sales Disposed	Accrued	Maturities Paydowns	Interest Received Transfers	Realized Gain/Loss Unrealized Gain/Loss	Ending Original Cost Ending Market Value Ending Book Value
Cash	CASH	\$0.00								\$0.00
CCYUSD	12/31/21	\$0.00		\$0.00		\$0.00		\$0.00	\$0.00	\$0.00
		\$0.00		\$0.00		\$0.00		\$15,000,000.00	\$0.00	\$0.00
Receivable	CASH	0.00		0.00		0.00		0.00	0.00	37.09
CCYUSD	12/31/21	0.00		0.00		0.00		0.00	0.00	37.09
		0.00		0.00		0.00		0.00	0.00	37.09
FIRST AMER:TRS OBG Y 31846V807	MMFUND 12/31/21	0.00 0.00 0.00	15,001,847.43		(9,553,238.24)		0.00 0.00 0.00	0.54 0.00 0.00	0.00 0.00 0.00	5,448,609.19 5,448,609.19 5,448,609.19
UNITED STATES TREASURY 91282CBD2	US GOV 12/31/22	0.00 0.00 0.00	583,766.02		0.00		0.00 0.00 0.00	365.63 (317.93) 0.00	0.00 (650.63) 0.00	583,766.02 583,194.69 583,845.32
UNITED STATES TREASURY 91282CBN0	US GOV 02/28/23	0.00 0.00 0.00	583,308.99		0.00		0.00 0.00 0.00	0.00 (197.96) 0.00	0.00 (803.02) 0.00	583,308.99 582,600.33 583,403.35
UNITED STATES TREASURY 91282CBU4	US GOV 03/31/23	0.00 0.00 0.00	582,874.81		0.00		0.00 0.00 0.00	0.00 (136.61) 0.00	0.00 (659.18) 0.00	582,874.81 582,326.55 582,985.73
UNITED STATES TREASURY 91282ZP8	US GOV 05/15/23	0.00 0.00 0.00	582,394.92		0.00		0.00 0.00 0.00	0.00 (44.44) 0.00	0.00 (855.46) 0.00	582,394.92 581,663.74 582,519.21
UNITED STATES TREASURY 91282CCK5	US GOV 06/30/23	0.00 0.00 0.00	651,597.07		0.00		0.00 0.00 0.00	409.38 (355.98) 0.00	0.00 (1,147.27) 0.00	651,597.07 650,599.06 651,746.32
UNITED STATES TREASURY 91282CAF8	US GOV 08/15/23	0.00 0.00 0.00	650,727.15		0.00		0.00 0.00 0.00	0.00 (253.63) 0.00	0.00 (1,196.89) 0.00	650,727.15 649,703.67 650,900.56
UNITED STATES TREASURY 91282CCU3	US GOV 08/31/23	0.00 0.00 0.00	650,496.88		0.00		0.00 0.00 0.00	0.00 (221.65) 0.00	0.00 (1,380.71) 0.00	650,496.88 649,294.30 650,675.01
UNITED STATES TREASURY 91282CAW1	US GOV 11/15/23	0.00 0.00 0.00	650,727.15		0.00		0.00 0.00 0.00	0.00 (99.52) 0.00	0.00 (1,199.90) 0.00	650,727.15 649,678.12 650,878.03
UNITED STATES TREASURY 91282CBA8	US GOV 12/15/23	0.00 0.00 0.00	608,946.09		0.00		0.00 0.00 0.00	384.38 (367.57) 0.00	0.00 (1,141.87) 0.00	608,946.09 608,009.30 609,151.17
UNITED STATES TREASURY 91282CBM2	US GOV 02/15/24	0.00 0.00 0.00	607,937.11		0.00		0.00 0.00 0.00	0.00 (238.15) 0.00	0.00 (1,085.79) 0.00	607,937.11 607,072.04 608,157.83

Portfolio Activity Summary

12/01/2021 to 12/31/2021

Description Identifier	Security Type Final Maturity	Beginning Original Cost Beginning Market Value Beginning Book Value	Purchases Purchased	Accrued	Sales Disposed	Accrued	Maturities Paydowns	Interest Received Transfers	Realized Gain/Loss Unrealized Gain/Loss	Ending Original Cost Ending Market Value Ending Book Value
UNITED STATES TREASURY 91282CBRI	US GOV 03/15/24	0.00 0.00 0.00	608,946.09 (352.52)		0.00 0.00		0.00 0.00	0.00 0.00	0.00 (1,383.81)	608,946.09 607,744.84 609,128.66
UNITED STATES TREASURY 91282CCC3	US GOV 05/15/24	0.00 0.00 0.00	607,720.90 (93.44)		0.00 0.00		0.00 0.00	0.00 0.00	0.00 (1,189.74)	607,720.90 606,735.63 607,925.37
UNITED STATES TREASURY 91282CCG4	US GOV 06/15/24	0.00 0.00 0.00	543,039.06 (657.45)		0.00 0.00		0.00 0.00	687.50 0.00	0.00 (1,220.06)	543,039.06 542,007.95 543,228.01
UNITED STATES TREASURY 91282CCT6	US GOV 08/15/24	0.00 0.00 0.00	544,048.83 (638.93)		0.00 0.00		0.00 0.00	0.00 0.00	0.00 (1,333.29)	544,048.83 542,867.05 544,200.34
UNITED STATES TREASURY 91282CCX7	US GOV 09/15/24	0.00 0.00 0.00	543,576.17 (472.89)		0.00 0.00		0.00 0.00	0.00 0.00	0.00 (1,383.00)	543,576.17 542,351.70 543,734.70
UNITED STATES TREASURY 91282CDHI	US GOV 11/15/24	0.00 0.00 0.00	548,431.64 (250.69)		0.00 0.00		0.00 0.00	0.00 0.00	0.00 (1,433.20)	548,431.64 547,034.95 548,468.15
Portfolio Total		\$0.00 \$0.00 \$0.00	\$24,550,386.31 (\$4,699.36)		(\$9,553,238.24) \$0.00		\$0.00 \$0.00	\$1,847.43 \$15,000,000.00	\$0.00 (\$18,063.84)	\$14,997,185.16 \$14,981,530.20 \$14,999,594.03

This information is for the sole purposes of the client and is not intended to provide specific advice or recommendations. Please review the contents of this information carefully. Should you have any questions regarding the information presented, calculation methodology, investment portfolio, security detail, or any other facet of this information, please feel free to contact us.

Public Trust Advisors, LLC (Public Trust) statements and reports are intended to detail our investment advisory activity as well as the activity of any client accounts managed by Public Trust. The custodian bank maintains the control of assets and executes and settles all investment transactions. The custodian statement is the official record of security and cash holdings transactions. Public Trust recognizes that clients may use these reports to facilitate record keeping; therefore, it is recommended that the client reconcile this information with their custodian bank statement. Many custodians use a settlement date basis that may result in the need to reconcile due to a timing difference. The underlying market value, amortized cost, and accrued interest may differ between the custodian and this statement or report. This can be attributable to differences in calculation methodologies and pricing sources used. Please contact your relationship manager or call us at (855) 395-3954 with questions regarding your account.

Public Trust does not have the authority to withdraw funds from or deposit funds to the custodian. Our clients retain responsibility for their internal accounting policies, implementing and enforcing internal controls, and generating ledger entries or otherwise recording transactions. The total market value represents prices obtained from various sources; it may be impacted by the frequency at which prices are reported, and such prices are not guaranteed. Prices received from pricing vendors are generally based on current market quotes but when such quotes are not available, the pricing vendors use a variety of techniques to estimate value. These estimates, particularly for fixed-income securities, may be based on certain minimum principal amounts (e.g. \$1 million) and may not reflect all the factors that affect the value of the security including liquidity risk. The prices provided are not firm bids or offers. Certain securities may reflect N/A or unavailable where the price for such security is generally not available from a pricing source. The market value of a security, including those priced at par value, may differ from its purchase price and may not closely reflect the value at which the security may be sold or purchased based on various market factors. The securities in this investment portfolio, including shares of mutual funds, are not guaranteed or otherwise protected by Public Trust, the FDIC (except for certain non-negotiable certificates of deposit), or any government agency unless specifically stated otherwise.

Clients may be permitted to establish one or more unmanaged accounts for the purposes of client reporting. Public Trust defines an unmanaged account as one where the investment direction remains the sole responsibility of the client rather than the Investment Manager. These accounts do not receive ongoing supervision and monitoring services. The Investment Manager does not make any investment recommendations and may not charge a fee for reporting on these accounts. The primary purpose for this service is to include unmanaged accounts owned by the client in the performance reports provided by the Investment Manager. The Investment Manager assumes no liability for the underlying performance of any unmanaged accounts or assets, and it is the client's sole responsibility for the accuracy or correctness of any such performance.

Beginning and ending balances are based on market value plus accrued interest on a trade date basis. Statements and reports made available to the end user either from Public Trust or through the online reporting platform may present information and portfolio analytics using various optional methods including, but not limited to, historical cost, amortized cost, and market value. All information is assumed to be correct, but the accuracy has not been confirmed and therefore is not guaranteed to be correct. Information is obtained from third party sources that may or may not be verified. The data in this report is unaudited and is only applicable for the date denoted on the report. Market values may change day-to-day based on numerous circumstances such as trading volume, news released about the underlying issuer, issuer performance, etc. Underlying market values may be priced via numerous aspects as certain securities are short term in nature and not readily traded. Performance results are shown net of all fees and expenses and reflect the reinvestment of dividends and other earnings.

Many factors affect performance including changes in market conditions and interest rates and in response to other economic, political, or financial developments. Investment involves risk including the possible loss of principal. No assurance can be given that the performance objectives of a given strategy will be achieved. Past performance is no guarantee of future results. Any financial and/or investment decision may incur losses.

The investment advisor providing these services is Public Trust Advisors, LLC, an investment adviser registered with the U.S. Securities and Exchange Commission (SEC) under the Investment Advisers Act of 1940, as amended. Registration with the SEC does not imply a certain level of skill or training. Public Trust is required to maintain a written disclosure brochure of our background and business experience. If you would like to receive a copy of our current disclosure brochure, Privacy Policy, or Code of Ethics, please contact us.



Contact

Regional Office
550 S. Hope Street, Suite 560
Angeles

Headquarters
717 17th Street, Suite 1850
Denver, CO 80202



Staff Report

TO: City Council

FROM: Doug Story, Assistant Director of Community Services

DATE: January 18, 2022

SUBJECT: Consider Adopting a Resolution Waiving the Facility Use and Staff Fees at the Albert A. Chatigny Sr. Community Recreation Center (CRC) for Boy Scout Troop 322

Background and Analysis:

Boys Scouts of America, Troop 322 is a nonprofit community organization that provides opportunities to serve the community through volunteerism and provide purposeful direction to young men. These young men have a strong desire to serve and support the community of Beaumont while learning ethically valued life lessons.

Troop 322 has participated in numerous community events including Veterans Day Parade, Annual Christmas Parade, Cherry Festival, the City Clean-up Day, and Community Food Drives. They continually volunteer at City sponsored events and serve the community in various ways.

The troop is requesting a fee waiver in the amount of \$960 for an annual fundraiser they would like to hold at the Albert A. Chatigny Sr. Community Recreation Center (CRC) for the annual Troop 322 taco dinner fundraiser. This annual event raises much-needed funding for the troop and is their first fundraiser since the on-set of COVID-19. These fundraisers support the troop and help the boys with activities such as camping, rank advancements, achievement awards, leadership training, and summer camp.

Fiscal Impact:

The total amount of facility use fees requested to be waived on a one time basis for this fundraising event is \$960 of which \$500 is for the deposit. City staff estimates the cost to prepare this report to be \$98.

Recommended Action:

Waive the full reading and adopt by title only, "A Resolution of the City of Beaumont Authorizing the Waiver of a One-Time Facility Use Fee at the Albert A. Chatigny Sr. Community Recreation Center (CRC) for Boy Scout Troop 322."

Attachments:

- A. Resolution
- B. Facility Use Application
- C. Fee Waiver Request

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY OF BEAUMONT AUTHORIZING
THE CITY MANAGER TO ACCEPT THE OFFER OF
DEDICATION FOR PARK PURPOSES**

WHEREAS, SDC Fairway Canyon, LLC a Delaware corporation executed offers of dedication by the following instrument: Tract Map Number 31462-7 filed September 28, 2015 in Book 447 of Maps at Pages 17-23 for park purposes with regards to lot “149”; and

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that the City of Beaumont does authorize accepting offers of dedication under the following instruments: Tract Map Number 31462-7 filed September 28, 2015 in Book 447 of Maps at Pages 17-23 for park purposes with regards to lot “149” (“Property”) and Grant Deed for such Property:

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

MOVED, PASSED AND ADOPTED this ___ day of January 2022.

AYES:

NOES:

ABSTAIN:

ABSENT:

By: _____
_____, Mayor, City of Beaumont

ATTEST:

Steven Mehlman
CITY CLERK

By: _____



FACILITIES USE AGREEMENT

GENERAL INFORMATION

Name Alicia Valdivia
 Address 260 Finley ave City Beaumont Zip 92223
 Phone 909 8442970 Email acvaldivia81@gmail.com

FACILITIES USE AGREEMENT

ALL PERSONS UTILIZING CITY FACILITIES SHALL ABIDE BY ALL CITY RULES AND ORDINANCES INCLUDING BUT NOT LIMITED TO THE FOLLOWING: (PLEASE INITIAL TO ACCEPT TERMS BELOW)

- Applicant is responsible for leaving facilities in the same conditions as received: for cleanliness; and turning off all utilities.
- It is understood and agreed that the applicant shall be solely responsible for the activities conducted by it or subject to its controls, and applicant agrees to and does here hold the City harmless from any and all liability or alleged liability arising out of, or in any way related to, the activities by said applicant: and in the event suit is brought arising out of any such activities, applicant will defend the City and pay any and all attorney fees and Court cost incurred in such suit.
- Night and weekend use of the Beaumont Facilities will be by special arrangement only, with additional payment required for a city employee to be present in the building for the full length of your use. **All reservations must be made at least 30 days in advance.**
- There will be a charge of \$20.00 per hour of use for a city employee to open the building, be present during your activity and to close the building when your activity is finished. **THIS EMPLOYEE IS NOT RESPONSIBLE FOR SET UP OR CLEAN UP.**
- A cleaning and damage deposit is required. **YOUR DEPOSIT IS REQUIRED TO RESERVE YOUR DATE.** \$500.00 cleaning deposit which is refundable when the facility is left clean, and no damage occurs. If you do not clean the facility, and there are damages, your deposit will be retained to cover the cost, and you will be liable for any expenses incurred over and above the deposit paid. Cleaning includes the hallway and the restrooms.
- All Parties in the City facilities must end at 10:00p.m. There may be no alcohol served after this time. Everyone must be off the premises by 12:00am.**
- Events at the CRC that use the overflow parking lot at night will be required to rent a light tower for their event. The light must be turned off by 10pm.
- Alcohol is not permitted in the Civic Center/CRC facilities unless you have provided proof of security. Security guards must be present entire time alcohol is being served. The number of guards is to be determined by the Beaumont Police Department for Civic Center or CRC. (# of guards on all facility rentals are subject to approval by the Beaumont Police Department). Arrangements may be made with a private security firm. A copy of the contract must be provided to this office. **THE GUARD MUST BE LICENSED, BONDED, IN UNIFORM AND HAS NO ASSOCIATION WITH THE PARTY.**

Special arrangements can be made to sell alcohol in the Civic Center for nonprofit agencies with approval from Community Service Department and /or the Chief of Police. **ALCOHOL IS NOT ALLOWED FOR PARTIES OF UNDER AGED PERSON(S) (21 & OLDER ONLY).**

If you plan to sell drinks, a one-day permit is required from ABC. You must first contact the Police Department for a letter to the ABC to obtain a permit. NOTE: ABC will not issue a permit to a private party, only nonprofit service clubs or organizations.

The city has 150 – 200 metal fold-out chairs, and 25 6-foot tables. These are available free of charge. If additional are needed, you will need to rent them from another organization.

Should the applicant desire to cancel the facility reservation, notification of the cancellation must be received no later than two weeks prior to the scheduled event. Should cancellation notice not be received by this time limit, a \$100.00 cancellation fee will be charged and taken from the deposit paid.

By signing you are stating you have read and are complying by all rules of the ordinance.

Signature: [Handwritten Signature] Date: 11/20/21

Location:

CHATIGNY REC CENTER CIVIC CENTER Room(s) number: _____
 PARKING LOT ONLY

Date(s) of Use: Saturday, February 5, 2022 Period of use: One Time Weekly Monthly

Other: _____

Open Building: 2:00 am/pm 9:00 am/pm

Starting Time: 4:00 am/pm Ending Time: 7:00 am/pm

Equipment Needed for Meeting/Usage: Chairs Tables Other: Kitchen

Name of Organization/Group: Boy Scouts of America Troop 322

Purpose of Meeting/Usage: Taco dinner to raise funds for the troop. (Fundraiser)

Expected Attendance: Unknown Open to the Public? Yes No

****The City reserves the right to revoke this permit at any time****

RENTAL RATES

Item 7.

CATEGORY:	1	2	3	4
Auditorium/gym	N/A	N/A	\$120.00	\$220.00 First 2 hours
\$500.00 Deposit	N/A	N/A	\$40.00	\$100.00 Extra hours
Meeting Rooms	N/A	N/A	\$50.00	\$100.00 First 2 hours
\$45.00 Deposit	N/A	N/A	\$15.00	\$40.00 Extra hours
Staff Fee per Hour:	TBD	\$20 PER HR	\$20 PER HR	\$20 PER HR

CATEGORIES

1. City sponsored activities and use by departments and divisions of the City of Beaumont.
2. Local schools.
3. Civic groups; non-profit organizations, clubs, associations; other governmental agencies.
4. Wedding, receptions, and private parties. Commercially sponsored activities; use by business, groups, associations, or individuals for any type of profit-making activity or event.

**CITY OF BEAUMONT FACILITY REQUEST
WORK OUT FORM**

LOCATION _____ FACILITY _____

FIRST 2 HRS \$ _____

ADD. HRS \$ _____

STAFF FEES \$ _____

SUB TOTAL \$ _____

DEPOSIT \$ _____

TOTAL \$ _____

THIS IS ONLY A WORK SHEET AND DOES NOT RENT FACILITY

RATES ARE SUBJECT TO CHANGE, BEFORE PERMIT IS SIGNED

Please return signed and completed application to the

BEAUMONT PARKS AND RECREATION DEPARTMENT

1310 Oak Valley Parkway, Beaumont, Ca 92223

(951) 769-8524 | Parks@BeaumontCa.gov | BeaumontCa.gov

Staff approval signature: _____ Entered in Recdesk date: _____

Honorable Mayor Lara and Distinguished Members of the Beaumont City Council,

My name is Alicia Valdivia. I am a resident of our wonderful city and the Fundraising Committee Chair for the Boy Scouts of America, Troop 322. As many of you know the future of our community is shaped by those that volunteer and participate in leading our youth in a purposeful direction. The members of Troop 322 include young men that have a desire and passion to support the Community of Beaumont while learning ethically valued life lessons. In the past Troop, 322 has participated in the Veterans Day Parade, Annual Christmas Parade, Cherry Festival, the City Clean-up Day, and Community Food Drives. We have also participated in honor guard/flag ceremonies at the Civic Center.

As you know participation is one key role in the development of our youth. We the members of the Troop 322 leadership often try to develop ways for the boys to earn money to aid with their activities. We have traditionally utilized donated locations from various civic groups within our community. Lately, this has become a challenge, space is limited and these locations are booked.

On behalf of Troop 322 leadership, we are requesting the use of the Chatigny Center for our annual Troop 322 Taco dinner fundraiser. This annual event raises much-needed funding for the troop and is our first fundraiser since the start of COVID. We rely solely on fundraisers to support our troop and help the boys with activities such as camping, rank advancements, achievement awards, leadership training, and summer camp. We are graciously asking for the Beaumont City council for the use of the Chatigny Center and to waive the fees associated with the use. You can be assured that we will be respectful of the property, neat, and clean, and adhering to one of the core mottos "Leave no trace." Meaning we will leave the Chatigny Center just as we found it.

Thank you for your time and consideration.

Respectfully,

Alicia Valdivia



Staff Report

TO: City Council

FROM: Jennifer Ustation, Finance Director
Lisa Leach, Assistant Finance Director

DATE January 18, 2022

SUBJECT: FY2021 Annual Comprehensive Financial Report and Report of Internal Control Over Financial Reporting

Background and Analysis:

On an annual basis the City is required to have an independent audit of its financial statements. The audit for FY2021 has been completed and is included as Attachment A.

The audit provides for an unmodified (“clean”) opinion, which means that the financial statements present fairly in all material respects to the financial condition of the City. The audit process includes an interim period of review of internal controls and testing of transactions and year-end balances. Both processes are completed by the independent auditors.

This is the City’s first Annual Comprehensive Financial Report (ACFR). The ACFR is divided into the following sections:

- **Introductory Section** – includes a letter of transmittal to introduce the ACFR and provide a profile of the government and information that is useful in assessing a government’s economic condition and organizational information,
- **Independent Auditor’s Report on Financial Statements** – provides an opinion on the reasonable assurance about whether the financial statements as a whole are free from material misstatement,
- **Management Discussion and Analysis** – provides management’s discussion of the financial condition of the City and the results of operations for FY2021,

- **Financial Statements** – provides for detailed financial results of both government activities and business type activities along with the change in financial position for the City during FY2021,
- **Notes to the Financial Statements** – provides additional information regarding a summary of significant accounting policies including valuation of assets and liabilities,
- **Supplementary Information** – provides for comparative data with information from prior years, and
- **Statistical Section** – provides financial trends, revenue capacity, debt capacity, demographic, economic and operating information which provides a context for assessing a government's economic condition.

Internal Control Over Financial Reporting

The auditors consider the City's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing their opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Within this report the auditors will identify any deficiencies they encountered in their testing of internal control over financial reporting.

A deficiency in internal controls exists when the design or operation of control does not allow management or employees to prevent or detect and correct misstatements on a timely basis. There are two types of deficiencies, a material weakness and a significant deficiency. A material weakness is a deficiency that a material misstatement of the City's financial statements will not be prevented or detected and corrected on a timely basis. A significant deficiency is a deficiency in internal control that is less severe than a material weakness.

During the audit this year, Rogers, Anderson, Malody and Scott, LLP (RAMS) identified two new significant deficiencies, one was related to segregation of duties and the other was on adherence to the investment policy. There were two carryover deficiencies that addressed one deficiency as having been corrected and the other that had not been corrected since the last audit. In the draft report that is provided it will be noted by management that the two new deficiencies have been addressed and new procedures and reporting have been implemented. The carryover finding has also been addressed and is in the process of correction.

Finance and Audit Committee Review

The Finance and Audit Committee met on December 20, 2021, and January 10, 2022, to review and discuss the drafts of these reports and it was recommended to move forward to the City Council once they were in final form.

Fiscal Impact:

City staff estimates the cost to prepare this report to be \$175.

Recommended Action:

Receive and file the FY2021 Annual Comprehensive Report and associated reports.

Attachments:

- A. FY2021 Annual Comprehensive Financial Report
- B. FY2021 SAS114 Letter
- C. FY2021 Report on Internal Control Over Financial Reporting
- D. Rogers, Anderson, Malody & Scott, LLP Presentation



City of Beaumont

Beaumont, California

Annual Comprehensive Financial Report

For the Year Ended June 30, 2021

City of Beaumont, California

**ANNUAL COMPREHENSIVE
FINANCIAL
REPORT**

For the fiscal year ended June 30, 2021

Prepared by the Finance Department

Jennifer Ustation, Finance Director
Lisa Leach, CPA, Assistant Finance Director
Jacqueline Miranda, Accounting Technician
Tara Astran, Budget Specialist
Justine Wickman, Accounting Technician

City of Beaumont
Annual Comprehensive Financial Report
For the Year Ended June 30, 2021

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**Annual Comprehensive Financial Report
For the Year Ended June 30, 2021**

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January 12, 2022

To the Honorable Mayor, Members of the City Council, and the Citizens of Beaumont:

It is with great pleasure that we present to you the City of Beaumont’s (City’s) audited Annual Comprehensive Financial Report (ACFR) for the fiscal year ended June 30, 2021. The financial statements within this report are presented in conformity with the generally accepted accounting principles (GAAP) and have been audited in accordance with generally accepted auditing standards (GAAS) and *Government Auditing Standards* (GAGAS) by an independent certified public accounting firm.

The ACFR includes the financial activity for all funds of the City, Financing Authority, Public Improvement Authority and Fiduciary Funds. The report is organized into three major sections which include the Introductory Section, the Financial Section, and the Statistical Section.

Management assumes full responsibility for the completeness and reliability of the information contained in this report, based upon a comprehensive framework of internal controls established for this purpose, which include an array of administrative procedures. These controls are designed to provide reasonable, but not absolute, assurance to safeguard City assets against loss from unauthorized use or disposition, as well as the reliability of financial records for accurate and fair presentation of financial reports. The concept of reasonable assurance recognizes that the cost of specific controls should not exceed the benefits likely to be derived from exercising the controls, and that this evaluation involves estimates and judgements by management. It is believed that the City’s internal accounting controls adequately safeguard City assets and provide reasonable assurance of proper recording of financial transactions.

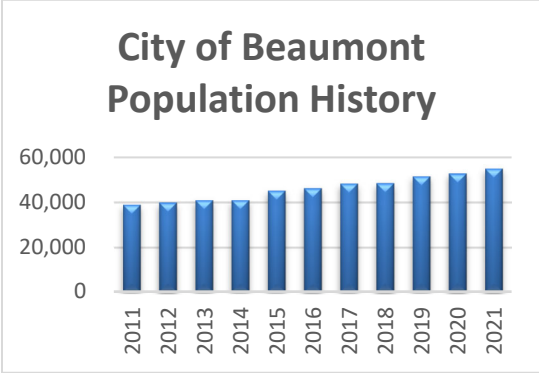
Rogers, Anderson, Malody & Scott, LLP, Certified Public Accountants, have issued an unmodified (“clean”) opinion on the City of Beaumont’s financial statements for the year ended June 30, 2021. The independent auditor’s report is located at the front of the financial section of this report.

Management’s discussion and analysis (MD&A) immediately follows the independent auditor’s report and provides a narrative introduction, overview, and analysis of the basic financial statements. The MD&A complements this letter of transmittal and should be read in conjunction with it.

PROFILE OF THE GOVERNMENT

Beaumont was incorporated on November 18, 1912, is located 79 miles east of Los Angeles, 111 miles northeast of San Diego and 28 miles west of Palm Springs. Beaumont’s incorporated area encompasses two of the region’s most important highway interchanges, IH-10 and SR-60 and IH-10 and SR-79. Beaumont (beautiful mountain), originally the community of the San Gorgonio Pass, began its roots as an ideal route for the transport of goods and services from the Missouri River to the Pacific Ocean. The Pass Area remains an important route for the transportation of

goods and services from the West Coast today. Since the early 2000s Beaumont has undergone a major building boom and for several years has remained one of the fastest growing cities in Riverside County, mainly due to its housing affordability and convenient proximity to major urban centers. Beaumont’s median income is \$84,105 which is 14.8% higher than the average for Riverside County.



As presented in the ten-year population history chart, Beaumont’s population has significantly increased over the past 10 years. The 2020 US Census estimated the population to be 52,686. The California Department of Finance now estimates the 2021 population has grown to 54,937, an increase of 2,251 from 2020 (4.27% growth).

Beaumont is a “general law” city governed by a city council/city manager form of government. Within the City are multiple special districts which are separate entities with their own, duly elected governing boards. Beaumont is governed by a 5-member City Council, from which the Mayor and the Mayor Pro tempore are selected annually. The City Council appoints the City Manager, who is responsible for the daily operations of all City departments, and the City Attorney. The City’s operating departments are City Council, City Clerk, Administration, Finance/Budget, Community Development, Community Services, Public Safety, Public Works, Transit, and Wastewater.

Basic local governmental services are provided including police, fire protection (through contract with Riverside County), maintenance and construction of public improvements, cultural, recreation, planning, zoning, transportation, sewer, and general administration. Financial administration of the City is the responsibility of the Finance Director, who supervises the City’s fiscal administration and includes the day-to-day accounting, budgetary and reporting compliance, revenue and cash management, and debt administration operations.

THE REPORTING ENTITY

The ACFR includes all activities carried out by the City as a legal entity, including the activities of the Beaumont Successor Agency, Beaumont Utility Authority (BUA), Beaumont Financing Authority (BFA), Beaumont Parking Authority (BPA), and the Beaumont Public Improvement Authority (BPIA). The City is financially accountable for each of these authorities as specified by the guidance of the Governmental Accounting Standards Board (GASB).

ACCOUNTING SYSTEMS AND BUDGETARY CONTROL

The City’s fund accounting records are maintained using a modified accrual basis of accounting, as explained in the Notes to the Financial Statements, and is subject to the accounting practices for governmental units as mandated by (GASB). Basic City operations are accounted for in the City’s

General Fund, with other activities accounted for in separate funds as required by law or determined by management discretion.

The Government-Wide financial statements (Statement of Net Position and Statement of Activities) follow the accrual basis of accounting. As required by GASB, an accompanying summary reconciliation schedule is presented following the Governmental fund financial statements. These reconciliation schedules are presented on pages 23 and 26 in the body of the financial statements.

The Finance Director is charged with the responsibility for the receipt and disbursement of all monies and to maintain control over all expenditures to ensure that budget appropriations are not exceeded. The level of budgetary control, that is the level at which expenditures are not to exceed Council approved appropriations, is established at the fund and department level. The City Manager has authority to amend the budget within a departmental appropriation; however, changes in employee counts must be approved by the City Council. Adjustments at the object level within major categories of expenditures are permissible at the department level, however, adjustments involving transfers between major categories of expenditures, between departmental and division budgets, or between departments within the same fund, require Finance Director recommendation and City Manager approval. All appropriations lapse at year-end and become available for re-appropriation the following year through the appropriate budgetary process, upon recommendation by the City Manager for City Council consideration.

SIGNIFICANT EVENTS AND ACCOMPLISHMENTS

Economic Development

The City completed a retail market analysis and identified its retail trade area. Proactive retail recruitment strategies have been implemented utilizing data from market analysis. The City also established the Beaumont Business Resource Center page on the City's website. This webpage provided businesses with information about safety measures and mandates, funding opportunities from various sources, and business counseling. Business surveys were conducted to determine business needs during the pandemic. In order to help local restaurants, weather the COVID-19 pandemic, Beaumont established policies to facilitate outdoor dining and related services. Beaumont also launched a Stay Safe Pledge to maintain public confidence in local retail establishments. A small business assistance grant program was implemented to provide financial assistance to local businesses who could demonstrate financial losses due to the COVID-19 pandemic and cumulatively awarded \$123,000 in grants relief to qualified businesses.

Community Development

Beaumont adopted the 2040 General Plan Update which was a major update to the 2007 General Plan. The update was recognized by the American Planning Association and awarded the 2021 Comprehensive Plan Small Jurisdiction Award. The City also completed a Downtown Area Plan that provides a detailed vision, guiding principles, and goals and policies for the City's historic core. It recognizes the importance of this area to the identity of the community and is the guiding document for the revitalization and redevelopment of the downtown core.

Public Safety

In Fiscal Year 2020/2021, Beaumont Police Department expanded the K9 Program to include a second canine handler and a canine. This team is a dedicated asset for the Patrol Division and should prove vital to the safety of sworn personnel and the community. This was accomplished by the Beaumont PD Administration, with support from the Beaumont City Council and City Manager. Updated BPD policy was administered, a dedicated budget was established, canine handler interviews were conducted, and canine testing was administered. Equipment, training, vehicle outfit and miscellaneous purchases have been made to accommodate the on-boarding of the second canine team. The Beaumont Police department has made a conscious effort to save costs by retrofitting an existing new model/low mileage vehicle.

Public Works

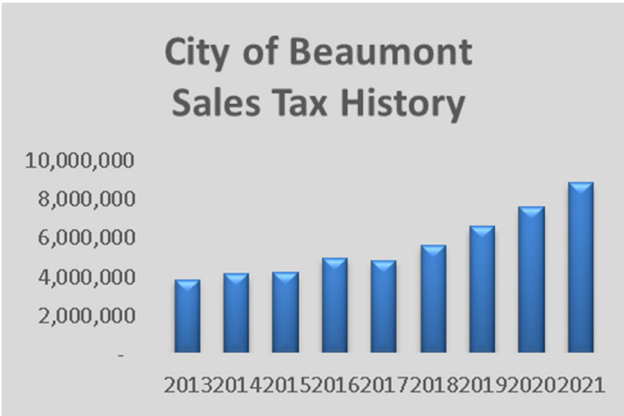
The City of Beaumont Public Improvement Program included the fiscal year 2019/2020 Street Rehabilitation Project and fiscal year 2020/2021 Mid-Year Street Maintenance Project. To date, 79 lane miles of road have been rehabilitated with more than 50 lane miles planned in the next two years. The City is currently in the final design and the draft environmental document preparation for the Pennsylvania Avenue interchange which currently hosts a westbound off-ramp and eastbound on-ramp only. Pennsylvania Avenue's two lanes of traffic intersect with the Union Pacific Railroad at an at-grade intersection south of the I-10 freeway. Two existing grade separations within the vicinity of the project at Beaumont Avenue and Highland Springs Avenue experience a high volume of traffic due to regional commuters and shoppers. In order to avoid congestion at these locations, an increasingly high volume of vehicles are using Pennsylvania Avenue. The first phase of the project will be widening Pennsylvania Avenue to four lanes between First Street and Sixth Street and will also include protected dual turns from northbound Pennsylvania Avenue to westbound Sixth Street. Construction of the widening is set to begin in early 2022 and is expected to take 6-9 months to complete.

LOCAL ECONOMY AND PROSPECTS FOR THE FUTURE

As presented in the 2040 General Plan Update, the City will support downtown revitalization as well as growth and business expansion in targeted industries that include healthcare, retail, and technology-based industries. Beaumont has continued to experience growth in its retail, commercial and industrial sectors. The City is approximately 50% built out and has significant land available to add to its numerous retail anchors that include Walmart, Home Depot, Kohls and Ross Dress for Less. The community has also experienced growth in its commercial and industrial sectors with the most recent addition being an Amazon fulfillment center. Amazon joins other major employers like Perricone Juices, Icon Health and Fitness, Wolverine, and CJ Foods. Work is underway on a new industrial building of approximately 700,000 square feet in the Hidden Canyon area in the central portion of the City. Amazon provides much of the economic base of the community through the employment of the local labor force within its 640,000 square-foot fulfillment center. Due to Beaumont's prime location, available land, and growing population base it is anticipated that it will remain attractive to future commercial and industrial prospects. Planning policies have been adopted to support balanced growth to achieve fiscal sustainability while maintaining a high quality of life. These policies are in concert with the City Council's

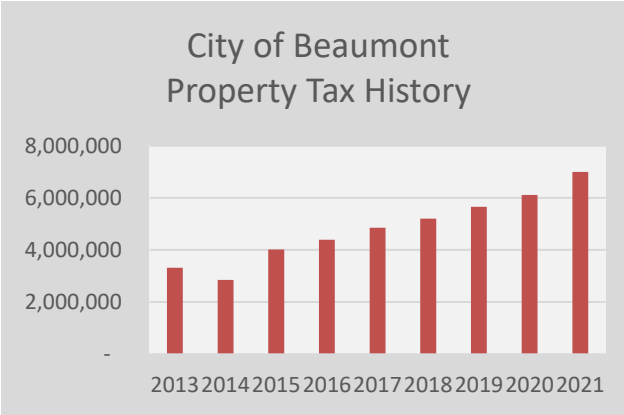
official goals and objectives in the areas of public safety, quality of life, economic development, sustainable community, and intergovernmental/interagency relationships.

In 2021, the median price of a home in Beaumont was \$447,000, an increase of \$67,000 or 17.63% from \$380,000 in 2020, according to the Riverside County Recorder via HDL, Coren & Cone. Prior to 2021, the peak median price of \$396,500 was reported for 2006. The 2021 median value represents a 12.7% increase from that peak. After several years of fluctuations in home values due to uncertain economic conditions, Beaumont has seen a steady increase in home prices from 2016 thru 2021. Beaumont continues to see a steady pace in new, single-family residential development which is expected to continue over the next couple of years. This growth is expected to continue attracting skilled and educated residents who are expanding the local workforce with the requisite skills to meet the City’s economic development objectives.



The Sales Tax History chart is a ten-year historical presentation of the City’s sales tax revenue through fiscal year ending June 30, 2021. In 2021, the City received \$7,552,253 in sales tax revenues, an increase of 14.53% or \$958,623 from \$6,593,630.

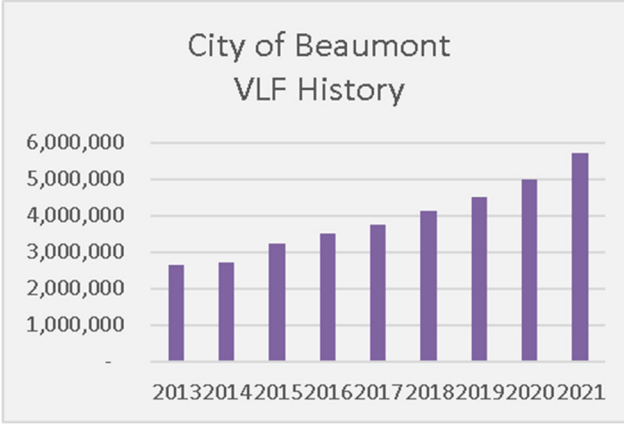
As with most California communities, a large portion of General Fund revenues are derived from sales and use tax receipts. Continued growth in the retail and commercial sectors will be critically vital to the long-term fiscal health of the community. A retail-oriented economic development program has been launched to expand local business and attract new prospects. Existing, entitled land exists for significant expansion of the retail center at Highland Springs and Second Street with other vacant sites at key locations being targeted for retail-specific economic development recruitment.



The Property Tax History chart is a ten-year historical presentation of the City’s property taxes through fiscal year ending June 30, 2021. As shown here, property tax collections decreased in 2014 due to the Great Recession but have steadily increased since 2015. On June 30, 2021, property tax revenues were reported at \$6,991,565, a net increase of \$881,941 or 14.44% from fiscal year 2020 due to increased residential, commercial and industrial new accessed value as well as increasing property values.

Overall property tax revenues are showing signs of growth as valuations increase and vacant land continues to be improved. The primary growth in assessed valuations continues to be in the single-family residential sector which accounted for a 10% increase in property transfer tax from

in 2020 to \$393,738 in 2021. With demand high and inventory low the value of existing homes has increased in response to market conditions



Protection Package, a Vehicle License Fee (VLF) program was implemented. The program provides for the exchange of the current VLF backfill from the State’s general fund for an equivalent amount of property tax revenues in FY2004/2005. Any future growth in VLF revenue would be calculated in proportion to growth in gross assessed valuation. As presented in the ten-year history chart, VLF has steadily increased since fiscal year 2011/2012. In fiscal year 2020/2021, the City collected \$5,709,914 in VLF revenue, an increase of \$712,062 or 14.25% due to an increase in property values within the City.

In fiscal year 2004/2005, as part of the California Governor’s Budget/Constitutional

ACTUAL OPERATING RESULTS – GENERAL FUND

The following discussion summarizes the annual operating results of the City’s General Fund, for the fiscal year ended June 30, 2021. Further details are presented in the individual financial statements attached to this transmittal letter. The ten-year General Fund History chart reflects the total revenues, expenditures, and net change in fund balance for the General Fund through June 30, 2021. The net change in fund balance figure in the chart includes operating revenues, operating expenditures, transfers to and from other funds, and proceeds from the sale of capital assets. The City Council committed \$2,750,000 to fund future capital improvement projects and committed \$2,500,000 to address the increasing unfunded pension liability (UAL) for miscellaneous and safety employees with CalPERS. For further detail and breakdown, please refer to the management’s discussion and analysis, the notes and statistical section of these financial statements.

ANNUAL OPERATING RESULTS – ENTERPRISE FUNDS

The City accounts for its Wastewater and Transit operations on an “enterprise” basis, meaning that the activity is treated more like a commercial business, separate and apart from the general City operations. In FY 2020/2021, Enterprise Fund operating revenues for Sewer and Transit combined, totaled \$10,968,734, an increase of \$265,610 or 2.48% over FY2020/2021, while operating expenses increased by \$343,198 or 2.23%, over the same period. For further detail and breakdown, please refer to the management’s discussion and analysis and the statistical section of these financial statements.

Wastewater Operations

For Wastewater Operations specifically, the Wastewater fund operating expenses exceeded operating revenues by \$1,761,943, mainly attributable to three new added positions. Last fiscal year the Wastewater fund showed an operating deficit of \$1,628,082. Interest expense increased \$894,728 which pertains to the debt service payment on the 2018 Wastewater Revenue Bonds issued to fund construction of a new wastewater treatment plant and a pipeline to send concentrated wastewater to the Orange County Sanitation District (OCSD). The wastewater treatment plant construction is in its final stage of construction and is expected to be completed within FY2021/2022. The OCSD pipeline has been completed and is in operation. For further detail and breakdown, please refer to the management's discussion and analysis and statistical section of these financial statements.

Transit Operations

For Transit Operations specifically, the Transit fund operating expenses exceeded operating revenues by \$3,030,110, which is not uncommon as the Transit system is heavily subsidized by the Riverside County Transportation Commission (RCTC). The transit system is subject to the provisions of the California Public Utilities Code §99268.3 and must maintain a minimum farebox recovery ratio of 10%, meaning operational revenue needs to be at least 10% of the systems expenses. Due to the COVID-19 pandemic, ridership has dramatically decreased and on June 29, 2020, the Governor of California signed Assembly Bill 90, which prohibits the imposition of a penalty on operators that do not maintain the required ratio of fare revenues to operating costs during fiscal years 2019-20 or 2020-21. For further detail and breakdown, please refer to the management's discussion and analysis and statistical section of these financial statements.

PENSION FUNDING STATUS

The City provides its full-time and certain part-time employees retirement and disability benefits through four defined California Public Employees' Retirement System (CalPERS) benefit pension plans: Classic Miscellaneous, Public Employees' Pension Reform Act (PEPRA) Miscellaneous, Classic Safety and PEPRA Safety. The City makes required employer contributions to the plans based on the amounts determined by CalPERS actuaries. All City employees pay their required employee contributions based on the employees' group/individual retirement plan formulas. In FY2020/2021, the City made \$3,228,952 in employer pension costs and contributions to PERS. The notes to the financial statements are based on the measurement date of the last actuarial which is June 30, 2020. In FY2020/2021, the "City's" share of retirement costs increased for Miscellaneous employees from 14.398% to 15.445%, for Miscellaneous PEPRA from 6.985% to 7.732%, for Safety from 21.927% to 23.674%, and for Safety PEPRA from 13.034% to 13.044%. The reason for the changes in the City's (employer) share of retirement costs is due to changes in pool asset values and differences between the projected rate of return versus the actual returns on pooled assets. At the December 21, 2016, meeting, the CalPERS Board of Administration approved lowering the CalPERS discount rate of assumption, the long-term rate of return, from 7.5% to 7.0% over the following three years. For further detail and breakdown, please refer to the management's discussion and analysis, the notes, certain required supplementary information, and statistical section of these financial statements.

Lowering the discount rate has resulted in plans seeing increases in both the normal costs and the unfunded actuarial liabilities. This has also impacted PEPRA plan members who have paid increased contribution rates. This assumption change has increased public agency employer contribution costs in FY2020/2021. Please see Note 10 of the notes for further information.

Debt Administration

As of June 30, 2021, the City had outstanding capital leases in the amount of \$251,984. The Successor Agency has a remaining balance of \$775,912 from an agreement with the State of California, Department of Finance (State) to pay an outstanding amount due from the State's Due Diligence Review. The City's blended component units, the Beaumont Financing Authority and the Beaumont Public Improvement Authority, have outstanding bond debt in the amount of \$79,681,849. The Wastewater fund has outstanding amount due from the 2018 Wastewater Revenue Bonds of \$78,860,000 and \$7,842,648 of Bond Premium, as well as \$99,305 in Capital Leases. Additional information regarding long-term liabilities is presented in Note 6 of the financial statements. Non-City obligations are discussed in Note 7 of the financial statements which are not legal obligation of the City and therefore not included here.

INDEPENDENT AUDIT

An independent audit of the City's records was performed for the year ended June 30, 2021, by the certified public accounting firm Rogers, Anderson, Malody & Scott, LLP. The auditor's report on the basic financial statements (government-wide financial statements and the fund financial statements), the notes to the basic financial statements and supplementary information is included in the Financial Section of the ACFR.


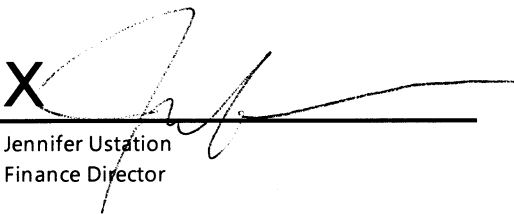
In general, the auditors concluded that the basic financial statements and supplementary information referred to above present fairly, in all material respects, the financial position of the City of Beaumont, Beaumont Successor Agency, Beaumont Financing Authority and the Beaumont Public Improvement Authority, as of June 30, 2021, and the results of its operations and cash flows of its proprietary fund types for the year ended in accordance with accounting principles generally accepted in the United States of America. The professionalism and knowledge by Rogers, Anderson, Malody & Scott, LLP during the audit is appreciated.

ACKNOWLEDGMENTS

The preparation of this report would not have been possible without the efficient and dedicated services of the entire staff of the Finance Department and other City Departments that provided data for preparation of the Statistical section of the Report. We would like to express our appreciation to members of all departments who assisted and contributed to the preparation of this report.

We would like to extend our appreciation to the Mayor, City Council, and each City Department for their cooperation and support in conducting fiscal operations of the City.

Respectfully submitted,

	
X	X
_____ Todd Parton City Manager	_____ Jennifer Ustation Finance Director

CITY OF BEAUMONT

PRINCIPAL OFFICIALS

Elected Officials

Lloyd White
Mayor

Julio Martinez III
Mayor Pro Tem

Mike Lara
Council Member

David Fenn
Council Member

Rey SJ Santos
Council Member

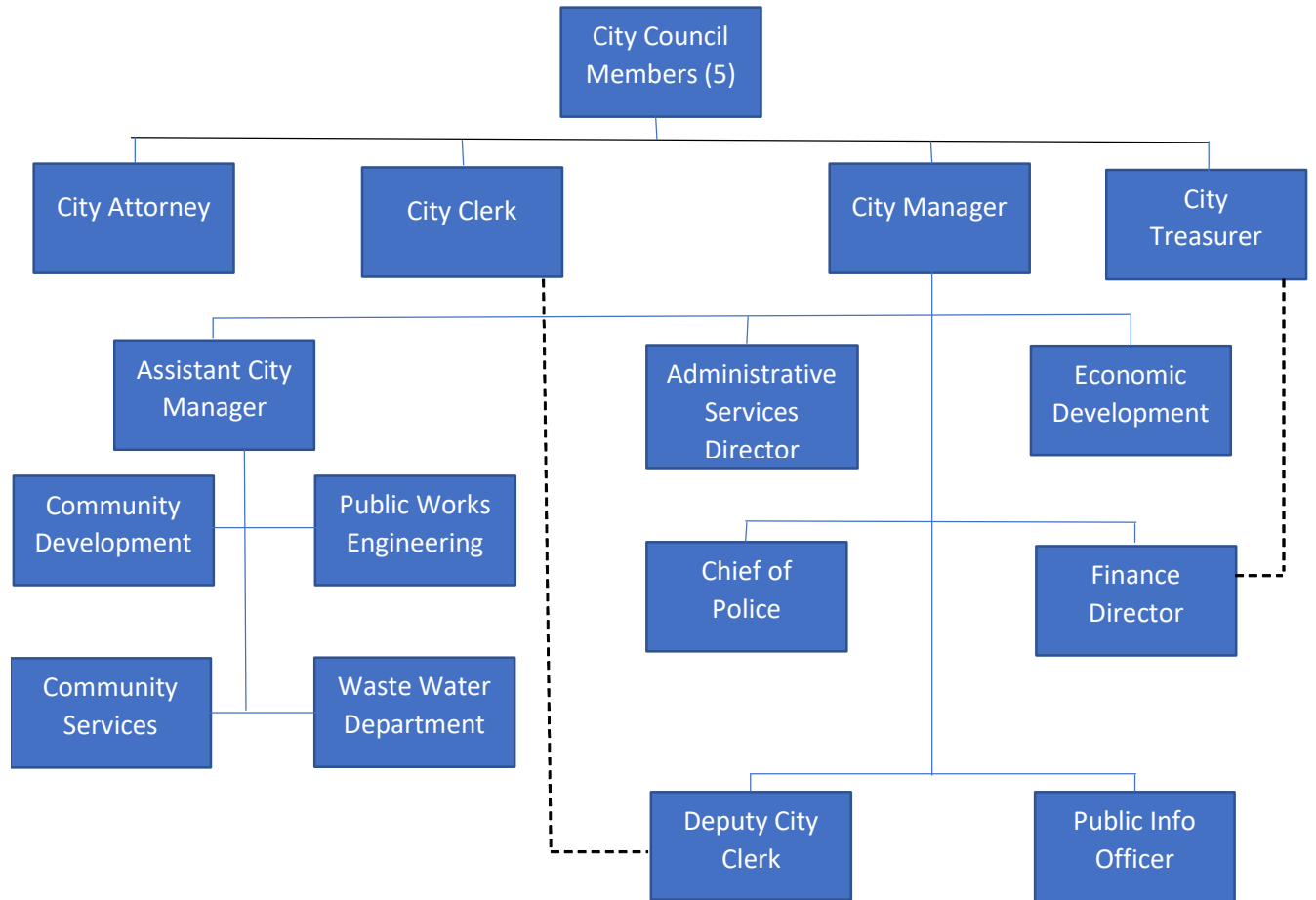
APPOINTED OFFICIALS

Todd Parton
City Manager

John Pinkney
City Attorney

Steven Mehlman	City Clerk
Nicole Wheelwright	Deputy City Clerk
Baron Ginnetti	City Treasurer
Siomara Giroux	Executive Assistant
Kristine Day	Assistant City Manager
Kari Mendoza	Administrative Services Director
Sean Thuilliez	Chief of Police
Jennifer Ustation	Finance Director

City of Beaumont Organizational Chart





Independent Auditor's Report

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San Bernardino, CA 92408
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909 889 5361 F
ramscpa.net

To the Honorable Mayor and Members
of the City Council of the
City of Beaumont
Beaumont, California

Report on the Audit of the Financial Statements

PARTNERS

Brenda L. Odle, CPA, MST
Terry P. Shea, CPA
Scott W. Manno, CPA, CGMA
Leena Shanbhag, CPA, MST, CGMA
Bradferd A. Welebir, CPA, MBA, CGMA
Jenny W. Liu, CPA, MST

MANAGERS / STAFF

Gardenya Duran, CPA, CGMA
Brianna Schultz, CPA, CGMA
Seong-Hyea Lee, CPA, MBA
Evelyn Morentin-Barcena, CPA
Veronica Hernandez, CPA
Laura Arvizu, CPA
Xinlu Zoe Zhang, CPA, MSA
John Maldonado, CPA, MSA
Thao Le, CPA, MBA
Julia Rodriguez Fuentes, CPA, MSA

MEMBERS

American Institute of
Certified Public Accountants

*PCPS The AICPA Alliance
for CPA Firms*

*Governmental Audit
Quality Center*

*Employee Benefit Plan
Audit Quality Center*

California Society of
Certified Public Accountants

Opinions

We have audited the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the City of Beaumont (the City), as of and for the fiscal year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the City's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the City, as of June 30, 2021, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the City and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

The City's management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.



In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the City's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining on a test basis, the evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the City's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, and schedules as listed in the table of contents be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the City's basic financial statements. The accompanying supplementary information listed in the table of contents are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The accompanying supplementary information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplementary information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information included in the Annual Report

Management is responsible for the other information included in the annual report. The other information comprises the introductory section and statistical section but does not include the financial statements and our auditor's report thereon. Our opinions on the financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon. In connection with our audit of the financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Emphasis of Matter

As discussed in Note 1 of the financial statements, the City adopted the provisions of GASB Statement No. 84, *Fiduciary Activities*. Our opinion is not modified in respect to this matter.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated January 12, 2022 on our consideration of the City's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control over financial reporting and compliance.

Rogers, Anderson, Malody & Scott, LLP.

San Bernardino, California
January 12, 2022

MANAGEMENT'S DISCUSSION AND ANALYSIS

Our discussion and analysis of the City of Beaumont's financial performance provides an overview of the City's financial activities for the fiscal year ended June 30, 2021. Please read it in conjunction with the accompanying transmittal letter and the accompanying basic financial statements.

FINANCIAL HIGHLIGHTS

- In the Government-Wide – Statement of Net Position: The City's assets and deferred outflows of resources exceeded its liabilities and deferred inflows of resources by \$471,873m (net position); of this amount \$333,430m is from governmental activities and \$138,443m is from business-type activities, with \$12,223m positive and \$3,071m positive unrestricted net position, respectively.
- In the Government-Wide – Statement of Activities: The City's net position increased 2.61% or \$12,015m from the \$460,199m at the beginning of the year, to \$471,873m at the end of the year. The increase is the net result of positive changes of \$15,585m in governmental activities and negative changes of \$3,570m in business-type activities.
- In the Government-Wide – Statement of Activities: During the current year, Governmental activities program revenues increased by \$10,516m due to a steady increase in charges for services of \$218k, in addition, to an increase of combined operating/capital contributions and grants of \$2,489m and a \$7,808m increase in capital grant and contributions. Business-type program revenues decreased by a net \$6,202m due to a decrease in operating grants and contributions of \$977k in the transit fund and a decrease of \$5,482m, in capital grant and contributions in all enterprise funds.
- In the Governmental Fund – Statement of Revenues, Expenditures, and Changes in Fund Balance: During the year, the General Fund reported a negative net change in fund balance of \$670k, due to \$3,785m of expenditures over revenues combined with other financing sources of \$3,114m, with the majority being \$3,111m of reserve funds used for street and infrastructure capital improvement projects.
- In the Required Supplementary Information – Budgetary Comparison Schedule: For the General Fund, the actual revenues available for appropriation were more than the final budget by \$3,268m, while actual expenditures were \$1,188m less than the final budget. Net actual other financing sources were \$460k less than the final budget, resulting in a positive \$3,995m net change in budgetary variance and an actual negative fund balance change of \$671k.
- In the 2020/2021 Adopted Budget – the City Council and management annually make great efforts to adopt a balanced budget that preserves general fund - fund balance. This year City Council adopted a General Fund budget which is projected to have a negative change in net position of \$563k. Overall, the General Fund maintains a solid financial position with committed funds of \$2,000m (emergency contingency) and assigned funds of \$1,250m (capital equipment replacement). In the adopted budget for fiscal year 2020/2021, committed fund balance represent 9.9% of the General Fund annual budget.

USING THIS ANNUAL REPORT

The discussion and analysis is intended to serve as an introduction to the City of Beaumont's basic financial statements. The basic financial statements consist of three components: 1) *government-wide financial statements*, 2) *fund financial statements*, and 3) *notes* to the financial statements.

The *government-wide statements* provide information about the activities of the City as a whole and present a longer-term view of the City's finances. These statements consist of the *statement of net position* and *statement of activities*.

The *fund financial statements*, which consist of the *governmental funds*, *proprietary funds*, and *fiduciary funds*, report the City's operations in more detail than the government-wide statements by providing information about the City's most significant (major) funds. The *governmental fund* statements also tell how City services were financed in the short term as well as what remains for future spending. The *proprietary funds* statements use the same accounting method as the business-type activities but provide more detail of the activities. The *fiduciary fund* statements provide financial information about activities for which the City acts solely as a trustee or agent for the benefit of those outside of the government.

Reporting the City as a Whole

The Government-Wide Financial Statements

One of the most important questions asked about the City's finances is, "Is the City as a whole better off or worse off as a result of this year's activities?" The *statement of net position* and the *statement of activities* report information about the City as a whole and about its activities in a way that helps answer this question. These statements include all assets and liabilities using the *accrual basis of accounting*, which is like the accounting used by most private-sector companies. All the current year's revenues and expenses are considered regardless of when cash is received or paid.

These two statements report the City's *net position* and changes in it. The reader can think of the City's net position - the difference between assets, deferred outflows of resources, deferred inflows of resources and liabilities - as one way to measure the City's financial health. Over time, *increases* or *decreases* in the City's net position is one indicator of whether its *financial health* is improving or deteriorating. However, to assess the *overall health* of the City the reader will need to consider other non-financial factors, such as changes in the City's property tax base and the condition of the City's roads and other infrastructure.

The *statement of net position* and the *statement of activities* present information about the following:

- Governmental activities - All the City's basic services are governmental activities, including general government, community development, public safety and public works. General revenues, including property taxes, motor vehicle in lieu, sales taxes, and franchise fees, finance 64% of these activities.
- Business-type activities – All Proprietary Funds (enterprise funds), wastewater, wastewater capital, wastewater developer impact fees, recycling water impact fees, transit, and transit capital, which receive funding through charges for services and developer contributions.
- Component units - The City's governmental activities include the Beaumont Financing Authority (BFA) and the Beaumont Public Improvement Authority (BPIA).

Reporting the City's Most Significant Funds

Fund Financial Statements

The fund financial statements provide detailed information about the most significant funds - not the City as a whole. Some funds are required to be established by State Law and by bond covenants. However, the City Council establishes many other funds to help it control and manage money for specific purposes or to show that it is meeting legal responsibilities for using certain taxes, grants, and other money. The City's three kinds of funds – *governmental*, *proprietary*, and *fiduciary* - use different accounting approaches.

Governmental funds - Most of the City's basic services are reported in governmental funds, which focus on how money flows into and out of those funds and the balances left at year-end that are available for spending. These funds are reported using an accounting method called *modified accrual* accounting, which measures cash and all other *financial* assets that can readily be converted into cash. The governmental fund statements provide a detailed *short-term view* of the City's general government operations and the basic services it provides. Governmental fund information helps determine whether there are more or fewer financial resources that can be spent in the near future to finance the City's programs. We describe the relationship (or differences) between governmental *activities* (reported in the *statement of net position* and the *statement of activities*) and governmental *funds* in a reconciliation schedule accompanying the fund financial statements.

The City of Beaumont maintains forty individual governmental funds. Information is presented separately in the governmental fund balance sheet and in the governmental statement of revenues, expenditures, and changes in fund balances for the General Fund, Beaumont Financing Authority/Beaumont Public Improvement Authority, Community Facilities District (CFD), Development Impact Fees (DIF), Community Facilities District (CFD) Capital Projects Fund and General Capital Projects Fund, which are *major* funds. The remaining eleven *nonmajor* funds are combined and presented in the *nonmajor* governmental funds column. Individual fund detail for the *nonmajor* funds is presented in the *combining statements* located on pages 103-108 of this report.

Proprietary funds - When the City charges customers for certain services it provides, these services are generally reported in proprietary funds. There are two types of proprietary funds: enterprise fund (*business-type activities*) and internal service funds (internal allocation of costs). Proprietary funds are reported on the full accrual basis of accounting, which is the same method that all activities are reported in the *statement of net position* and the *statement of activities*.

The City of Beaumont maintains eight enterprise funds to account for Wastewater (Four funds), Transit (Three funds) and one Internal Service Fund. The Wastewater and Transit funds are *major* funds and as such detail activity is presented in the *statement of net position*, *statement of revenues, expenses and changes in net position*, and *statement of cash flows* on pages 28-31.

Fiduciary Funds - The City is the trustee, or fiduciary, for certain amounts held on behalf of developers, property owners, and others. The City acting as Successor Agency to the Former Beaumont Redevelopment Agency (Successor Agency) is the trustee, or fiduciary, for amounts held on behalf of bond holders, enforceable obligations, and taxing entities. The City's fiduciary activities are reported in separate *statement of fiduciary net position* and *changes in fiduciary net position*. We exclude these activities from the City's other financial statements because the City cannot use these assets to finance its operations. The City is responsible for ensuring that the assets reported in these funds are used for their intended purposes. The statement of fiduciary net position and statement of changes in fiduciary net position can be found on page 33-34.

Notes to the financial statements – Additional information that is crucial to a full understanding of the figures provided in the government-wide and fund financial statements is provided in the notes to the financial statements. The notes to the financial statements can be found on pages 35-91 of this report.

Required supplementary information - The *budget and budgetary accounting and postemployment benefit plans* information can be found on pages 92-99 of this report.

Government-Wide Financial Analysis

Our analysis focuses on the net position (Table 1) and changes in net position (Table 2) of the City's governmental and business-type activities reported in the government-wide statements.

Net Position

As shown in Table 1, the City's net position from governmental activities increased 4.9% from \$317,846m to \$333,430m. The \$15,584m positive change in net position is the result of a negative \$21,454m in program operations, netted with \$37,039m in general revenues. In the business-type activities the decrease was 2.58% or \$3,569m, net position changed from \$142,011m to \$138,441m, the net result of a negative \$4,524m position change from operations and a positive \$954k in general revenues. These changes are recorded in the *statement of activities* (Table 2) which flows through to the *statement of net position*.

Table 1
Statement of Net Position
(Dollars in Thousands)

	Governmental Activities		Business-type Activities		Total	
	2021	2020	2021	2020	2021	2020
Assets:						
Current and other assets	\$ 193,464	\$ 188,260	\$ 26,563	\$ 41,600	\$ 220,027	\$ 229,860
Capital assets	279,364	277,081	217,022	201,226	496,386	478,307
Total assets	<u>472,828</u>	<u>465,341</u>	<u>243,585</u>	<u>242,826</u>	<u>716,413</u>	<u>708,167</u>
Deferred outflows:						
Deferred outflows related to pension	5,279	5,269	720	604	5,999	5,873
Liabilities:						
Current and other liabilities	46,535	50,992	18,480	11,853	65,015	62,845
Noncurrent liabilities	99,050	101,561	87,355	89,157	186,405	190,718
Total liabilities	<u>145,585</u>	<u>152,553</u>	<u>105,835</u>	<u>101,010</u>	<u>251,420</u>	<u>253,563</u>
Deferred inflows:						
Deferred inflows related to pension	70	211	27	67	97	278
Deferred inflows related to debt	(978)	-	-	-	(978)	-
Total deferred inflows	<u>(908)</u>	<u>211</u>	<u>27</u>	<u>67</u>	<u>(881)</u>	<u>278</u>
Net position:						
Net investment in capital assets	199,530	191,990	134,777	137,744	334,307	329,734
Restricted	121,677	118,675	595	-	122,272	118,675
Unrestricted	12,223	7,181	3,071	4,609	15,294	11,790
Total net position	<u>\$ 333,430</u>	<u>\$ 317,846</u>	<u>\$ 138,443</u>	<u>\$ 142,353</u>	<u>\$ 471,873</u>	<u>\$ 460,199</u>

As shown in Table 2, the change in net position is a positive \$15,584m for *governmental activities* and negative \$3,570m for *business-type activities*, with a combined total increase in net position of \$12,015m for the fiscal year ending June 30, 2021.

Table 2
Statement of Activities
(Dollars in Thousands)

	Governmental Activities		Business-type Activities		Total	
	2021	2020	2021	2020	2021	2020
Revenues:						
Program Revenues:						
Charges for services	\$ 6,224	\$ 6,005	\$ 10,955	\$ 10,699	\$ 17,179	\$ 16,704
Operating grants	4,116	1,627	2,252	3,229	6,368	4,856
Capital grants	16,582	8,774	1,853	7,334	18,435	16,108
General Revenues:						
Property taxes	12,701	11,107	-	-	12,701	11,107
Sales taxes	8,870	7,594	-	-	8,870	7,594
Motor vehicle in lieu taxes	38	38	-	-	38	38
Utility users tax	1,887	1,650	-	-	1,887	1,650
Franchise taxes	3,184	8,075	-	-	3,184	8,075
Transient occupancy taxes	299	279	-	-	299	279
Business licenses	415	343	-	-	415	343
Other revenue	234	-	-	-	234	-
Capital contribution	4,002	-	-	-	4,002	-
Investment earnings	4,619	4,230	58	565	4,676	4,795
Miscellaneous	527	472	14	5	540	477
Mitigation fees	-	-	1,123	4,819	1,123	4,819
Gain on sale of assets	24	33	-	-	24	33
Total revenues	<u>63,721</u>	<u>50,227</u>	<u>16,254</u>	<u>26,651</u>	<u>79,975</u>	<u>76,878</u>
Expenses:						
General government	10,322	6,387	-	-	10,322	6,387
Public safety	17,896	17,326	-	-	17,896	17,326
Public works	8,739	4,051	-	-	8,739	4,051
Community development	2,109	2,204	-	-	2,109	2,204
Community services	4,568	4,805	-	-	4,568	4,805
Interest and fiscal charges	4,743	4,982	-	-	4,743	4,982
Sewer	-	-	16,480	15,085	16,480	15,085
Transit	-	-	3,104	3,261	3,104	3,261
Total expenses	<u>48,377</u>	<u>39,755</u>	<u>19,584</u>	<u>18,346</u>	<u>67,960</u>	<u>58,101</u>
Transfers	<u>240</u>	<u>-</u>	<u>(240)</u>	<u>-</u>	<u>-</u>	<u>-</u>
Change in net position	<u>\$ 15,585</u>	<u>\$ 10,472</u>	<u>\$ (3,570)</u>	<u>\$ 8,305</u>	<u>\$ 12,015</u>	<u>\$ 18,777</u>

Governmental activity program revenues increased over last year by \$10,516m, and general revenues increased by \$2,978m. Net increase in operating contributions and grants of \$2,490m was a result of \$636k of CARES funding and \$1,973m of American Rescue Funds received for COVID-19 related expenditures and a decrease of \$258k in Public Works cost recovery. Charges for services decreases in General Government of \$295k were mainly due to decrease in insurance recovery and a hold on passport services. Public Safety program revenues increased by a net of \$395k due to an increase in special police services revenue such as vehicle release charges and administrative cost recovery charges. Community Development program revenues increased by \$236k because of construction activity related to new housing projects. Community Services program revenue decreased \$86k mainly due to the elimination of a day camp program.

Capital grants and contributions increased by \$7,808m mostly due to a change in recognition of development impact fees as well as an increase of \$41k Proposition 1B Local Streets and Roads Funds used in street pavement maintenance and rehabilitation projects. Developer contribution in the amount of \$5,808m was recognized for the Potrero Interchange PH1 project.

Overall general revenues increased by \$2,978m, due to the following changes in all major tax categories: property taxes increase - \$1,594m (current secured - \$877k, decrease in unsecured property - \$34k, property transfer tax - \$37k, and vehicle in-lieu - \$712k), sales tax increase - \$1,276m (due to sales tax coming in higher in both point of sale transactions and the County-wide pools share); franchise tax decrease - \$4,891m (due to a one-time fee of \$5,000m received in FY20 for the Waste Management contract), and other taxes increased \$329k - \$20k (transient occupancy tax and utility users tax increase - \$237k, vehicle license decrease - \$553 and business license tax increase - \$72k). Investment revenues increased a net of \$379k (due CFD principal and interest payments increase \$884k and investment revenue decreased \$176k because of decline in interest rates due to world-wide pandemic COVID-19), Gain on sales of assets decreased by \$9k due to only one property sale during the year. Miscellaneous revenues increased \$55k due to an increase in settlement cost recovery. And finally, net transfers between governmental and business-type funds are due to funds transferred to cover premium pay by the State and Local Fiscal Recovery Funds.

Business-type program revenues were down a net of \$6,202m, when compared to last year. Primary decreases were related to capital grants and contributions for wastewater acquisition. The increase in wastewater operations service charges were \$368k. Increases were due to annual rate increases and rising consumption levels resulting from new housing and commercial development connections within the City. Transit revenues had a net decrease of \$275k, mainly attributable to decrease of \$977k in operating grants and contributions and a decrease in charges for services by \$110k. Capital grants and contributions had an increase of \$812k mostly due to grants for the purchase of three new buses.

Governmental activities program expenses increased by \$8,622m. The result was the net of increases and decreases within specific programs during the fiscal year. An increase of \$570k occurred in Public Safety mostly due to premium pay given from State and Local Fiscal Recovery Funds for essential workers. A \$4,688m increase in Public Works is mainly attributed to citywide street improvement projects. Furthermore, there was a \$95k decrease in Community Development is mainly due to the completion of the General Plan Update that was completed in FY2021. General Government operations increase of \$3,935m is primarily due to increases in insurance costs, IT infrastructure upgrades and costs to mitigate the COVID-19 pandemic such as premium pay for essential workers and grants for business and resident support.

The *business-type activities* expenses reflected a net increase of \$1,238m in program expenses. The Wastewater Enterprise fund had an increase of \$1,395m which is made up of an increase in pension obligation payment and decreases in operating expenses such as repairs and maintenance and overhead costs. The Transit Enterprise fund had a decrease of \$157k mostly due to a decrease in contractual services.

In comparison to fiscal year 2020, the overall change in net position from operations for *governmental activities* was an increase of \$15,585m and *business-type activities* decreased by \$3,570m resulting in an overall City net position increase of \$12,015m for fiscal year 2021.

Government Activities

Table 3 presents the *total cost* (expenses) of each of the City's major public services in general government, public safety, community development, public works, and interest expense. Also included is each program's *net cost* (total cost less program revenues generated by the activities). The *net cost* shows the financial burden that was placed on the City's taxpayers by each of these functions.

Table 3
Net Cost of Governmental Activities
(Dollars in Thousands)

	Total Cost			Net Cost		
	2021	2020	Change	2021	2020	Change
Functions:						
General government	\$ 10,322	\$ 6,387	\$ 3,935	\$ 6,156	\$ 4,585	\$ 1,571
Public safety	17,896	17,326	570	14,410	14,797	(387)
Public works	8,739	4,051	4,688	(2,270)	(1,280)	(990)
Community development	2,109	2,204	(95)	(591)	(410)	(181)
Community services	4,568	4,805	(238)	(845)	934	(1,779)
Refuse	-	-	-	(148)	(256)	108
Interest and fiscal charges	4,743	4,980	(237)	4,743	4,980	(237)
Total Governmental Activities:	<u>\$ 48,377</u>	<u>\$ 39,754</u>	<u>\$ 8,623</u>	<u>\$ 21,455</u>	<u>\$ 23,349</u>	<u>\$ (1,895)</u>

In looking at table 3, you will note the major changes both in total cost and net cost. In 2021, total costs increased by \$8,623m, a result of increases in general government, public safety, and public works with decreases in community development, community services and interest and fiscal charges. Specific changes in program costs were discussed in the previous section.

FINANCIAL ANALYSIS OF THE CITY'S FUNDS

At year-end, the City's *governmental funds* reported combined fund balances of \$145,290m a net increase of \$2,194m in fund balance; included in this amount are decreases in fund balance for General Fund of \$671k, Community Facilities District (CFD) Special Revenue Fund \$6,853m and Beaumont Financing Authority Debt Service \$6,586m (due to refunding of debt); combined with increased in the Development Impact Fees (DIF) \$3,345m, Community Facilities District Capital Projects Fund \$338k, General Capital Projects \$10,321m (due to committed funds moved into projects) and Other Government Funds \$2,300m (due to COVID-19 grants received). The General Fund had a net decrease in fund balance of \$671k, resulting from net expenditures exceeding revenues by \$3,785m, netted with total other financing sources of \$3,114m. The significant change from prior year is mainly due to the appropriation of one-time funds of \$3,111m towards capital projects. The increases that offset the large change in the General fund had to do with the increase in taxes and license and permits. There was a large decrease in franchise fees due to a one-time fee of \$5,000m received in FY20.

In total the *Proprietary Funds* reported a negative change in net position of \$3,570m, with the Wastewater Enterprise showing a negative change of \$3,813m and the Transit Enterprise showing a positive change of \$243m. The City established an Internal Service Fund and transferred in \$6,409m of reserves. The Wastewater Enterprise ended with a negative change in net position of \$3,813m, because of ongoing operating expenses exceeding operating revenues by \$1,762m as well as nonoperating expenses of \$2,645m offset by transfers in of \$594k for capital contributions. The Transit Fund ended the year with a positive change of \$243k, because of ongoing operating expenses exceeding operating revenues by \$3,030m offset by nonoperating revenues of \$2,255m and transfers and capital contributions of \$1,018m.

General Fund Budgetary Highlights

The actual expenditures of the *General Fund* at year-end were \$3,785m more than the actual revenues. The positive budget-to-actual variance of \$4,455m in appropriations was due to conservative spending citywide with saving in personnel cost, professional and contractual services and repairs and maintenance. Of the unspent budget, actual revenues were \$3,268m more than anticipated compared to the final budget due to higher tax revenues in sales and property tax than anticipated. Use of money and property fell short from budget as interest rates continue to remain low due to COVID-19 and investment earnings came in short. Other revenues came in higher than expected due to an increase in cost recovery for admin fees. Favorable budget amendments and supplemental appropriations were made during the year to diminish budget overruns and to increase appropriations for unanticipated expenditures after adoption of the original budget. The original revenue budget was increased \$3,285m mainly for one-time uses of reserves for street projects and equipment and vehicle purchases. While the expenditure appropriations budget was increased in total by \$3,597m to allow for vehicle purchases as well as funds to address the COVID-19 pandemic through premium pay to essential workers and the citywide COVID-19 relief program which gave grants for business and resident support.

Although, the final adopted budget projected a \$4,666m negative change in fund balance, favorable results in revenues of \$3,268m, favorable results in expenditures of \$1,188m and unfavorable results in other financing uses of \$460k resulted in the combined favorable results of \$3,995m, as the actual negative net change in fund balance was only \$671k for the fiscal year ending June 30, 2021.

CAPITAL ASSET AND DEBT ADMINISTRATION

Capital Assets

Table 4
Capital Assets (net of depreciation)
(Dollars in Thousands)

Asset Type:	Governmental Activities		Business-Type Activities		Total	
	2021	2020	2021	2020	2021	2020
Land	\$ 28,547	\$ 28,547	\$ 3,010	\$ 3,010	\$ 31,557	\$ 31,557
Construction in progress	7,800	30,405	103,624	81,273	111,424	111,678
Structures, machinery & equipment	14,375	13,884	43,468	46,101	57,843	59,985
Infrastructure	228,641	204,244	66,919	70,842	295,560	275,086
Total	\$ 279,364	\$ 277,081	\$ 217,022	\$ 201,226	\$ 496,386	\$ 478,306

At the end of fiscal year 2021, the City had \$496,386m invested in a broad range of capital assets, a total increase of \$18,079m (See Table 4 above). *Governmental activities* include equipment, buildings, vehicles, land, park facilities, roads, storm drains, sidewalks and curb and gutters. *Business-type* activities include transit and wastewater operations. The total increase in the City of Beaumont investment in capital assets for fiscal year 2021 was 3.78% (a 0.82% increase in *governmental activities* and 7.85% increase in *business-type activities*). For fiscal year 2021, Net increases are the result of the new addition of roads and construction in progress of the wastewater operations. The major capital assets added for *governmental activities* and *business-type activities* are highlighted in explanation of Table 5.

Table 5
Schedule of Changes in Capital Assets/Infrastructure
(Dollars in Thousands)

Asset Type:	Governmental Activities		Business-Type Activities		Total	
	2021	2020	2021	2020	2021	2020
Land	\$ -	\$ 463	\$ -	\$ -	\$ -	\$ 463
Construction in progress	4,941	7,698	22,655	43,293	27,596	50,991
Structures, machinery & equipment	1,542	958	1,200	215	2,742	1,173
Infrastructure	29,354	2,992	357	7,646	29,711	10,638
Total Additions	35,837	12,111	24,212	51,154	60,049	63,265
Less: Decreases and depreciation	(33,554)	(6,305)	(8,416)	(7,761)	(41,970)	(14,066)
Capital Asset Increase/(Decrease)	<u>\$ 2,283</u>	<u>\$ 5,806</u>	<u>\$ 15,796</u>	<u>\$ 43,393</u>	<u>\$ 18,079</u>	<u>\$ 49,199</u>

As shown in Table 5, above, *capital assets* current year activity increased \$2,283m (net of depreciation) for *governmental activities* and increased \$15,796m (net of depreciation) for *business-type activities* for a total increase of \$18,079m. In the *governmental activities* the increase includes a Backup and Recovery System, 11 police vehicles, 2 Hybrid vehicles, Ditch Witch Excavator, Data Center for the Police Department, automated lights for the Sporks Park and new restrooms for Rangel Park. Infrastructure additions included the addition of the Potrero Interchange as well as the Beaumont Avenue Reconstruction. The Wastewater and Transit asset additions included new wastewater pumps, a Ford F350 pickup truck, 3 buses, and EV charging station. Asset Disposals include the demolition of the City pool and Rangel Park Restrooms, 2 police vehicles, 2 Hybrid Vehicles and 2 Community Development Vehicles. Additional information regarding capital assets activities can be found in Notes 1E and 5 of the financial statements.

Long-Term Liabilities

In June 2012, GASB (Governmental Accounting Standards Board) issued Statement No. 68, requiring public employers to comply with new accounting and financial reporting standards. Statement No. 68 outlines a different approach to the recognition and calculation of pension obligations. Under the new GASB standards, employers that participate in a defined benefit pension plan administered as a trust or equivalent arrangement are required to record the net pension liability, pension expense, and deferred outflows/deferred inflows of resources related to pensions in their financial statements as part of their financial position. These amounts are presented in the statement of net position on page 16, with detailed information in Note 10 to the financial statements.

Governmental Activities - Governmental Activities - The City governmental funds have \$103,830m in outstanding long-term liabilities as of June 30, 2021; with the majority (\$77,103m) related to Local Agency Revenue Bonds. In the Governmental Activities, pension related obligations total \$17,640m. Tables 6 below and Note 6 and 7 to the financial statements offer a more detailed view of governmental long-term liabilities.

Table 6
Long-Term Liabilities
(Dollars in Thousands)

	Governmental Activities		Business-Type Activities		Total	
	2021	2020	2021	2020	2021	2020
AB 1484 Due Diligence	\$ 776	\$ 1,076	\$ -	\$ -	\$ 776	\$ 1,076
Capital Leases	153	251	-	-	153	251
1994 Revenue Bonds, Series A	1,970	2,530	-	-	1,970	2,530
2011 Revenue Bonds, Series A & B	-	11,930	-	-	-	11,930
2012 Revenue Bonds, Series A	-	5,600	-	-	-	5,600
2012 Revenue Bonds, Series B	-	2,955	-	-	-	2,955
2012 Revenue Bonds, Series C	-	3,345	-	-	-	3,345
2013 Revenue Bonds, Series A	-	6,015	-	-	-	6,015
2013 Refunding Revenue Bonds, Series B	-	8,680	-	-	-	8,680
2015 Refunding Revenue Bonds, Series A	9,770	10,000	-	-	9,770	10,000
2015 Refunding Revenue Bonds, Series B	16,020	16,810	-	-	16,020	16,810
2015 Refunding Revenue Bonds, Series C	4,040	4,265	-	-	4,040	4,265
2015 Refunding Revenue Bonds, Series D	5,985	6,320	-	-	5,985	6,320
2019 Refunding Revenue Bonds, Series A	5,085	5,375	-	-	5,085	5,375
2020 Revenue Bonds, Series A	17,200	-	-	-	17,200	-
2021 Revenue Bonds, Series A	18,675	-	-	-	18,675	-
Bond premium						
2019 revenue bond series A	937	1,015	-	-	937	1,015
Wastewater Revenue Bonds, Series 2018A	-	-	78,860	80,105	78,860	80,105
Bond premium	-	-	7,843	8,495	7,843	8,495
Capital Leases	-	-	99	184	99	184
Compensated absence	2,773	2,628	375	297	3,148	2,925
Claims payable	2,806	2,206	-	-	2,806	2,206
Net pension liability	17,640	16,462	2,300	1,746	19,940	18,207
Total	\$ 103,830	\$ 107,463	\$ 89,477	\$ 90,827	\$ 193,307	\$ 198,290

Business-type Activities - The enterprise funds have \$89,477m in outstanding long-term liabilities as of June 30, 2021. The wastewater fund has bonded debt of \$78,860m consisting of the 2018 Wastewater Revenue Bonds originally issued for \$81,105m with the first payment made on September 1, 2019: and the premium on the bond with a current outstanding balance of \$7,843m. The Bond issue is paid with wastewater operating revenues. In the enterprise funds pension related obligations total \$2,300m. Additional detailed information for business-type long-term liabilities is shown in Note 6 and 7 to the financial statements.

ECONOMIC FACTORS AND NEXT YEAR'S BUDGET

In FY2020, the COVID-19 pandemic caused a widespread health crisis, which was quickly followed by a widespread financial crisis due to many non-essential businesses were forced to shut down with stay-at-home orders issued by Governor Gavin Newsom. Throughout FY2021, the City and Inland Empire has seen a recovery as workers returned to work and businesses reopened. According to the UCR School of Business Center for Economic Forecasting and Development, the Inland Empire's business activity should reach pre-pandemic levels by the end of this year. Over the next two quarters, local business activity is forecast to rise between 3% and 6%.

One unintended impact of the shut down was the shortage of workers that it would create. Whether it be that workers found other types of employment or stayed home with children, the region has seen a shortage of workers since hitting the bottom in April 2020. The Inland Empire has added back 185,600 jobs, regaining roughly 83% of the total jobs lost in the region due to the pandemic. However, according to UC Riverside News, the total payroll employment for the Inland Empire remains at 2.3% (or 36,700 jobs) below its pre-pandemic peak from February 2020.

The City has still seen economic growth through FY 2021 with new industrial and commercial completed projects such as the Amazon Fulfillment Center, In and Out Burger and Raising Cane's Chicken Fingers drive-thru restaurants. Multiple light industrial permits have been pulled and construction has begun on these projects allowing to add to the continued economic recovery being felt within the City. Multiple housing projects are in process with the City which is forecasted to be close to build out in ten years.

City staff continues to update forecasting models to be better prepared for changes in economic conditions. Care must be given to ensure that planned ongoing costs do not exceed revenues over the next three to five years. One area of concern is rising pension costs which the City is currently looking at options to address these costs. Inflation has also become a concern as the Consumer Price Index has increased 4.8% from July 2020 to July 2021 for Riverside-San Bernardino-Ontario area according to the State of California Department of Industrial Relations. The inflation rate will need to be monitored as costs for goods and services as well as construction costs for projects could potentially have a negative impact on the FY22 budget and beyond.

On June 1, 2021, the City Council adopted the City of Beaumont Operating and Capital Improvement Program (CIP) Budget for the Fiscal Year beginning July 1, 2021 and ending June 30, 2022. The General Fund operating budget totals \$38,678m and is funded by operating revenue of \$31,652m, transfers in and other financing sources of \$7,801m, leaving \$775k of appropriations available throughout the FY. The approved CIP budget for fiscal year 2021/2022 totals \$6,347m with a five-year CIP investment plan estimated at \$24,293m.

CONTACTING THE CITY'S FINANCIAL MANAGEMENT

This financial report is designed to provide our citizens, taxpayers, customers, investors, and creditors with a general overview of the City's finances and to show the City's accountability for the money it receives. For any questions about this report or additional financial information, please contact the Finance and Administrative Services Department of the City of Beaumont, located at 550 E. 6th Street, Beaumont, CA 92223, (951) 572-3236 or finance@beaumontca.gov.

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Government-Wide Financial Statements

Statement of Net Position
June 30, 2021

	Primary Government		
	Governmental Activities	Business-Type Activities	Total
ASSETS			
Current assets:			
Cash and investments	\$ 103,189,568	\$ 18,761,656	\$ 121,951,224
Restricted cash and investments	-	595,399	595,399
Deposits	64,433	-	64,433
Receivables:			
Accounts	399,131	2,551,977	2,951,108
Interest	60,874	1,344	62,218
Intergovernmental	3,317,521	95,233	3,412,754
Prepaid items	330,277	-	330,277
Total current assets	107,361,804	22,005,609	129,367,413
Noncurrent assets:			
Restricted cash and investments with fiscal agent	7,131,699	4,557,689	11,689,388
Restricted investment in CFDs	78,745,000	-	78,745,000
Loans receivable	225,715	-	225,715
Capital assets:			
Nondepreciable	36,347,957	106,633,785	142,981,742
Depreciable, net	243,016,073	110,387,727	353,403,800
Total capital assets, net	279,364,030	217,021,512	496,385,542
Total noncurrent assets	365,466,444	221,579,201	587,045,645
Total assets	472,828,248	243,584,810	716,413,058
DEFERRED OUTFLOWS OF RESOURCES			
Pension related deferred outflows	5,279,040	719,612	5,998,652
Total deferred outflows of resources	5,279,040	719,612	5,998,652

See accompanying Notes to the Basic Financial Statements

Statement of Net Position (Continued)
June 30, 2021

	Primary Government		Total
	Governmental Activities	Business-Type Activities	
LIABILITIES			
Current liabilities:			
Accounts payable and accrued liabilities	\$ 5,921,781	\$ 4,944,266	\$ 10,866,047
Interest payable	-	1,267,963	1,267,963
Salaries payable and related liabilities	689,831	40,732	730,563
Deposits payable	2,027,169	-	2,027,169
Unearned revenue	33,116,846	10,105,338	43,222,184
Compensated absences - due within one year	554,646	74,952	629,598
Claims payable - due within one year	720,646	-	720,646
Long-term debt - due within one year	3,504,461	2,047,154	5,551,615
Total current liabilities	46,535,380	18,480,405	65,015,785
Long-term liabilities:			
Compensated absences - due in more than one year	2,218,585	299,808	2,518,393
Claims payable - due in more than one year	2,085,474	-	2,085,474
Long-term debt - due in more than one year	77,105,980	84,754,799	161,860,779
Aggregate net pension liability	17,640,051	2,300,138	19,940,189
Total long-term liabilities	99,050,090	87,354,745	186,404,835
Total liabilities	145,585,470	105,835,150	251,420,620
DEFERRED INFLOWS OF RESOURCES			
Pension related deferred inflows	70,308	27,341	97,649
Debt refunding	(978,385)	-	(978,385)
Total deferred inflows of resources	(908,077)	27,341	(880,736)
NET POSITION			
Net investment in capital assets	199,529,501	134,777,249	334,306,750
Restricted for:			
Special projects	11,494,299	595,399	12,089,698
Debt service	85,876,699	-	85,876,699
Capital projects	24,305,801	-	24,305,801
Total restricted	121,676,799	595,399	122,272,198
Unrestricted	12,223,595	3,069,283	15,292,878
Total net position	\$ 333,429,895	\$ 138,441,931	\$ 471,871,826

See accompanying Notes to the Basic Financial Statements

**Statement of Activities
For the Year Ended June 30, 2021**

Functions/Programs	Expenses	Program Revenues			Total
		Charges for Services	Operating Grants and Contributions	Capital Grant and Contributions	
Primary government:					
Governmental activities:					
General government	\$ 10,322,020	\$ 1,507,810	\$ 2,608,361	\$ 49,566	\$ 4,165,737
Public safety	17,896,367	1,045,919	375,510	2,065,009	3,486,438
Public works	8,738,889	848,207	1,132,483	9,028,021	11,008,711
Community development	2,109,290	2,642,633	-	57,825	2,700,458
Community services	4,567,596	31,012	-	5,381,654	5,412,666
Refuse	-	148,190	-	-	148,190
Interest and fiscal charges	4,742,632	-	-	-	-
Total governmental activities	48,376,794	6,223,771	4,116,354	16,582,075	26,922,200
Business-type activities:					
Sewer	16,480,071	10,895,306	-	1,013,130	11,908,436
Transit	3,103,538	59,709	2,251,555	839,473	3,150,737
Total business-type activities	19,583,609	10,955,015	2,251,555	1,852,603	15,059,173
Total primary government	\$ 67,960,403	\$ 17,178,786	\$ 6,367,909	\$ 18,434,678	\$ 41,981,373

See accompanying Notes to the Basic Financial Statements

Statement of Activities (Continued)
For the Year Ended June 30, 2021

Functions/Programs	Net (Expense) Revenue and Change in Net Position		
	Governmental Activities	Business-Type Activities	Total
Primary government:			
Governmental activities:			
General government	\$ (6,156,283)	\$ -	\$ (6,156,283)
Public safety	(14,409,929)	-	(14,409,929)
Public works	2,269,822	-	2,269,822
Community development	591,168	-	591,168
Community services	845,070	-	845,070
Refuse	148,190	-	148,190
Interest and fiscal charges	(4,742,632)	-	(4,742,632)
Total governmental activities	<u>(21,454,594)</u>	<u>-</u>	<u>(21,454,594)</u>
Business-type activities:			
Sewer	-	(4,571,635)	(4,571,635)
Transit	-	47,199	47,199
Total business-type activities	<u>-</u>	<u>(4,524,436)</u>	<u>(4,524,436)</u>
Total primary government	<u>(21,454,594)</u>	<u>(4,524,436)</u>	<u>(25,979,030)</u>
General revenues:			
Taxes:			
Property taxes	12,701,479	-	12,701,479
Sales taxes	8,869,746	-	8,869,746
Vehicle License	37,754	-	37,754
Utility users tax	1,887,031	-	1,887,031
Franchise tax	3,183,803	-	3,183,803
Transient occupancy tax	298,879	-	298,879
Business licenses	415,229	-	415,229
Total taxes	<u>27,393,921</u>	<u>-</u>	<u>27,393,921</u>
Other revenue	233,922	-	233,922
Developer contribution	4,001,607	-	4,001,607
Investment earnings	4,618,626	57,721	4,676,347
Miscellaneous	526,724	13,719	540,443
Mitigation fees	-	1,123,349	1,123,349
Gain on sale of assets	24,392	-	24,392
Transfers	<u>239,959</u>	<u>(239,959)</u>	<u>-</u>
Total general revenues and transfers	<u>37,039,151</u>	<u>954,830</u>	<u>37,993,981</u>
Change in net position	15,584,557	(3,569,606)	12,014,951
Net position:			
Beginning of year, as restated	<u>317,845,338</u>	<u>142,011,537</u>	<u>459,856,875</u>
End of year	<u>\$ 333,429,895</u>	<u>\$ 138,441,931</u>	<u>\$ 471,871,826</u>

See accompanying Notes to the Basic Financial Statements

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Governmental Fund Financial Statements

GOVERNMENTAL FUND FINANCIAL STATEMENTS

Major Governmental Funds of the City are outlined below:

General Fund - This fund accounts for all revenues and expenditures used to finance the traditional services associated with a municipal government which are not accounted for in the other funds. In Beaumont, these services include general government, public safety, public works, community development, community service, and refuse.

Community Facilities Districts (CFD) Special Revenue Fund - This fund is used to account for bond and annual tax assessments proceeds to be used for the construction and implementation of off-site infrastructure improvements. In addition, the fund accounts for services and administration assessments received annually.

Development Impact Fees Special (DIF) Special Revenue Fund - This fund is used to account for the receipt and expenditure of mitigation fees on specified capital projects.

Community Facilities Districts (CFD) Capital Projects Fund - This fund is used to account for bond and annual tax assessments proceeds to be used for the construction and implementation of off-site infrastructure improvements. In addition, the fund accounts for services and administration assessments received annually.

General Capital Projects Fund - This fund is used to account for financial resources to be used for acquisition, construction and improvement of the city's major capital facilities.

Beaumont Financing Authority / Beaumont Public Improvement Authority Debt Service Funds - These funds are authorized to borrow money for the purpose of financing the acquisition of bonds, notes and other obligations of, or for the purpose of making loans to the City and/or to refinance outstanding obligations of the City.

Balance Sheet
Governmental Funds
June 30, 2021

	General Fund	Special Revenue Funds		Capital Projects Funds
		Community Facilities District (CFD)	Development Impact Fees (DIF)	Community Facilities District (CFD)
ASSETS				
Cash and investments	\$ 28,092,672	\$ 2,569,969	\$ 35,360,897	\$ 13,674,329
Cash and investments with fiscal agent	-	-	-	-
Investment in CFDs	-	-	-	-
Deposits	-	64,433	-	-
Receivables:				
Accounts	393,034	-	-	-
Interest	60,874	-	-	-
Due from other governments	1,822,056	62,879	-	-
Loans	225,715	-	-	-
Due from other funds	-	-	-	-
Prepaid	26,262	-	-	-
Total assets	\$ 30,620,613	\$ 2,697,281	\$ 35,360,897	\$ 13,674,329
LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND FUND BALANCES				
Liabilities:				
Accounts payable and accrued liabilities	\$ 4,111,878	\$ 37,000	\$ 1,409,077	\$ -
Accrued payroll and related liabilities	689,831	-	-	-
Due to other funds	-	-	-	-
Deposits payable	1,899,670	120,503	6,996	-
Unearned revenue	525,000	-	30,599,672	-
Total liabilities	7,226,379	157,503	32,015,745	-
Deferred Inflows of Resources:				
Unavailable revenue	-	-	-	-
Total deferred inflows of resources	-	-	-	-
Fund Balances (deficit):				
Nonspendable	251,977	-	-	-
Restricted	-	2,539,778	3,345,152	13,674,329
Committed	5,350,717	-	-	-
Assigned	214,799	-	-	-
Unassigned	17,576,741	-	-	-
Total fund balances	23,394,234	2,539,778	3,345,152	13,674,329
Total liabilities, deferred inflows of resources and fund balances	\$ 30,620,613	\$ 2,697,281	\$ 35,360,897	\$ 13,674,329

See accompanying Notes to the Basic Financial Statements

Balance Sheet (Continued)
Governmental Funds
June 30, 2021

	Capital Projects Funds General Capital Projects	Debt Service Fund Beaumont Financing Authority	Other Governmental Funds	Total Governmental Funds
ASSETS				
Cash and investments	\$ 10,196,358	\$ -	\$ 6,876,803	\$ 96,771,028
Cash and investments with fiscal agent	-	7,131,699	-	7,131,699
Investment in CFDs	-	78,745,000	-	78,745,000
Deposits	-	-	-	64,433
Receivables:				
Accounts	-	-	6,097	399,131
Interest	-	-	-	60,874
Due from other governments	942,402	-	490,184	3,317,521
Loans	-	-	-	225,715
Due from other funds	-	-	-	-
Prepaid	-	304,015	-	330,277
Total assets	\$ 11,138,760	\$ 86,180,714	\$ 7,373,084	\$ 187,045,678
LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND FUND BALANCES				
Liabilities:				
Accounts payable and accrued liabilities	\$ 295,702	\$ -	\$ 68,124	\$ 5,921,781
Accrued payroll and related liabilities	-	-	-	689,831
Due to other funds	-	-	-	-
Deposits payable	-	-	-	2,027,169
Unearned revenue	211,586	-	1,780,588	33,116,846
Total liabilities	507,288	-	1,848,712	41,755,627
Deferred Inflows of Resources:				
Unavailable revenue	-	-	-	-
Total deferred inflows of resources	-	-	-	-
Fund Balances (deficit):				
Nonspendable	-	304,015	-	555,992
Restricted	-	85,876,699	5,609,369	111,045,327
Committed	10,631,472	-	-	15,982,189
Assigned	-	-	-	214,799
Unassigned	-	-	(84,997)	17,491,744
Total fund balances	10,631,472	86,180,714	5,524,372	145,290,051
Total liabilities, deferred inflows of resources and fund balances	\$ 11,138,760	\$ 86,180,714	\$ 7,373,084	\$ 187,045,678

See accompanying Notes to the Basic Financial Statements

**Reconciliation of the Governmental Funds Balance Sheet
to the Government-Wide Statement of Net Position
June 30, 2021**

Total Fund Balances - Total Governmental Funds	\$ 145,290,051
Capital assets used in governmental activities were not financial resources and therefore, were not reported in governmental funds.	
Capital assets, nondepreciable	36,347,957
Capital assets, depreciable	243,016,073
Long-term liabilities were not due and payable in the current period and therefore, were not reported in the governmental funds.	
Compensated absences - due within one year	(554,646)
Compensated absences - due in more than one year	(2,218,585)
Claims payable - due within one year	(1,617,130)
Claims payable - due in more than one year	(1,188,990)
Long-term debt - due within one year	(3,504,461)
Long-term debt - due more than one year	(77,105,980)
Aggregate net pension liability is not due and payable in the current period and therefore is not required to be reported in the governmental funds.	(17,640,051)
Pension-related deferred outflows/inflows of resources in the governmental activities were not financial resources (uses) and therefore were not reported in the Governmental Funds Balance Sheet.	
Pension-related deferred outflows of resources	5,279,040
Pension-related deferred inflows of resources	(70,308)
Debt-related deferred inflow of resources	978,385
Internal service funds are used by management to charge the costs of certain activities, for equipment and risk management, to individual funds. The assets and liabilities of the internal service funds must be added to the Statement of Net Position.	6,418,540
Net Position of Governmental Activities	<u>\$ 333,429,895</u>

**Statement of Revenues, Expenditures, and Changes in Fund Balances
Governmental Funds
For the Year Ended June 30, 2021**

	General Fund	Special Revenues Fund		Capital Projects Funds
		Community Facilities District (CFD)	Development Impact Fees (DIF)	Community Facilities District (CFD)
REVENUES:				
Taxes	\$ 16,092,556	\$ -	\$ -	\$ -
Franchise fees	3,183,803	-	-	-
Intergovernmental	5,753,856	-	-	-
License and permits	3,050,575	-	3,441,595	-
Fines and forfeitures	344,816	-	-	-
Assessments levied	637,172	5,970,996	-	680,109
Use of money and property	178,689	21,955	125,332	51,730
Charges for services	1,484,669	-	-	-
Other revenues	916,229	576	-	-
Total revenues	31,642,365	5,993,527	3,566,927	731,839
EXPENDITURES:				
Current:				
General government	8,460,292	-	-	-
Public safety	17,313,483	-	-	-
Public works	2,786,349	-	-	172,938
Community development	1,561,640	212,607	-	-
Community services	4,093,696	-	-	-
Capital outlay	813,748	-	-	-
Debt service:				
Principal	398,560	-	-	-
Payment to refunded bond escrow agent	-	-	-	-
Interest and fiscal charges	-	-	-	-
Total expenditures	35,427,768	212,607	-	172,938
REVENUES OVER (UNDER) EXPENDITURES	(3,785,403)	5,780,920	3,566,927	558,901
OTHER FINANCING SOURCES (USES):				
Refunding bonds issued	-	-	-	-
Payment to refunded bond escrow agent	-	-	-	-
Proceeds from sale of capital assets	24,392	-	-	-
Transfers in	10,277,295	-	307,133	-
Transfers (out)	(7,187,224)	(12,633,612)	(528,908)	(221,008)
Total other financing sources (uses)	3,114,463	(12,633,612)	(221,775)	(221,008)
Net changes in fund balances	(670,940)	(6,852,692)	3,345,152	337,893
FUND BALANCES:				
Beginning of year	24,065,174	9,392,470	-	13,336,436
End of year	\$ 23,394,234	\$ 2,539,778	\$ 3,345,152	\$ 13,674,329

See accompanying Notes to the Basic Financial Statements

Statement of Revenues, Expenditures, and Changes in Fund Balance (Continued)
Governmental Funds
For the Year Ended June 30, 2021

	Capital Projects Funds General Capital Projects	Debt Service Fund Beaumont Financing Authority	Other Governmental Funds	Total Governmental Funds
REVENUES:				
Taxes	\$ -	\$ -	\$ 1,317,492	\$ 17,410,048
Franchise fees	-	-	-	3,183,803
Intergovernmental	953,669	-	5,105,814	11,813,339
License and permits	-	-	33,422	6,525,592
Fines and forfeitures	-	-	-	344,816
Assessments levied	-	-	-	7,288,277
Use of money and property	7,929	4,292,477	14,994	4,693,106
Charges for services	-	-	-	1,484,669
Other revenues	6,041,922	-	57,857	7,016,584
Total revenues	<u>7,003,520</u>	<u>4,292,477</u>	<u>6,529,579</u>	<u>59,760,234</u>
EXPENDITURES:				
Current:				
General government	-	-	-	8,460,292
Public safety	-	-	265,033	17,578,516
Public works	-	-	-	2,959,287
Community development	-	-	177,716	1,951,963
Community services	-	-	25,711	4,119,407
Capital outlay	4,260,351	-	-	5,074,099
Debt service:				
Principal	-	3,540,000	-	3,938,560
Payment to refunded bond escrow agent	-	3,563,485	-	3,563,485
Interest and fiscal charges	-	4,820,703	-	4,820,703
Total expenditures	<u>4,260,351</u>	<u>11,924,188</u>	<u>468,460</u>	<u>52,466,312</u>
REVENUES OVER (UNDER) EXPENDITURES	<u>2,743,169</u>	<u>(7,631,711)</u>	<u>6,061,119</u>	<u>7,293,922</u>
OTHER FINANCING SOURCES (USES):				
Refunding bonds issued	-	35,875,000	-	35,875,000
Payment to refunded bond escrow agent	-	(34,829,600)	-	(34,829,600)
Proceeds from sale of capital assets	-	-	-	24,392
Transfers in	7,578,005	-	467,044	18,629,477
Transfers (out)	-	-	(4,228,266)	(24,799,018)
Total other financing sources (uses)	<u>7,578,005</u>	<u>1,045,400</u>	<u>(3,761,222)</u>	<u>(5,099,749)</u>
Net changes in fund balances	10,321,174	(6,586,311)	2,299,897	2,194,173
FUND BALANCES:				
Beginning of year	310,298	92,767,025	3,224,475	143,095,878
End of year	<u>\$ 10,631,472</u>	<u>\$ 86,180,714</u>	<u>\$ 5,524,372</u>	<u>\$ 145,290,051</u>

See accompanying Notes to the Basic Financial Statements

**Reconciliation of the Governmental Funds Statement of Revenues, Expenditures,
and Changes in Fund Balances to the Government-Wide Statement of Activities
For the Year Ended June 30, 2021**

Net Change in Fund Balances - Total Governmental Funds	\$ 2,194,173
<p>Governmental funds report capital outlays as expenditures. However, in the Government-Wide Statement of Activities, the costs of those assets are allocated over their estimated useful lives as depreciation expense.</p>	
Capital outlay capitalized	4,283,100
Depreciation expense	(6,001,439)
Increase in capital assets and net position from developer capital contributions for infrastructure assets.	4,001,607
<p>The issuance of long-term liabilities provided current financial resources to governmental funds, but issuing debt increased long-term liabilities in the Government-Wide Statement of Net Position. Repayment of long-term liabilities was an expenditure in governmental funds, but the repayment reduced long-term liabilities in the Government-Wide Statement of Net Position.</p>	
Principal payments on long term debt	3,840,000
Payments to refunding escrow agent	3,563,485
Principal payments on capital lease	98,560
Proceeds from issuance of debt	(35,875,000)
Payment to refunded bond escrow agent	34,829,600
Premium amortization	78,071
<p>Governmental funds report revenues and expenditures primarily pertaining to long-term liabilities, which are not reported in the statement of activities. At the government-wide level, these activities are reported in the statement of net position. This is the net expenditure reported in the governmental funds, which is not reported in the statement of activities.</p>	
Pension related net adjustments	(1,027,218)
<p>Certain long-term assets and liabilities were reported in the Government-Wide Statement of Activities, but they did not require the use of current financial resources. Therefore, long-term assets and liabilities were not reported as expenditures in governmental funds. These amounts represented the changes in long-term liabilities from prior year.</p>	
Changes in compensated absences	(145,316)
Changes in claims payable	(599,725)
Changes in unavailable revenues were reported as deferred inflows of resources in the Governmental Funds but were previously reported as revenues in the Government-Wide Statement of Activities.	(73,881)
Internal service funds are used by management to charge the costs of certain activities, for equipment and risk management, to individual funds. The net revenues (expenses) of the internal service funds are reported with governmental activities.	<u>6,418,540</u>
Change in Net Position of Governmental Activities	<u>\$ 15,584,557</u>

See accompanying Notes to the Basic Financial Statements

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Proprietary Fund Financial Statements

PROPRIETARY FUND FINANCIAL STATEMENTS

Enterprise Funds:

Sewer Fund - The Sewer Fund was established to receive and disburse funds collected through sewer services charge fees and sewer facilities charges. These funds are used for the operation and maintenance of sewer disposal facilities and the financing of construction outlet sewers.

Transit Fund - The Transit Fund is intended to show the financial position and the operation and maintenance of the City's fixed route and dial-a-ride transit systems.

Internal Service Fund:

Equipment Replacement Fund - The Equipment Replacement Fund was established to account for operating and replacement cost associated with City vehicles and equipment. Cost of materials and services are accumulated in this fund and charged to the user departments as such goods are delivered.

**Statement of Net Position
Proprietary Funds
June 30, 2021**

	Business-type Activities - Enterprise Funds			Governmental Activities Internal Service Fund
	Sewer Fund	Transit Fund	Total	
ASSETS				
Current assets:				
Cash and investments	\$ 17,072,086	\$ 1,689,570	\$ 18,761,656	\$ 6,418,540
Restricted cash and investments	595,399	-	595,399	-
Receivables:				
Accounts	2,551,977	-	2,551,977	-
Interest	1,344	-	1,344	-
Due from other governments	-	95,233	95,233	-
Total current assets	20,220,806	1,784,803	22,005,609	6,418,540
Noncurrent assets:				
Restricted cash and investments with fiscal agent	4,557,689	-	4,557,689	-
Capital assets:				
Nondepreciable	105,542,702	1,091,083	106,633,785	-
Depreciable	234,917,936	6,387,522	241,305,458	-
Less: accumulated depreciation	(125,938,018)	(4,979,713)	(130,917,731)	-
Total capital assets	214,522,620	2,498,892	217,021,512	-
Total noncurrent assets	219,080,309	2,498,892	221,579,201	-
Total assets	239,301,115	4,283,695	243,584,810	6,418,540
DEFERRED OUTFLOWS OF RESOURCES				
Pension-related deferred outflows	385,506	334,106	719,612	-
Total deferred outflows of resources	385,506	334,106	719,612	-
LIABILITIES				
Current liabilities:				
Accounts payable and accrued liabilities	4,860,497	83,769	4,944,266	-
Salaries payable and related liabilities	17,869	22,863	40,732	-
Unearned revenue	9,329,263	776,075	10,105,338	-
Interest payable	1,267,963	-	1,267,963	-
Compensated absences - due within one year	15,624	59,328	74,952	-
Long-term debt - due within one year	2,047,154	-	2,047,154	-
Total current liabilities	17,538,370	942,035	18,480,405	-
Noncurrent liabilities:				
Compensated absences - due in more than one year	113,824	185,984	299,808	-
Long-term debt - due in more than one year	84,754,799	-	84,754,799	-
Net pension liability	1,232,217	1,067,921	2,300,138	-
Total noncurrent liabilities	86,100,840	1,253,905	87,354,745	-
Total liabilities	103,639,210	2,195,940	105,835,150	-
DEFERRED INFLOWS OF RESOURCES				
Pension-related deferred inflows	14,647	12,694	27,341	-
Total deferred inflows of resources	14,647	12,694	27,341	-
NET POSITION (DEFICIT)				
Net investment in capital assets	132,278,357	2,498,892	134,777,249	-
Restricted	595,399	-	595,399	-
Unrestricted	3,159,008	(89,725)	3,069,283	6,418,540
Total net position	\$ 136,032,764	\$ 2,409,167	\$ 138,441,931	\$ 6,418,540

See accompanying Notes to the Basic Financial Statements

**Statement of Revenues, Expenses, and Changes in Net Position
Proprietary Funds
For the Year Ended June 30, 2021**

	Business-type Activities - Enterprise Funds		Total	Governmental Activities Internal Service Fund
	Sewer Fund	Transit Fund		
OPERATING REVENUES:				
Charges for services	\$ 10,895,306	\$ 59,709	\$ 10,955,015	\$ -
Other revenue	-	13,719	13,719	-
Total operating revenues	10,895,306	73,428	10,968,734	-
OPERATING EXPENSES:				
Salaries	1,436,433	1,554,972	2,991,405	-
Fringe benefits	779,053	508,334	1,287,387	-
Administration	209,881	26,647	236,528	-
Contract services	970,966	66,927	1,037,893	-
Fuels, lubricants, and maintenance	311,162	296,686	607,848	-
Supplies	452,031	38,272	490,303	-
Office	19,578	23,501	43,079	-
Utilities	922,728	31,172	953,900	-
Depreciation	7,555,416	557,027	8,112,443	-
Total operating expenses	12,657,248	3,103,538	15,760,786	-
OPERATING INCOME (LOSS)	(1,761,942)	(3,030,110)	(4,792,052)	-
NONOPERATING REVENUES (EXPENSES):				
Local transportation funds	-	2,239,339	2,239,339	-
Mitigation fees	1,123,349	-	1,123,349	-
Intergovernmental	-	12,216	12,216	-
Investment earnings	54,568	3,153	57,721	9,040
Interest expense	(3,822,823)	-	(3,822,823)	-
Total nonoperating revenues (expenses)	(2,644,906)	2,254,708	(390,198)	9,040
Income (loss) before operating transfers and capital contributions	(4,406,848)	(775,402)	(5,182,250)	9,040
TRANSFERS AND CAPITAL CONTRIBUTIONS:				
Riverside County Transportation Commission	-	839,473	839,473	-
Developer capital contributions	1,013,130	-	1,013,130	-
Transfers in	231,195	278,846	510,041	6,409,500
Transfers (out)	(650,000)	(100,000)	(750,000)	-
Total transfers and capital contributions	594,325	1,018,319	1,612,644	6,409,500
Changes in net position	(3,812,523)	242,917	(3,569,606)	6,418,540
NET POSITION:				
Beginning of year, as restated	139,845,287	2,166,250	142,011,537	-
End of year	\$ 136,032,764	\$ 2,409,167	\$ 138,441,931	\$ 6,418,540

See accompanying Notes to the Basic Financial Statements

Statement of Cash Flows
Proprietary Funds
For the Year Ended June 30, 2021

	Business-type Activities - Enterprise Funds		Total	Governmental Activities Internal Service Fund
	Sewer Fund	Transit Fund		
CASH FLOWS FROM OPERATING ACTIVITIES:				
Cash received from customers and users	\$ 13,540,797	\$ 708,074	\$ 14,248,871	\$ -
Payments to suppliers and employees for goods and services	(2,197,159)	(2,491,733)	(4,688,892)	-
Cash received from developers and others	-	13,719	13,719	-
Net cash provided by (used in) operating activities	11,343,638	(1,769,940)	9,573,698	-
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:				
Advances to other funds	-	213,630	213,630	-
Local transportation funds	-	1,897,230	1,897,230	-
Intergovernmental	-	12,216	12,216	-
Transfers in	231,195	278,846	510,041	6,409,500
Transfers (out)	(650,000)	(100,000)	(750,000)	-
Net cash provided by (used in) noncapital financial activities	(418,805)	2,301,922	1,883,117	6,409,500
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:				
Acquisition of capital assets	(23,094,618)	(813,616)	(23,908,234)	-
Developer capital contributions	1,013,130	-	1,013,130	-
Capital grants received	-	839,473	839,473	-
Payment of principal on long-term debt	(1,329,366)	-	(1,329,366)	-
Payment of interest on long-term debt	(4,492,272)	-	(4,492,272)	-
Net cash provided by (used in) capital and related financing activities	(26,779,777)	25,857	(26,753,920)	-
CASH FLOWS FROM INVESTING ACTIVITIES:				
Investment income	54,703	3,153	57,856	9,040
Net cash provided by investing activities	54,703	3,153	57,856	9,040
Net change in cash and cash equivalents	(15,800,241)	560,992	(15,239,249)	6,418,540
CASH AND CASH EQUIVALENTS:				
Beginning of year	38,025,415	1,128,578	39,153,993	-
End of year	<u>\$ 22,225,174</u>	<u>\$ 1,689,570</u>	<u>\$ 23,914,744</u>	<u>\$ 6,418,540</u>
RECONCILIATION TO STATEMENT OF NET POSITION:				
Cash and investments	\$ 17,072,086	\$ 1,689,570	\$ 18,761,656	\$ 6,418,540
Restricted cash and investments	595,399	-	595,399	-
Restricted cash and investments with fiscal agent	4,557,689	-	4,557,689	-
Total cash and cash equivalents	\$ 22,225,174	\$ 1,689,570	\$ 23,914,744	\$ 6,418,540

See accompanying Notes to the Basic Financial Statements

Statement of Cash Flows (Continued)
Proprietary Funds
For the Year Ended June 30, 2021

	Business-type Activities - Enterprise Funds		Total	Governmental
	Sewer Fund	Transit Fund		Activities Internal Service Fund
RECONCILIATION OF OPERATING INCOME (LOSS) TO NET CASH PROVIDED BY (USED IN) OPERATING ACTIVITIES:				
Operating income (loss)	\$ (1,761,942)	\$ (3,030,110)	\$ (4,792,052)	\$ -
Adjustments to reconcile operating income (loss) to net cash provided by (used in) operating activities:				
Depreciation	7,555,416	557,027	8,112,443	-
Changes in current assets, deferred outflows of resources, liabilities, and deferred inflows of resources:				
Accounts receivable	(418,362)	2,408	(415,954)	-
Pension-related deferred outflows of resources	(159,057)	43,310	(115,747)	-
Accounts payable and accrued liabilities	2,421,040	46,033	2,467,073	-
Salaries payable and related liabilities	8,075	7,722	15,797	-
Unearned revenue	3,063,853	645,957	3,709,810	-
Compensated absences	67,470	9,964	77,434	-
Aggregate net pension liability	577,535	(23,216)	554,319	-
Pension-related deferred inflows of resources	(10,390)	(29,035)	(39,425)	-
Total adjustments	13,105,580	1,260,170	14,365,750	-
Net cash provided by (used in) operating activities	\$ 11,343,638	\$ (1,769,940)	\$ 9,573,698	\$ -

See accompanying Notes to the Basic Financial Statements

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Fiduciary Fund Financial Statements

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FIDUCIARY FUND FINANCIAL STATEMENTS

Custodial Funds - To account for collections received from special assessment district and their disbursement to bondholders.

Private Purpose Trust Funds - To account for activities of the Successor Agency to the dissolved Beaumont Redevelopment Agency.

See accompanying Notes to the Basic Financial Statements

Statement of Fiduciary Net Position
Fiduciary Funds
June 30, 2021

	Custodial Funds	Private Purpose Trust Fund Successor Agency
ASSETS		
Cash and investments	\$ 18,504,154	\$ 177
Restricted cash and investments with fiscal agent	25,115,350	-
Due from other governments	348,319	-
Capital assets, net	-	21,826
Total assets	43,967,823	22,003
LIABILITIES		
Interest payable	4,184,331	-
Unearned revenue	11,736	-
Deposits payable	31,882	-
Due to other governments	110,797,432	-
Due to bondholders	144,230,825	-
Total liabilities	259,256,206	-
Net Position		
Restricted for:		
Individuals, organizations and other governments	(215,288,383)	22,003
Total net position	\$ (215,288,383)	\$ 22,003

See accompanying Notes to the Basic Financial Statements

Statement of Changes in Fiduciary Net Position
Fiduciary Funds
For the Year Ended June 30, 2021

	<u>Custodial Funds</u>	<u>Private Purpose Trust Fund Successor Agency</u>
ADDITIONS:		
Investment Income	\$ 14,992	\$ -
Assessments	19,233,442	-
Proceeds from bonds	18,957,711	-
Total additions	<u>38,206,145</u>	<u>-</u>
DEDUCTIONS:		
Payments to trustee	8,898,870	-
Interest expense	10,763,754	-
Bond issuance cost	379,243	-
Payment for infrastructure	12,568,362	-
Total deductions	<u>32,610,229</u>	<u>-</u>
Change in net position	5,595,916	-
NET POSITION:		
Beginning of year, as restated	(220,884,299)	22,003
End of year	<u>\$ (215,288,383)</u>	<u>\$ 22,003</u>

See accompanying Notes to the Basic Financial Statements

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Notes to the Basic Financial Statements

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For the Year Ended June 30, 2021**

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For the Year Ended June 30, 2021

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**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 1 - Reporting Entity and Summary of Significant Accounting Policies

The basic financial statements of the City of Beaumont, California (the "City") have been prepared in conformity with accounting principles generally accepted of the United States of America ("US GAAP") as applied to governmental agencies. The Governmental Accounting Standards Board ("GASB") is the accepted standard setting body for establishing governmental accounting and financial reporting principles. The more significant of the City's accounting policies are described below.

A. Reporting Entity

The City was incorporated November 18, 1912 under the general laws of the State of California. The City operates under a Council-Manager form of government and provides basic local governmental services including public safety (police and fire), maintenance and construction of public improvements, cultural, recreation, planning, zoning, transportation, sewer and general administration.

In evaluating how to define the City for financial reporting purposes, management has considered all potential component units. The primary criteria for including a potential component unit within the reporting entity are the governing body's financial accountability and a financial benefit or burden relationship and whether it is misleading to exclude. A primary government is financially accountable and shares a financial benefit or burden relationship if it appoints a voting majority of an organization's governing body and it is able to impose its will on the organization, or if there is a potential for the organization to provide specific financial benefits to, or impose specific financial burdens on the primary government. A primary government may also be financially accountable if an organization is fiscally dependent on the primary government regardless of whether the organization has a separately elected governing board, a governing board appointed by a higher level of government, or a jointly appointed board, and there is a potential for the organization to provide specific financial benefits to, or impose specific financial burdens on the primary government.

Blended Component Units

The financial reporting entity consists of the primary government, the City, and its component units. In addition, component units can be other organizations for which the primary government is accountable and their exclusion would cause the reporting entity's financial statements to be misleading or incomplete.

Blended component units, although legally separate entities, are, in substance part of the government's operation and so data from these units are combined with data of the primary government.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 1 - Reporting Entity and Summary of Significant Accounting Policies (Continued)**A. Reporting Entity (Continued)***Blended Component Units (Continued)*

Although the following are legally separate from the City, they have been "blended" as though they are part of the City because the component unit's governing body is substantially the same as the City's and there is a financial benefit or burden relationship between the City and the component unit; management of the City has operational responsibilities for the component units; and/or the component units provide services entirely, or almost entirely, to the City or otherwise exclusively, or almost exclusively, benefits the City, even though it does not provide services directly to it.

The following specific criteria were used in determining the status of the component unit:

- Members of the City Council also act as the governing body of the component unit.
- The City and the component unit are financially interdependent.
- The component unit is managed by employees of the City. A portion of the City's salary and overhead expenses is billed to the component unit each year.

Beaumont Financing Authority

The Beaumont Financing Authority (the "BFA") was founded by the execution of a joint exercise of powers agreement dated April 1, 1993, by the City of Beaumont and the former Beaumont Redevelopment Agency. The BFA is authorized to issue revenue bonds to be repaid from the proceeds of public obligations and to provide financing and refinancing for public capital improvements of public entities, including the City, the former Redevelopment Agency, and the Community Facilities Districts. The City Council of the City of Beaumont serves as the governing board for the BFA and the City has fiduciary responsibility for the BFA. The BFA exclusively benefits the City. Transactions are reported in the Beaumont Financing Authority Debt Service fund. There are no separate financial statements available.

Beaumont Utility Authority

The Beaumont Utility Authority (the "BUA") was established on May 15, 2001 by a joint powers agreement between the City of Beaumont and the former Beaumont Redevelopment Agency. The BUA was created to provide a binding framework for the relationship between the City's utility enterprise fund and the City's General Fund, to address possible impacts of Proposition 218, and to provide greater fiscal strength for the City's fund. The City Council serves as the governing board for the BUA and the City has operational responsibility for the BUA. Transactions are reported in an enterprise fund. There are no separate financial statements available.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 1 - Reporting Entity and Summary of Significant Accounting Policies (Continued)**A. Reporting Entity (Continued)***Blended Component Units (Continued)***Beaumont Parking Authority**

The Beaumont Parking Authority (the "BPA") was established on May 1, 2018 by the City of Beaumont City Council through resolution 2018-12 that declared a need for a parking authority in the city. The BPA was created to establish the Beaumont Public Improvement Authority through a joint powers agreement. The City Council serves as the governing board for the BPA and the City has operational responsibility for the BPA. There was no financial activity for the BPA during the fiscal year ending June 30, 2021.

Beaumont Public Improvement Authority

The Beaumont Public Improvement Authority (the "BPIA") was established on May 15, 2018 by a joint powers agreement between the City of Beaumont and the Beaumont Parking Authority. The BPIA is authorized to issue revenue bonds to be repaid from the proceeds of wastewater services and to provide financing and refinancing for public capital improvements of the City's wastewater system. The City Council serves as the governing board for the BPIA and the City has operational responsibility for the BPIA. There was no financial activity for the BPIA since inception through the fiscal year ending June 30, 2021.

B. Basis of Accounting and Measurement Focus

The accounts of the City are organized on the basis of funds, each of which is considered a separate accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, liabilities, fund balance, revenues, and expenditures, or expenses as appropriate.

Government resources are allocated to and accounted for in individual funds based upon the purpose for which they are to be spent and the means by which spending activities are controlled.

The Statement of Net Position reports separate sections for Deferred Outflows of Resources, and Deferred Inflows of Resources, when applicable.

Deferred Outflows of Resources represent outflows of resources (consumption of net position) that apply to future periods and therefore, will not be recognized as an expense until that time.

Deferred Inflows of Resources represent inflows of resources (acquisition of net position) that apply to future periods and therefore, are not recognized as revenue until that time.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 1 - Reporting Entity and Summary of Significant Accounting Policies (Continued)

B. Basis of Accounting and Measurement Focus (Continued)

Government-Wide Financial Statements

The City's government-wide financial statements include a statement of net position and a statement of activities. These statements present summaries of governmental and business-type activities for the City accompanied by a total column. Fiduciary activities of the City are not included in the government-wide financial statements.

These financial statements are presented on an "*economic resources*" measurement focus and the accrual basis of accounting. Accordingly, all of the City's assets, liabilities and deferred amounts, including capital assets, as well as infrastructure assets, and long-term liabilities, are included in the accompanying statement of net position. The statement of activities presents changes in net position. Under the accrual basis of accounting, revenues are recognized in the period in which they are earned while expenses are recognized in the period in which the liability is incurred.

Certain types of transactions are reported as program revenues within three categories in the statement of activities:

- Charges for services
- Operating grants and contributions
- Capital grants and contributions

Certain eliminations have been made in regards to interfund activities, payables and receivables. All internal balances in the statement of net position have been eliminated except those representing balances between the governmental activities and the business-type activities, which are presented as internal balances and eliminated in the total primary government column. However, those transactions between governmental and business-type activities have not been eliminated. The following interfund activities have been eliminated:

- Due from/to other funds
- Transfers in/out

Governmental Fund Financial Statements

Governmental fund financial statements include a balance sheet and a statement of revenues, expenditures and changes in fund balances for all major governmental funds and non-major funds aggregated. An accompanying schedule is presented to reconcile and explain the differences between fund balance as presented in these statements to the net position presented in the government-wide financial statements. The City has presented all major funds that meet the applicable criteria.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 1 - Reporting Entity and Summary of Significant Accounting Policies (Continued)**B. Basis of Accounting and Measurement Focus (Continued)***Governmental Fund Financial Statements (Continued)*

All governmental funds are accounted for on a spending or "current financial resources" measurement focus and the modified accrual basis of accounting. Accordingly, only current assets and current liabilities are included on the balance sheet. The statement of revenues, expenditures and changes in fund balances present increases (revenue and other financing sources) and decreases (expenditures and other financing uses) in fund balances. Under the modified accrual basis of accounting, revenues are recognized in the accounting period in which they become both measurable and available to finance expenditures of the current period. The primary revenue sources, which have been treated as susceptible to accrual by the City, are property tax, sales tax, intergovernmental revenues and other taxes. Expenditures are recorded in the accounting period in which the related fund liability is incurred.

Revenues are recognized as soon as they are both "measurable" and "available". Revenues are considered to be available when they are collectible within the current period as soon enough thereafter to pay liabilities of the current period. For this purpose, the City considers revenues to be available if they are collected within 60 days of the end of the current fiscal period. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the providers have been met.

Governmental funds of the City are outlined below:

General Fund - This fund accounts for all revenues and expenditures to finance the traditional services associated with a municipal government which are not accounted for in the other funds. In the City, these services include general government, public safety, public works, community development, community service, and refuse.

Community Facilities Districts (CFD) Special Revenue Fund - This fund is used to account for bond and annual tax assessments proceeds to be used for the construction and implementation of off-site infrastructure improvements. In addition, the Fund accounts for services and administration assessments received annually.

Development Impact Fees (DIF) Special Revenue Fund - This fund is used to account for the receipt and expenditure of mitigation fees on specified capital projects.

Community Facilities Districts (CFD) Capital Projects Fund - This fund is used to account for bond and annual tax assessments proceeds to be used for the construction and implementation of off-site infrastructure improvements. In addition, the Fund accounts for services and administration assessments received annually.

General Capital Projects Fund - This fund is used to account for financial resources to be used for acquisition, construction and improvement of the city's major capital facilities.

Notes to the Basic Financial Statements
For the Year Ended June 30, 2021

Note 1 - Reporting Entity and Summary of Significant Accounting Policies (Continued)

B. Basis of Accounting and Measurement Focus (Continued)

Governmental Fund Financial Statements (Continued)

Beaumont Financing Authority / Beaumont Public Improvement Authority Debt Service Funds - These funds are authorized to borrow money for the purpose of financing the acquisition of bonds, notes and other obligations of, or for the purpose of making loans to the City and/or to refinance outstanding obligations of the City.

Other Governmental Funds - Other Governmental Funds is the aggregate of all the non-major governmental funds.

Proprietary Fund Financial Statements

Proprietary fund financial statements include a statement of net position, a statement of revenues, expenses and changes in net position, and a statement of cash flows for each major proprietary fund.

Proprietary funds are accounted for using the "economic resources" measurement focus and the accrual basis of accounting. Accordingly, all assets and liabilities (whether current or noncurrent) are included on the statement of net position. The statement of revenues, expenses and changes in net position presents increases (revenues) and decreases (expenses) in total net position. Under the accrual basis of accounting, revenues are recognized in the period in which they are earned while expenses are recognized in the period in which the liability is incurred. In these funds, receivables have been recorded as revenue and provisions have been made for uncollectible amounts.

Operating revenues in the proprietary funds are those revenues that are generated from the primary operations of the fund. All other revenues are reported as non-operating revenues. Operating expenses are those expenses that are essential to the primary operations of the fund. All other expenses are reported as non-operating expenses.

Proprietary funds of the City are outlined below:

Enterprise Funds

Sewer Fund - This fund was established to receive and disburse funds collected through sewer services charge fees and sewer facilities charges. These funds are used for the operation and maintenance of sewer disposal facilities and the financing of construction outlet sewers.

Transit Fund - The Transit Fund is intended to show the financial position and the operation and maintenance of the City's fixed route and dial-a-ride transit systems.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 1 - Reporting Entity and Summary of Significant Accounting Policies (Continued)

B. Basis of Accounting and Measurement Focus (Continued)

Internal Service Funds

Equipment Replacement Fund - This fund was established to account for operating and replacement cost associated with City vehicles and equipment. Cost of materials and services are accumulated in this fund and charged to the user departments as such goods are delivered.

Fiduciary Fund Financial Statements

Fiduciary fund financial statements include a statement of fiduciary net position and a statement of changes in fiduciary net position. The City has two types of fiduciary funds presented. They are the private purpose trust funds and custodial funds.

The private purpose trust funds account for activities of the Successor Agency to the Beaumont Redevelopment Agency (the "Successor Agency").

The custodial funds are purely custodial in nature. Trust funds, such as the Successor Agency to the Redevelopment Agency, use the flow of economic resources measurement focus and the accrual basis of accounting.

C. Cash, Cash Equivalents and Investments

The City pools its available cash for investment purposes. The City's cash and cash equivalents are considered to be cash on hand, demand deposits, and short-term investments with original maturity of three months or less from the date of acquisition. Cash and cash equivalents are combined with investments and displayed as Cash and Investments.

Highly liquid market investments with maturities of one year or less at time of purchase are stated at amortized cost. All other investments are stated at fair value. Market value is used as fair value for those securities for which market quotations are readily available.

The City follows the practice of pooling cash and investments of all funds, except for funds required to be held by fiscal agents under the provisions of bond indentures. Interest income earned on pooled cash and investments is allocated on an accounting period basis to the various funds based on the period-end cash and investment balances. Interest income from cash and investments with fiscal agents is credited directly to the related fund.

The City participates in an investment pool managed by the State of California titled *Local Agency Investment Fund* (LAIF) which has invested a portion of the pool funds in structured notes and asset-backed securities. LAIF's investments are subject to credit risk with the full faith and credit of the State of California collateralizing these investments. In addition, these structured notes and asset-backed securities are subject to market risk as to change in interest rates.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 1 - Reporting Entity and Summary of Significant Accounting Policies (Continued)

D. Restricted Cash and Investments

Certain restricted cash and investments are held 1) held for transit related activities or 2) by a fiscal agent for the redemption of bonded debt and for acquisition and construction of capital projects.

E. Prepaid Items

Certain payments to vendors reflect cost applicable to future accounting periods and are recorded as prepaid items in both government-wide and fund financial statements. The cost of prepaid items is recorded as expenditures/expenses when consumed rather than when purchased.

F. Capital Assets

Capital assets are valued at historical cost or estimated historical cost if actual historical cost was not available. Donated capital assets are valued at acquisition value on the date of the donation. City policy has set the capitalization threshold for reporting capital assets at \$5,000. Depreciation is recorded on a straight-line basis over estimated useful lives of the assets as follows:

	<u>Years</u>
Buildings	30
Infrastructure	35 - 120
Machinery and equipment	3 - 5
Furniture and fixtures	3 - 5
Vehicles	3
Computer equipment	3

The City defines infrastructure as the basic physical assets that allow the City to function. The infrastructure assets include streets (including bridges, streetlights, sidewalks, culverts and curbs), sewer system (including plant, collection systems, drains, lift stations), and park lands. Each major infrastructure system can be divided into subsystems. For example, the street system can be subdivided into pavement, curb and gutters, sidewalks, medians, streetlights, landscaping and land. These subsystems were not delineated in the basic financial statements. The appropriate operating department maintains information regarding the subsystems. Interest accrued during capital assets construction, if any, is capitalized for the business-type and proprietary funds as part of the asset cost.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 1 - Reporting Entity and Summary of Significant Accounting Policies (Continued)**G. Long-Term Debt***Government-Wide Financial Statements*

Long-term debt and other financial obligations are reported as liabilities in the appropriate funds.

Bond premiums and discounts, as well as insurance premiums paid to bond insurers, are deferred and amortized over the life of the bonds using the effective interest method. Bonds payable are reported net of the applicable premium or discount. Issuance costs are expensed in the period when incurred.

Fund Financial Statements

The fund financial statements do not present long-term assets or liabilities. These amounts are shown in the reconciliation of the governmental funds balance sheet to the government-wide statement of net position.

H. Compensated Absences*Government-Wide Financial Statements*

City employees have vested interest in varying levels of vacation and sick leave based on their length of employment and related bargaining unit. Vacation leave is payable to employees at the time a vacation is taken or upon termination of employment. Vacation leave balance accruals are capped at two the employee's annual accrual rate. Sick leave is payable only when an employee is unable to work due to personal or family illness or at separation from employment at different levels depending on the length of employment and the bargaining unit. There is no cap on the amount of sick leave that can be accrued but there is a cap on the amount that can be cashed out upon termination. Employees with less than five years of employment do not have vested privilege on sick leave and their sick leave is forfeited upon termination. The amount of compensated absences is accrued when incurred in the government-wide financial statements.

Fund Financial Statements

In governmental funds, compensated absences are recorded as expenditures in the years paid. It is the City's policy to liquidate unpaid compensated absences from future resources, rather than currently available financial resources. When an employee is terminated at fiscal year end, the amount of his or her reimbursable unused vacation and/or sick leave is recorded as a liability in the governmental funds. In proprietary funds, compensated absences are expensed to the various funds in the period they are earned, and such fund's share of the unpaid liability is recorded as a long-term liability of the fund.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 1 - Reporting Entity and Summary of Significant Accounting Policies (Continued)

I. Pensions

The City contracts with the California Public Employees' Retirement System (CalPERS) to provide a defined benefit pension plan for its employees and retirees. For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources, and pension expense, information about the fiduciary net position of the plans and additions to/deductions from the plans' fiduciary net position have been determined on the same basis as they are reported by the plans (Note 10). For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with benefit terms. Investments are reported at fair value.

The following timeframes are used for pension plan reporting:

CalPERS:

Valuation Date	6/30/2019
Measurement Date	6/30/2020
Measurement Period	July 1, 2019 to June 30, 2020

Gains and losses related to changes in CalPERS estimates and assumption for determining the total pension liability and fiduciary net position are recognized in pension expense systematically over time. The first amortized amounts are recognized in pension expense for the year the gain or loss occurs. The remaining amounts are categorized as deferred outflows and deferred inflows of resources and are recognized in future pension expense. The amortization period differs depending on the source of the gain or loss. The difference between projected and actual earnings is amortized straight-line over 5 years. All other amounts are amortized straight-line over the average expected remaining service lives of all members that are provided with benefits (active, inactive, and retired) as of the beginning of the measurement period.

J. Property Taxes

Property taxes are levied on January 1 and are payable in two installments: November 1 and February 1 of each year. Property taxes become delinquent on December 10 and April 10, for the first and second installments, respectively. The lien date is March 1. The County of Riverside, California (County) bills and collects the property taxes and remits them to the City according to a payment schedule established by the County. City property tax revenues are recognized when received in cash except at year end when they are accrued pursuant to the modified accrual basis of accounting. The City recognizes as revenues at June 30 available taxes or those collected within 60 days.

The County is permitted by State law to levy taxes at 1% of full market value (at time of purchase) and can increase the property tax rate no more than 2% per year. The City receives a share of this basic levy proportionate to what it received during the years 1976 to 1978.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 1 - Reporting Entity and Summary of Significant Accounting Policies (Continued)**K. Net Position**

For government-wide and proprietary fund financial statements, net position is categorized as follows:

Net Investment in Capital Assets - This component of net position consists of capital assets, net of accumulated depreciation, reduced by the outstanding balances of debt that are attributable to the acquisition, construction, or improvement of those assets.

Restricted - This component of net position consists of restricted assets reduced by liabilities and deferred inflows of resources related to those assets.

Unrestricted - This component of net position is the amount of the assets, deferred outflows of resources, liabilities, and deferred inflows of resources that are not included in the determination of net investment in capital assets or the restricted component of net position.

When expenses are incurred for purposes for which both restricted and unrestricted net position is available, the City's policy is to apply restricted net position first.

L. Fund Balances

For governmental fund financial statements, fund balances are categorized as follows:

Nonspendable - Items that cannot be spent because they are not in spendable form, such as prepaid items and inventories and long term receivables, or items that are legally or contractually required to be maintained intact, such as principal of an endowment or revolving loan funds.

Restricted - Restricted fund balances encompass the portion of net fund resources subject to externally enforceable legal restrictions. This includes externally imposed restrictions by creditors, such as through debt covenants, grantors, contributors, laws or regulations of other governments, as well as restrictions imposed by law through constitutional provisions or enabling legislation.

Committed - Committed fund balances encompass the portion of net fund resources, the use of which is constrained by limitations imposed by the formal action of the government's highest level of decision making authority normally through resolutions, etc., and that remain binding unless rescinded or modified in the same manner. The City Council is considered the highest authority for the City.

Assigned - Assigned fund balances encompass the portion of net fund balance reflecting the government's intended use of resources. Assignment of resources can be done by the highest level of decision making or by a committee or official designated for that purpose. On April 5, 2016, the City Council adopted the financial management policies that includes a fund balance policy authorizing the City Manager to make these determination.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 1 - Reporting Entity and Summary of Significant Accounting Policies (Continued)**L. Fund Balances (Continued)**

Unassigned - This amount is for any portion of the fund balances that do not fall into one of the above categories. The General Fund is the only fund that reports a positive unassigned fund balance amount. In other governmental funds, it is not appropriate to report a positive unassigned fund balance amount. However, in governmental funds other than the General Fund, if expenditures incurred for specific purposes exceed the amounts that are restricted, committed or assigned for those purposes, it may be necessary to report negative unassigned fund balance in that particular fund.

When expenditures are incurred for purposes for which both restricted and unrestricted fund balances are available, the City's policy is to apply restricted fund balances first, then unrestricted fund balances as they are needed.

When expenditures are incurred for purposes where only unrestricted fund balances are available, the City uses the unrestricted resources in the following order: committed, assigned, and unassigned.

M. Use of Estimates

The preparation of financial statements in conformity with U.S. GAAP requires management to make estimates and assumptions that affect certain reported amounts and disclosure. Accordingly, actual results could differ from those estimates.

N. Fair Value Measurement

U.S. GAAP defines fair value, establishes a framework for measuring fair value and establishes disclosures about fair value measurement. Investments, unless otherwise specified, recorded at fair value in the Statements of Net Position, are categorized based upon the level of judgment associated with the inputs used to measure their fair value. Levels of inputs are as follows:

Level 1 - Inputs are unadjusted, quoted prices for identical assets and liabilities in active markets at the measurement date.

Level 2 - Inputs, other than quoted prices included in Level 1, that are observable for the assets or liabilities through corroboration with market data at the measurement date.

Level 3 - Unobservable inputs that reflect management's best estimate of what market participants would use in pricing the assets or liabilities at the measurement date.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 1 - Reporting Entity and Summary of Significant Accounting Policies (Continued)**O. Upcoming Governmental Accounting Standards Implementation**

The City is currently analyzing its accounting practices to determine the potential impact on the financial statements for the following GASB statements:

GASB Statement No. 87

In June 2017, GASB issued Statement No. 87, *Leases*. This Statement increases the usefulness of governments' financial statements by requiring recognition of certain lease assets and liabilities for leases that previously were classified as operating leases and recognized as inflows of resources or outflows of resources based on the payment provisions of the contract. It establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. Under this Statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources, thereby enhancing the relevance and consistency of information about governments' leasing activities. Application of this statement is effective for the City's fiscal year ending June 30, 2022.

GASB Statement No. 89

In June 2018, GASB issued Statement No. 89, *Accounting for Interest Cost Incurred before the End of a Construction Period*. This Statement establishes accounting requirements for interest cost incurred before the end of a construction period. Such interest cost includes all interest that previously was accounted for in accordance with the requirements of paragraphs 5-22 of Statement No. 62, *Codification of Accounting and Financial Reporting Guidance Contained in Pre-November 30, 1989 FASB and AICPA Pronouncements*, which are superseded by this Statement. This Statement requires that interest cost incurred before the end of a construction period be recognized as an expense in the period in which the cost is incurred for financial statements prepared using the economic resources measurement focus. As a result, interest cost incurred before the end of a construction period will not be included in the historical cost of a capital asset reported in a business-type activity or enterprise fund. Application of this statement is effective for the City's fiscal year ending June 30, 2022.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 1 - Reporting Entity and Summary of Significant Accounting Policies (Continued)

O. Upcoming Governmental Accounting Standards Implementation (Continued)

GASB Statement No. 91

In May 2019, GASB issued Statement No. 91, *Conduit Debt Obligations*. The primary objectives of this Statement are to provide a single method of reporting conduit debt obligations by issuers and eliminate diversity in practice associated with (1) commitments extended by issuers, (2) arrangements associated with conduit debt obligations, and (3) related note disclosures. This Statement achieves those objectives by clarifying the existing definition of a conduit debt obligation; establishing that a conduit debt obligation is not a liability of the issuer; establishing standards for accounting and financial reporting of additional commitments and voluntary commitments extended by issuers and arrangements associated with conduit debt obligations; and improving required note disclosures. Application of this statement is effective for the SEJPA's fiscal year ending June 30, 2023.

P. Implementation of New Pronouncements

GASB has issued Statement No. 84, *Fiduciary Activities*. The objective of this Statement is to improve guidance regarding the identification of fiduciary activities for accounting and financial reporting purposes and how those activities should be reported. This Statement establishes criteria for identifying fiduciary activities of all state and local governments. The focus of the criteria generally is on (1) whether a government is controlling the assets of the fiduciary activity and (2) the beneficiaries with whom a fiduciary relationship exists. Separate criteria are included to identify fiduciary component units and postemployment benefit arrangements that are fiduciary activities.

Note 2 - Cash and Investments

A. Cash Deposits

The following is a summary of pooled cash and investments and restricted cash and investments at June 30, 2021:

Statement of Net Position		
Cash and investments	\$	121,951,224
Restricted cash and investments		595,399
Restricted cash and investments with fiscal agent		11,689,388
Restricted investments in CFDs		78,745,000
Statement of Fiduciary Net Position		
Cash and investments		18,504,331
Restricted cash and investments with fiscal agent		25,115,350
Total	\$	256,600,692

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 2 - Cash and Investments (Continued)

A. Cash Deposits (Continued)

Cash, cash equivalents, and investments, consisted of the following at June 30, 2021:

Deposits with financial institutions	\$ 43,104,438
Deposits with fiscal agents	29,283,831
Petty cash	3,753
Investments	<u>184,208,670</u>
 Total cash and investments	 <u><u>\$ 256,600,692</u></u>

At June 30, 2021, cash and investments, are reported at fair value based on quoted market prices. The following table represents the fair value measurements of investments recognized in the accompanying Statement of Net Position measured at on a recurring basis and the level within the fair value hierarchy in which the fair value measurements fall at June 30, 2021:

	Total as of June 30, 2021	Measurement Inputs	Valuation Techniques
Investments:			
State investment pool	\$ 74,557,725	Uncategorized	N/A
Certificate of deposit	203,410	Uncategorized	N/A
Money market funds	29,922,535	Uncategorized	N/A
Guaranteed investment contract	780,000	Uncategorized	N/A
Restricted investments in CFDs	<u>78,745,000</u>	Uncategorized	N/A
 Total	 <u><u>\$ 184,208,670</u></u>		

The carrying amount of the City's demand deposits are \$65,308,570 at June 30, 2021. Bank balances were \$66,463,702 at that date; the total amount is collateralized or insured with securities held by the pledging financial institutions in the City's name is discussed below.

The California Government Code requires California banks and savings and loan associations to secure the City's cash deposits by pledging securities as collateral. This Code states that collateral pledged in this manner shall have the effect of perfecting a security interest in such collateral superior to those of a general creditor. Thus, collateral for cash deposits is considered to be held in the City's name.

The market value of pledged securities must equal at least 110% of the City's cash deposits. California law also allows institutions to secure City deposits by pledging first trust deed mortgage notes having a value of 150% of the City's total cash deposits. The City may waive collateral requirements for cash deposits; however, the City has not waived the collateralization requirements.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 2 - Cash and Investments (Continued)

B. Investments

Investments Authorized by the California Government Code and the City's Investment Policy

The table below identifies the investment types that are authorized for the City by the California Government Code (or the City's investment policy, where more restrictive). The table also identifies certain provisions of the California Government Code (or the City's investment policy, where more restrictive) that address interest rate risk, credit risk, and concentration of credit risk. This table does not address investments of bond proceeds held by the City's bond trustee (fiscal agent) which is described below.

<u>Authorized Investment Type</u>	<u>Maximum Maturity</u>	<u>Maximum Percentage of Portfolio</u>	<u>Maximum Investment in One Issuer</u>
Local Agency Investment Fund (LAIF)	N/A	100%	\$75 million
Negotiable Certificates of Deposits	5 Years	100%	None
Money Market Funds	N/A	100%	None
Guaranteed Investment Contracts	N/A	100%	None
Government Securities Mutual Funds	N/A	20%	None
Local Obligation Bonds*	5 Years	None	None

*Limited to 5 years, except permits investment in variable rate demand obligations that are City obligations up to 10 year maturity, as allowed under IRS and SEC rulings.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 2 - Cash and Investments (Continued)

B. Investments (Continued)

Investments Authorized by Debt Agreements

Investments of bond proceeds held by the City's bond trustee are governed by provisions of the related debt agreement rather than the general provisions of the California Government Code or the City's investment policy. The table below identifies certain provisions of these debt agreements that address interest rate risk, credit risk, and concentration of credit risk.

<u>Authorized Investment Type</u>	<u>Maximum Maturity</u>	<u>Maximum Percentage of Portfolio</u>	<u>Maximum Investment in One Issuer</u>
Local Agency Investment Fund (LAIF)	N/A	None	None
Negotiable Certificates of Deposits	None	None	None
Money Market Mutual Funds	N/A	None	None
Guaranteed Investment Contracts	None	None	None
Community Facilities District Bonds	None	None	None
U.S. Treasury Obligations	None	None	None
U.S. Agency Obligations	None	None	None
Municipal Obligations	None	None	None
Banker's Acceptances, Prime Quality	360 Days	None	None
Commercial Paper, Prime Quality	270 Days	None	None

C. External Investment Pool

The City is a voluntary participant in LAIF, which is regulated by California Government Code Section 16429 under the oversight of the Treasurer of the State of California. The City's investments in LAIF at June 30, 2021 included a portion of pool funds invested in Structure Notes and Asset-Backed Securities:

Structured Notes, are debt securities (other than asset-backed securities) whose cash-flow characteristics (coupon rate, redemption amount, or stated maturity) depend upon one or more indices and/or that have embedded forwards or options.

Asset-Backed Securities, the bulk of which are mortgage-backed securities, entitle their purchasers to receive a share of the cash flows from pool of assets such as principal and interest repayments from a pool of mortgages (such as Collateralized Mortgage Obligations) or credit card receivables.

As of June 30, 2021, the City had \$74,557,725 invested in LAIF, which had invested 2.31% of the pool investment funds in Structured Notes and Asset-Backed Securities. LAIF determines fair value on its investment portfolio based on market quotations for those securities where market quotations are readily available and based on amortized cost or best estimate for those securities where market value is not readily available. The value of the City's position in the pool is the same as the value of the pool shares. LAIF is unrated as of June 30, 2021.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 2 - Cash and Investments (Continued)

D. Investment in CFD Bonds

The Beaumont Financing Authority (BFA) and the Beaumont Public Improvement Authority (BPIA) issued Local Agency Revenue Bonds ("Authority Bonds") for investment in the City of Beaumont Community Facilities District (CFD) Special Tax Bonds ("District Bonds"). The District Bonds are local obligation bonds secured solely by special assessments on property owners within the CFD. The Authority Bonds issued by the BFA are repaid solely by debt service payments made on the District Bonds to the BFA. The repayment schedules of the District Bonds, and interest thereon, to the BFA; are concurrent and sufficient to satisfy the debt service requirements of the respective Authority Bonds.

E. Risk Disclosures

Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity, the greater the sensitivity its fair value is to changes in market interest rates. As a means of limiting its exposure to fair value losses arising from rising interest rates, the City's investment policy provides that final maturities of securities cannot exceed five years. Investments governed by the bond indentures may be longer. Maturities of investments vary and depend on liquidity needs of the City.

As of June 30, 2021, the City had the following investments and maturities:

	<u>Amount</u>	<u>Maturities</u>		
		<u>1 year or less</u>	<u>1 - 5 years</u>	<u>More than 5 years</u>
Investments:				
State investment pool	\$ 74,557,725	\$ 74,557,725	\$ -	\$ -
Certificate of deposit	203,410	203,410	-	-
Money market funds	29,922,535	29,922,535	-	-
Guaranteed investment contract	780,000	-	-	780,000
Restricted investments in CFDs	78,745,000	3,035,600	17,335,000	58,374,400
Total	<u>\$ 184,208,670</u>	<u>\$ 107,719,270</u>	<u>\$ 17,335,000</u>	<u>\$ 59,154,400</u>

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 2 - Cash and Investments (Continued)

E. Risk Disclosures (Continued)

Credit Risk

Credit Risk is the risk of loss due to failure of the security issuer. The risk can be identified thru the rating assigned by a nationally recognized statistical rating organization to the issuers of securities. The City minimizes this risk by investing only in the type of investments allowed for municipalities by the Government Code as listed on the City's investment policy and investing only in instruments that are most credit worthy.

	Total as of June 30, 2021	Measurement Inputs	Valuation Techniques
Investments:			
State investment pool	\$ 74,557,725	Uncategorized	N/A
Certificate of deposit	203,410	Uncategorized	N/A
Money market funds	29,922,535	Uncategorized	N/A
Guaranteed investment contract	780,000	Uncategorized	N/A
Restricted investments in CFDs	<u>78,745,000</u>	Uncategorized	N/A
Total	<u><u>\$ 184,208,670</u></u>		

Custodial Credit Risk

For an investment, custodial credit risk is the risk that, in the event of the failure of the counterparty, the City will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. None of the City's investments were subject to custodial credit risk.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 2 - Cash and Investments (Continued)

E. Risk Disclosures (Continued)

Concentration of Credit Risk

The investment policy of the City contains no limitations on the amount that can be invested in any one issuer beyond the amount stipulated by the California Government Code. City investments that are greater than 5 percent of the total investments are in either an external investment pool or mutual funds and are therefore exempt. The City's investment in CFDs is restricted and is secured by special assessments from property owners and a tax lien on the underlying property.

<u>Investment Type</u>	<u>Total as of June 30, 2021</u>	<u>Percentage of Investments</u>
Investments:		
State investment pool	\$ 74,557,725	40.47%
Certificate of deposit	203,410	0.11%
Money market funds	29,922,535	16.24%
Guaranteed investment contract	780,000	0.42%
Restricted investments in CFDs	78,745,000	42.75%
Total	<u>\$ 184,208,670</u>	

Note 3 - Loans Receivable

A. Governmental Activities

For the year ended June 30, 2021, changes in the loan receivable of the City's loan program is as follows:

	<u>Balance July 1, 2020</u>	<u>Additions</u>	<u>Deletions</u>	<u>Balance June 30, 2021</u>
Loan receivable:				
Calimesa loan	\$ 224,671	\$ 1,044	\$ -	\$ 225,715
Total	<u>\$ 224,671</u>	<u>\$ 1,044</u>	<u>\$ -</u>	<u>\$ 225,715</u>

Calimesa Loan

The City entered into a loan agreement with City of Calimesa for the design and construction of portions of Cherry Valley Boulevard and Palmer Drive. The City of Calimesa will repay the loans within the next 20 years, plus simple interest annually at the rate paid by the Local Agency Investment Fund (LAIF) on January 1 of each year on the unpaid balance. The balance of the loan totaled \$225,715 at June 30, 2021. This balance includes interest of \$16,974 calculated at the LAIF rate of 0.50%.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 4 - Interfund Balances and Transactions

A. Transfers

Transfers in and out for the year ended June 30, 2021, were as follows:

Transfers In	Transfers Out	Amount	Purpose
General Fund	Community Facilities District- Special Revenue Fund	\$ 6,333,612	CFD- City maintenance/admin
General Fund	Non-major funds	3,193,683	Federal Cares Act/ ARPA Funding
General Fund	Wastewater Fund	650,000	Admin Overhead
General Fund	Transit Fund	100,000	Admin Overhead
	Subtotal	<u>10,277,295</u>	
Transit Fund	Non-major funds	278,846	Premium Pay from ARPA Grant
	Subtotal	<u>278,846</u>	
Non-major funds	Non-major funds	467,044	Correct CIP Funding
	Subtotal	<u>467,044</u>	
Development Impact Fee Fund	General Fund	167,292	Capital Projects
	Non-major funds	139,841	Capital Projects
	Subtotal	<u>307,133</u>	
Wastewater Fund	Non-major funds	130,010	Premium Pay from ARPA Grant
Wastewater Fund	Community Facilities Fund-Capital Projects Fund	101,185	Capital Projects
	Subtotal	<u>231,195</u>	
Internal Service Fund	General Fund	109,500	Smart Irrigation Purchase
Internal Service Fund	Community Facilities District- Special Revenue Fund	6,300,000	Facility Maintenance Replacement
	Subtotal	<u>6,409,500</u>	
General Capital Projects Fund	General Fund	6,910,432	Capital projects
General Capital Projects Fund	Development Impact Fee Fund	528,908	Capital projects
General Capital Projects Fund	Non-major funds	18,842	Capital projects
General Capital Projects Fund	Community Facilities Fund-Capital Projects Fund	119,823	Capital Projects
	Subtotal	<u>7,578,005</u>	
	Total	<u>\$ 25,549,018</u>	

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 5 - Capital Assets

A. Governmental Activities

Summary of changes in capital assets for governmental activities for the year ended June 30, 2021 is as follows:

	Balance July 1, 2020	Additions	Deletions	Balance June 30, 2021
Nondepreciable assets:				
Land	\$ 28,547,468	\$ -	\$ -	\$ 28,547,468
Construction in progress	30,405,380	4,940,605	(27,545,496)	7,800,489
Total nondepreciable assets	<u>58,952,848</u>	<u>4,940,605</u>	<u>(27,545,496)</u>	<u>36,347,957</u>
Depreciable assets:				
Building and improvements	19,980,342	263,732		20,244,074
Machinery and equipment	7,408,174	709,973	(80,146)	8,038,001
Vehicles	3,096,549	568,789	(200,000)	3,465,338
Infrastructure	419,534,936	29,353,850	-	448,888,786
Subtotal	<u>450,020,001</u>	<u>30,896,344</u>	<u>(280,146)</u>	<u>480,636,199</u>
Less accumulated depreciation:				
Building and improvements	(10,035,561)	(363,447)		(10,399,008)
Machinery and equipment	(4,170,407)	(385,566)	73,400	(4,482,573)
Vehicles	(2,394,782)	(296,024)	200,000	(2,490,806)
Infrastructure	(215,291,337)	(4,956,402)	-	(220,247,739)
Subtotal	<u>(231,892,087)</u>	<u>(6,001,439)</u>	<u>273,400</u>	<u>(237,620,126)</u>
Total depreciable assets, net	<u>218,127,914</u>	<u>24,894,905</u>	<u>(6,746)</u>	<u>243,016,073</u>
Total	<u>\$ 277,080,762</u>	<u>\$ 29,835,510</u>	<u>\$ (27,552,242)</u>	<u>\$ 279,364,030</u>

Governmental activities depreciation expenses for capital assets for the year ended June 30, 2021 are as follows:

General government	\$ 79,129
Public safety	281,115
Public works	5,162,338
Community development	82,467
Community services	396,390
Total depreciation expense	<u>\$ 6,001,439</u>

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 5 - Capital Assets (Continued)

B. Business-Type Activities

Summary of changes in capital assets for business-type activities for the year ended June 30, 2021 is as follows:

	Balance July 1, 2020	Additions	Deletions	Balance June 30, 2021
Nondepreciable assets:				
Land	\$ 3,009,860	\$ -	\$ -	\$ 3,009,860
Construction in progress	81,272,806	22,655,032	(303,913)	103,623,925
Total nondepreciable assets	<u>84,282,666</u>	<u>22,655,032</u>	<u>(303,913)</u>	<u>106,633,785</u>
Depreciable assets:				
Building and improvements	621,548	-	-	621,548
Machinery and equipment	89,385,271	362,585	-	89,747,856
Vehicles	4,599,111	837,075	-	5,436,186
Infrastructure	145,142,413	357,455	-	145,499,868
Subtotal	<u>239,748,343</u>	<u>1,557,115</u>	<u>-</u>	<u>241,305,458</u>
Less accumulated depreciation:				
Building and improvements	(526,038)	(35,702)	-	(561,740)
Machinery and equipment	(44,266,787)	(3,245,076)	-	(47,511,863)
Vehicles	(3,712,511)	(551,120)	-	(4,263,631)
Infrastructure	(74,299,952)	(4,280,545)	-	(78,580,497)
Subtotal	<u>(122,805,288)</u>	<u>(8,112,443)</u>	<u>-</u>	<u>(130,917,731)</u>
Total depreciable assets, net	<u>116,943,055</u>	<u>(6,555,328)</u>	<u>-</u>	<u>110,387,727</u>
Total	<u>\$ 201,225,721</u>	<u>\$ 16,099,704</u>	<u>\$ (303,913)</u>	<u>\$ 217,021,512</u>

Business-type activities depreciation expenses for capital assets for the year ended June 30, 2021 are as follows:

Sewer	\$ 7,555,416
Transit	<u>557,027</u>
Total depreciation expense	<u>\$ 8,112,443</u>

C. Fiduciary Fund Financial Statements

Summary of changes in capital assets for the City's Successor Agency for the year ended June 30, 2021 is as follows:

	Balance July 1, 2020	Additions	Deletions	Balance June 30, 2021
Nondepreciable assets:				
Land	\$ 21,826	\$ -	\$ -	\$ 21,826
Total nondepreciable assets	<u>21,826</u>	<u>-</u>	<u>-</u>	<u>21,826</u>
Total	<u>\$ 21,826</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 21,826</u>

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 6 - Long-Term Obligations

A. Governmental Activities

Summary of changes in long-term liabilities for the governmental activities for the year ended June 30, 2021 is as follows:

	Balance July 1, 2020	Additions	Deletions	Balance June 30, 2021	Classification	
					Due Within One Year	Due in More Than One Year
Governmental Activities:						
City						
AB 1484 Due Diligence Review	\$ 1,075,912	\$ -	\$ (300,000)	\$ 775,912	\$ 300,000	\$ 475,912
Capital Leases	251,240	-	(98,560)	152,680	96,390	56,290
Beaumont Public Financing Authority						
1994 Revenue Bonds, Series A	2,530,000	-	(560,000)	1,970,000	600,000	1,370,000
2011 Revenue Bonds, Series A & B	11,930,000	-	(11,930,000)	-	-	-
2012 Revenue Bonds, Series A	5,600,000	-	(5,600,000)	-	-	-
2012 Revenue Bonds, Series B	2,955,000	-	(2,955,000)	-	-	-
2012 Revenue Bonds, Series C	3,345,000	-	(3,345,000)	-	-	-
2013 Revenue Bonds, Series A	6,014,700	-	(6,014,700)	-	-	-
2013 Refunding Revenue Bonds, Series B	8,680,000	-	(8,680,000)	-	-	-
2015 Refunding Revenue Bonds, Series A	10,000,000	-	(230,000)	9,770,000	235,000	9,535,000
2015 Refunding Revenue Bonds, Series B	16,810,000	-	(790,000)	16,020,000	805,000	15,215,000
2015 Refunding Revenue Bonds, Series C	4,265,000	-	(225,000)	4,040,000	235,000	3,805,000
2015 Refunding Revenue Bonds, Series D	6,320,000	-	(335,000)	5,985,000	340,000	5,645,000
2019 Refunding Revenue Bonds, Series A	5,375,000	-	(290,000)	5,085,000	330,000	4,755,000
2020 Revenue Bonds, Series A	-	17,200,000	-	17,200,000	485,000	16,715,000
2021 Revenue Bonds, Series A	-	18,675,000	-	18,675,000	-	18,675,000
Bond premium-2019 revenue bond series A	1,014,920	-	(78,071)	936,849	78,071	858,778
Total Revenue Bonds	84,839,620	35,875,000	(41,032,771)	79,681,849	3,108,071	76,573,778
Total governmental activities	\$ 86,166,772	\$ 35,875,000	\$ (41,431,331)	\$ 80,610,441	\$ 3,504,461	\$ 77,105,980

AB 1484 Due Diligence Review

The City has entered into an agreement with the State of California, Department of Finance (State) to pay an outstanding amount due from the State's Due Diligence Review. The original amount due was \$2,875,912, and the outstanding balance at June 30, 2021 is \$775,912. The agreement calls for annual payments of \$300,000 through July 15, 2022, with a final payment of \$175,912 due on July 15, 2023. The City will utilize "residual" pass-through payments received by the City's General Fund to pay this debt of the former Redevelopment Agency. There is no interest charged by the State.

The annual debt service requirements are as follows:

Year Ending June 30,	Total
2022	\$ 300,000
2023	300,000
2024	175,912
Total	\$ 775,912

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 6 - Long-Term Obligations (Continued)

A. Governmental Activities (Continued)

Capital Lease

The City has entered into several lease agreements for the financing of public works vehicles, police vehicles, and equipment. These lease agreements qualify as capital leases for accounting purposes and, therefore, have been recorded at the present value of future minimum lease payments as of the date of inception.

The annual debt service requirements for the capital leases payable outstanding at June 30, 2021 are as follows:

<u>Year Ending June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2022	\$ 96,390	\$ 4,558	\$ 100,948
2023	56,290	1,292	57,582
Totals	<u>\$ 152,680</u>	<u>\$ 5,850</u>	<u>\$ 158,530</u>

The City entered into capital lease-purchase agreements whereby the lessor acquired certain capital assets and leased them to the City with the option to purchase. The leased assets are included in capital assets and are summarized by major asset class below:

	<u>Amount</u>
Vehicles	\$ 344,718
Less: accumulated depreciation	(178,120)
Total	<u>\$ 166,598</u>

Revenue Bonds

Local Revenue Bonds - 1994

On January 15, 1994, the BFA issued \$7,535,000 of 1994 Local Agency Revenue Bonds-Series A and \$2,755,000 of 1994 Local Agency Revenue Bonds - Series B (the "Authority Bonds") for the purpose of acquiring the concurrently issued City of Beaumont Community Facilities District No. 93-1 Special Tax Bonds, 1994 Series A (the "District Bonds") in the amount of \$9,260,000. Proceeds from the Authority Bonds were used to purchase the District bonds. The bonds were issued to provide the District with funds to design or acquire certain public improvements relating to the District, including water treatment plant facilities and infrastructure.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 6 - Long-Term Obligations (Continued)**A. Governmental Activities (Continued)***Revenue Bonds (Continued)***Local Revenue Bonds - 1994 (Continued)**

The Authority Bonds are payable from and secured by repayment of the District Bonds. Interest was payable on September 1, 1994, and semiannually thereafter on March 1 and September 1 of each year until maturity. Series A Authority Bonds are 7.0% term bonds due September 1, 2023, with sinking payments to be made beginning September 1, 2004. Series B Authority Bonds consist of \$365,000 serial bonds maturing annually in amounts between \$65,000 and \$80,000 from September 1, 1999 through September 1, 2003. Thereafter, \$2,390,000 of 7.5% term bonds are due September 1, 2023, with sinking payments to be made beginning September 1, 2004.

Neither the Authority Bonds nor the District Bonds are general obligations of the City nor any other political subdivision and the full faith and credit of the City is not pledged for repayment thereof. The outstanding indebtedness at June 30, 2021, on the Series A Bonds was \$1,970,000.

The District Bonds do not constitute an obligation of the City and the City is not obligated to make payment beyond the special taxes and available bond reserves.

Local Agency Revenue Bonds - 2011 Series A and B

On December 15, 2011, the BFA issued \$12,145,000 of 2011 Local Agency Revenue Bonds, Series A (the "Authority Bonds") for the purpose of refunding the Beaumont Financing Authority 2009 Local Agency Revenue Bonds, Series A and B, the Beaumont Financing Authority 2009 Local Agency Revenue Bonds, Series A and B, and acquiring the City of Beaumont Community Facilities District No. 93-1 Special Tax Bonds ("District Bonds") in the amount of \$11,039,529. These bonds were issued to provide the District with funds to finance public infrastructure relating to respective improvements areas, fund interest on the bonds, pay expenses relating to the issuance of the bonds and fund a reserve account.

The Authority Bonds are payable from and secured by repayment of the District Bonds. Interest is payable semiannually on March 1 and September 1 of each year, commencing September 1, 2012 until maturity or earlier redemption. The Bonds consist of \$1,405,000 serial bonds maturing annually in amounts between \$10,000 and \$250,000 from September 1, 2015 through September 1, 2026 with interest rates between 3.500% and 5.500%. Thereafter, \$1,820,000 of 6.125% term bonds are due September 1, 2031, with sinking payments to be made beginning September 1, 2027, and \$8,920,000 of 6.375% term bonds are due September 1, 2042, with sinking payments to be made beginning September 1, 2032.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 6 - Long-Term Obligations (Continued)**A. Governmental Activities (Continued)***Revenue Bonds (Continued)***Local Agency Revenue Bonds - 2011 Series A and B (Continued)**

Neither the Authority Bonds nor the District Bonds are general obligations of the City nor any other political subdivision and the full faith and credit of the City is not pledged for repayment thereof.

On August 13, 2020, the City issued \$17,200,000 in refunding revenue bonds with an average interest rate of 2% to advance refund \$11,540,000 of outstanding 2011 Series A and B debt. As a result, the 2011 Series A and B bonds are considered to be refunded and the liability for these bonds has been removed from the government-wide statement of net position.

The refunding did result in a difference between the reacquisition price and the net carrying amount of old debt. The City completed the refunding to reduce its total debt service payments over 23 years by \$7,747,589 and to obtain an economic gain (difference between the present values of the old and new debt service payments) of \$3,961,708.

Local Agency Revenue Bonds - 2012 Series A

On March 14, 2012, the BFA issued \$5,650,000 of 2012 Local Agency Revenue Bonds, Series A (the "Authority Bonds") for the purpose of acquiring the City of Beaumont Community Facilities District No. 93-1 Special Tax Bonds ("District Bonds") in the amount of \$4,936,658. These bonds were issued to provide the District with funds to finance public infrastructure relating to Improvements Area No. 8C, fund interest on the bonds, pay expenses relating to the bonds and fund a reserve account.

The Authority Bonds are payable from and secured by repayment of the District Bonds. Interest is payable semiannually on March 1 and September 1 of each year, commencing September 1, 2017 until maturity or earlier redemption. The Bonds consist of \$155,000 serial bonds maturing annually in amounts between \$10,000 and \$120,000 from September 1, 2017 through September 1, 2029 with interest rates between 3.500% and 5.250%. Thereafter, \$400,000 of 5.625% term bonds are due September 1, 2032, with sinking payments to be made beginning September 1, 2030, and \$4,475,000 of 5.875% term bonds are due September 1, 2042, with sinking payments to be made beginning September 1, 2033.

Neither the Authority Bonds nor the District Bonds are general obligations of the City nor any other political subdivision and the full faith and credit of the City is not pledged for repayment thereof.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 6 - Long-Term Obligations (Continued)**A. Governmental Activities (Continued)***Revenue Bonds (Continued)***Local Agency Revenue Bonds - 2012 Series A (Continued)**

On August 13, 2020, the City issued \$17,200,000 in refunding revenue bonds with an average interest rate of 2% to advance refund \$5,660,000 of outstanding 2012 Series A debt. As a result, the 2012 Series A bonds are considered to be refunded and the liability for these bonds has been removed from the government-wide statement of net position.

The refunding did result in a difference between the reacquisition price and the net carrying amount of old debt. The City completed the refunding to reduce its total debt service payments over 23 years by \$2,783,288 and to obtain an economic loss (difference between the present values of the old and new debt service payments) of \$1,331,751.

Local Agency Revenue Bonds - 2012 Series B

On April 10, 2012, the BFA issued \$3,265,000 of 2012 Local Agency Revenue Bonds, Series B (the "Authority Bonds") for the purpose of acquiring the City of Beaumont Community Facilities District No. 93-1 Special Tax Bonds ("District Bonds") in the amount of \$2,690,661. These bonds were issued to provide the District with funds to finance public infrastructure relating to Improvements Area No. 20, fund interest on the bonds, pay expenses relating to the bonds and fund a reserve account. public infrastructure relating to Improvements Area No. 20, fund interest on the bonds, pay expenses relating to the bonds and fund a reserve account.

The Authority Bonds are payable from and secured by repayment of the District Bonds. Interest is payable semiannually on March 1 and September 1 of each year, commencing September 1, 2015 until maturity or earlier redemption. The Bonds consist of \$1,120,000 serial bonds maturing annually in amounts between \$50,000 and \$150,000 from September 1, 2015 through September 1, 2026 with interest rates between 3.500% and 5.500%.

Thereafter, \$2,145,000 of 5.950% term bonds are due September 1, 2035, with sinking payments to be made beginning September 1, 2027.

Neither the Authority Bonds nor the District Bonds are general obligations of the City nor any other political subdivision and the full faith and credit of the City is not pledged for repayment thereof.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 6 - Long-Term Obligations (Continued)**A. Governmental Activities (Continued)***Revenue Bonds (Continued)***Local Agency Revenue Bonds - 2012 Series B (Continued)**

On June 30, 2021, the City issued \$18,675,000 in refunding revenue bonds with an average interest rate of 1.43% to advance refund \$2,615,000 of outstanding 2012 Series B debt. As a result, the 2012 Series B bonds are considered to be refunded and the liability for these bonds has been removed from the government-wide statement of net position.

The refunding did result in a difference between the reacquisition price and the net carrying amount of old debt. The City completed the refunding to reduce its total debt service payments over 14 years by \$1,166,430 and to obtain an economic gain (difference between the present values of the old and new debt service payments) of \$567,229.

Local Agency Revenue Bonds - 2012 Series C

On May 23, 2012, the BF A issued \$3,655,000 of 2012 Local Agency Revenue Bonds, Series C (the "Authority Bonds") for the purpose of acquiring the City of Beaumont Community Facilities District No. 93-1 Special Tax Bonds ("District Bonds") in the amount of \$3,122,785. These bonds were issued to provide the District with funds to finance public infrastructure relating to Improvements Area No. 7B and No. 7C, fund interest on the bonds, pay expenses relating to the bonds and fund a reserve account.

The Authority Bonds are payable from and secured by repayment of the District Bonds. Interest is payable semiannually on March 1 and September 1 of each year, commencing September 1, 2013 until maturity or earlier redemption. The Bonds consist of \$760,000 serial bonds maturing annually in amounts between \$20,000 and \$105,000 from September 1, 2013 through September 1, 2025 with interest rates between 1.500% and 4.250%. Thereafter, \$2,895,000 of 5.250% term bonds are due September 1, 2039, with sinking payments to be made beginning September 1, 2026.

Neither the Authority Bonds nor the District Bonds are general obligations of the City nor any other political subdivision and the full faith and credit of the City is not pledged for repayment thereof.

On June 30, 2021, the City issued \$18,675,000 in refunding revenue bonds with an average interest rate of 1.43% to advance refund \$3,045,000 of outstanding 2012 Series C debt. As a result, the 2012 Series C bonds are considered to be refunded and the liability for these bonds has been removed from the government-wide statement of net position.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 6 - Long-Term Obligations (Continued)**A. Governmental Activities (Continued)***Revenue Bonds (Continued)***Local Agency Revenue Bonds - 2012 Series C (Continued)**

The refunding did result in a difference between the reacquisition price and the net carrying amount of old debt. The City completed the refunding to reduce its total debt service payments over 18 years by \$1,286,161 and to obtain an economic gain (difference between the present values of the old and new debt service payments) of \$604,476.

Local Agency Revenue Bonds - 2013 Series A

On January 17, 2013, the BFA issued \$8,810,000 of 2013 Local Agency Revenue Bonds, Series A (the "Authority Bonds") for the purpose of acquiring the City of Beaumont Community Facilities District No. 93-1 Special Tax Bonds ("District Bonds") in the amount of \$7,865,887. The District Bonds were issued to provide the District with funds to finance public infrastructure related to Improvements Area No. 19C, fund interest on the bonds, pay expenses relating to the issuance of the bonds and fund a reserve account. The Authority Bonds are payable from and secured by repayment of the District Bonds. Interest is payable semiannually on March 1 and September 1 of each year, commencing September 1, 2013 until maturity or earlier redemption. The Bonds consist of \$4,180,000 serial bonds maturing annually in amounts between \$55,000 and \$420,000 from September 1, 2013 through September 1, 2022 with interest rates between 1.500% and 4.250%.

Thereafter, \$1,965,000 of 5% term bonds are due September 1, 2027, with sinking payments to be made beginning September 1, 2023, and \$2,665,000 of 5% term bonds are due September 1, 2036, with sinking payments to be made beginning September 1, 2028.

Neither the Authority Bonds nor the District Bonds are general obligations of the City nor any other political subdivision and the full faith and credit of the City is not pledged for repayment thereof.

On June 30, 2021, the City issued \$18,675,000 in refunding revenue bonds with an average interest rate of 1.43% to advance refund \$4,940,000 of outstanding 2013 Series A debt. As a result, the 2013 Series A bonds are considered to be refunded and the liability for these bonds has been removed from the government-wide statement of net position.

The refunding did result in a difference between the reacquisition price and the net carrying amount of old debt. The City completed the refunding to reduce its total debt service payments over 15 years by \$1,254,934 and to obtain an economic gain (difference between the present values of the old and new debt service payments) of \$349,311.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 6 - Long-Term Obligations (Continued)**A. Governmental Activities (Continued)***Revenue Bonds (Continued)***Local Agency Refunding Revenue Bonds - 2013 Series B**

On April 2, 2013, the BFA issued \$10,875,000 of 2013 Local Agency Refunding Revenue Bonds, Series B (the "Authority Bonds") for the purpose of refunding the Beaumont Financing Authority 2003 Local Agency Revenue Bonds Series B and acquiring the City of Beaumont Community Facilities District No. 93-1 Special Tax Bonds ("District Bonds") in the amount of \$130,500.

These bonds were issued to provide the District with funds to finance public infrastructure related to Improvements area No. 17 A, fund interest on the bonds, pay expenses relating to the issuance of the bonds and fund a reserve account.

The Authority Bonds are payable from and secured by repayment of the District Bonds. Interest is payable semiannually on March 1 and September 1 of each year, commencing September 1, 2015 until maturity or earlier redemption. The Bonds consist of \$3,810,000 serial bonds maturing annually in amounts between \$245,000 and \$475,000 from September 1, 2013 through September 1, 2023 with interest rates between 2.000% and 5.000%. Thereafter, \$2,740,000 of 5% term bonds are due September 1, 2028, with sinking payments to be made beginning September 1, 2024, and \$4,325,000 of 5% term bonds are due September 1, 2034, with sinking payments to be made beginning September 1, 2029.

Neither the Authority Bonds nor the District Bonds are general obligations of the City nor any other political subdivision and the full faith and credit of the City is not pledged for repayment thereof.

On June 30, 2021, the City issued \$18,675,000 in refunding revenue bonds with an average interest rate of 1.43% to advance refund \$8,075,000 of outstanding 2013 Series B debt. As a result, the 2013 Series B bonds are considered to be refunded and the liability for these bonds has been removed from the government-wide statement of net position.

The refunding did result in a difference between the reacquisition price and the net carrying amount of old debt. The City completed the refunding to reduce its total debt service payments over 14 years by \$1,759,444 and to obtain an economic gain (difference between the present values of the old and new debt service payments) of \$620,256.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 6 - Long-Term Obligations (Continued)**A. Governmental Activities (Continued)***Revenue Bonds (Continued)***Local Agency Refunding Revenue Bonds - 2015 Series A**

On March 17, 2015, the BFA issued \$11,110,000 of 2015 Local Agency Revenue Bonds, Series A (the "Authority Bonds") for the purpose of refunding the Beaumont Financing Authority 2005 Local Agency Revenue Bonds Series B.

The Authority Bonds are payable from and secured by repayment of the District Bonds. Interest is payable semiannually on March 1 and September 1 of each year, commencing September 1, 2015 until maturity or earlier redemption. Interest on the bonds ranges from 2.00% to 5.00%.

Neither the Authority Bonds nor the District Bonds are general obligations of the City nor any other political subdivision and the full faith and credit of the City is not pledged for repayment thereof. The outstanding indebtedness at June 30, 2021 was \$9,770,000 for the Authority Bonds and is reported in the City's financial statements as the BFA is a component unit of the City.

The District Bonds do not constitute an obligation of the City and the City is not obligated to make payment beyond the special taxes and available bond reserves.

Local Agency Refunding Revenue Bonds - 2015 Series B

On April 23, 2015, the BFA issued \$20,095,000 of 2015 Local Agency Refunding Revenue Bonds, Series B (the "Authority Bonds") for the purpose of refunding the Beaumont Financing Authority 2004 Local Agency Revenue Bonds Series D.

The Authority Bonds are payable from and secured by repayment of the District Bonds. Interest is payable semiannually on March 1 and September 1 of each year, commencing September 1, 2015 until maturity or earlier redemption. Interest on the bonds ranges from 2.00% to 5.00%.

Neither the Authority Bonds nor the District Bonds are general obligations of the City nor any other political subdivision and the full faith and credit of the City is not pledged for repayment thereof. The outstanding indebtedness at June 30, 2021 was \$16,020,000 for the Authority Bonds and is reported in the City's financial statements as the BFA is a component unit of the City.

The District Bonds do not constitute an obligation of the City and the City is not obligated to make payment beyond the special taxes and available bond reserves.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 6 - Long-Term Obligations (Continued)**A. Governmental Activities (Continued)***Revenue Bonds (Continued)***Local Agency Refunding Revenue Bonds - 2015 Series C**

On May 15, 2015, the BFA issued \$5,335,000 of 2015 Local Agency Refunding Revenue Bonds, Series C (the "Authority Bonds") for the purpose of refunding the Beaumont Financing Authority 2004 Local Agency Revenue Bonds Series A.

The Authority Bonds are payable from and secured by repayment of the District Bonds. Interest is payable semiannually on March 1 and September 1 of each year, commencing September 1, 2015 until maturity or earlier redemption. Interest on the bonds ranges from 2.00% to 4.125%.

Neither the Authority Bonds nor the District Bonds are general obligations of the City nor any other political subdivision and the full faith and credit of the City is not pledged for repayment thereof. The outstanding indebtedness at June 30, 2021 was \$4,040,000 for the Authority Bonds and is reported in the City's financial statements as the BFA is a component unit of the City.

The District Bonds do not constitute an obligation of the City and the City is not obligated to make payment beyond the special taxes and available bond reserves.

Local Agency Refunding Revenue Bonds - 2015 Series D

On May 15, 2015, the BFA issued \$7,820,000 of 2015 Local Agency Refunding Revenue Bonds, Series D (the "Authority Bonds") for the purpose of refunding the Beaumont Financing Authority 2004 Local Agency Revenue Bonds Series B.

The Authority Bonds are payable from and secured by repayment of the District Bonds. Interest is payable semiannually on March 1 and September 1 of each year, commencing September 1, 2015 until maturity or earlier redemption. Interest on the bonds ranges from 2.00% to 4.250%.

Neither the Authority Bonds nor the District Bonds are general obligations of the City nor any other political subdivision and the full faith and credit of the City is not pledged for repayment thereof. The outstanding indebtedness at June 30, 2021 was \$5,985,000 for the Authority Bonds and is reported in the City's financial statements as the BFA is a component unit of the City.

The District Bonds do not constitute an obligation of the City and the City is not obligated to make payment beyond the special taxes and available bond reserves.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 6 - Long-Term Obligations (Continued)**A. Governmental Activities (Continued)***Revenue Bonds (Continued)***Local Agency Refunding Revenue Bonds - 2019 Series A**

On August 8, 2019, the BPIA issued \$5,375,000 of 2019 Local Agency Refunding Revenue Bonds, Series A (the "Authority Bonds") for the purpose of refunding the Beaumont Financing Authority Local Agency Revenue Bonds Series 2007 A, C and D.

The Authority Bonds are payable from and secured by repayment of the District Bonds. Interest is payable semiannually on March 1 and September 1 of each year, commencing September 1, 2021 until maturity or earlier redemption. Interest on the bonds ranges from 3.0% to 5.0%.

Neither the Authority Bonds nor the District Bonds are general obligations of the City nor any other political subdivision and the full faith and credit of the City is not pledged for repayment thereof. The outstanding indebtedness at June 30, 2021 was \$5,085,000 for the Authority Bonds and is reported in the City's financial statements as the BFA is a component unit of the City.

The District Bonds do not constitute an obligation of the City and the City is not obligated to make payment beyond the special taxes and available bond reserves.

Local Agency Refunding Revenue Bonds - 2020 Series A

On August 13, 2020, the BPIA issued \$17,200,000 of 2020 Local Agency Refunding Revenue Bonds, Series A (the "Authority Bonds") for the purpose of refunding the Beaumont Financing Authority Local Agency Revenue Bonds Series 2011 Series A & B and 2012 Series A.

The Authority Bonds are payable from and secured by repayment of the District Bonds. Interest is payable semiannually on March 1 and September 1 of each year, commencing March 1, 2021 until maturity or earlier redemption. Interest on the bonds ranges from 0.773% to 2.245%.

Neither the Authority Bonds nor the District Bonds are general obligations of the City nor any other political subdivision and the full faith and credit of the City is not pledged for repayment thereof. The outstanding indebtedness at June 30, 2021 was \$17,200,000 for the Authority Bonds and is reported in the City's financial statements as the BFA is a component unit of the City.

The District Bonds do not constitute an obligation of the City and the City is not obligated to make payment beyond the special taxes and available bond reserves.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 6 - Long-Term Obligations (Continued)

A. Governmental Activities (Continued)

Revenue Bonds (Continued)

Local Agency Refunding Revenue Bonds - 2021 Series A

On June 30, 2021, the BPIA issued \$18,675,000 of 2021 Local Agency Refunding Revenue Bonds, Series A (the "Authority Bonds") for the purpose of refunding the Beaumont Financing Authority Local Agency Revenue Bonds Series 2012 Series B & C, 2013 Series A & B.

The Authority Bonds are payable from and secured by repayment of the District Bonds. Interest is payable semiannually on March 1 and September 1 of each year, commencing March 1, 2022 until maturity or earlier redemption. Interest on the bonds ranges from 0.265% to 2.397%.

Neither the Authority Bonds nor the District Bonds are general obligations of the City nor any other political subdivision and the full faith and credit of the City is not pledged for repayment thereof. The outstanding indebtedness at June 30, 2021 was \$18,675,000 for the Authority Bonds and is reported in the City's financial statements as the BFA is a component unit of the City.

The District Bonds do not constitute an obligation of the City and the City is not obligated to make payment beyond the special taxes and available bond reserves.

Annual Debt Service Requirements to Maturity

The annual debt service requirements to maturity schedule are the annual scheduled debt service under the BFA's Authority Bond indentures as follows:

Year Ending June 30,	Principal	Interest	Total
2022	\$ 3,030,000	\$ 2,463,550	\$ 5,493,550
2023	4,510,000	2,460,942	6,970,942
2024	4,670,000	2,329,451	6,999,451
2025	4,035,000	2,201,507	6,236,507
2026	4,120,000	2,086,539	6,206,539
2027-2031	22,160,000	8,540,815	30,700,815
2032-2036	22,345,000	4,599,456	26,944,456
2037-2041	8,520,000	1,978,828	10,498,828
2042-2046	5,355,000	464,077	5,819,077
Totals	\$ 78,745,000	\$ 27,125,165	\$ 105,870,165

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 6 - Long-Term Obligations (Continued)

B. Business-Type Activities

Summary of changes in long-term liabilities for the business-type activities for the year ended June 30, 2021 is as follows:

	Balance July 1, 2020	Additions	Deletions	Balance June 30, 2021	Classification	
					Due Within One Year	Due in More Than One Year
Business-Type Activities:						
Wastewater Revenue Bonds	\$ 80,105,000	\$ -	\$(1,245,000)	\$ 78,860,000	\$ 1,295,000	\$ 77,565,000
Bond Premium	8,495,497	-	(652,849)	7,842,648	652,849	7,189,799
Capital Leases	183,671	-	(84,366)	99,305	99,305	-
Total business-type activities	\$ 88,784,168	\$ -	\$(1,982,215)	\$ 86,801,953	\$ 2,047,154	\$ 84,754,799

Capital Lease

The City has entered into several lease agreements for the financing of sewer vehicles and equipment. The lease agreements qualify as capital leases for accounting purposes and, therefore, have been recorded at the present value of future minimum lease payments as of the date of inception.

The annual debt service requirements for the capital leases payable outstanding at June 30, 2021 are as follows:

Year Ending June 30,	Principal	Interest	Total
2022	\$ 99,305	\$ 4,332	\$ 103,637
Total	\$ 99,305	\$ 4,332	\$ 103,637

The City entered into capital lease-purchase agreements whereby the lessor acquired certain capital assets and leased them to the City with the option to purchase. The leased assets are included in capital assets and are summarized by major asset class below:

	Amount
Vehicles	\$ 455,505
Less: accumulated depreciation	(321,994)
Total	\$ 133,511

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 6 - Long-Term Obligations (Continued)

B. Business-Type Activities (Continued)

Revenue Bonds

Wastewater Revenue Bonds, Series 2018A

On September 27, 2018, the Beaumont Public Improvement Authority issued \$81,105,000 of revenue bonds, to finance the acquisition and construction of certain improvements to the City's Wastewater System and to purchase a debt service reserve surety policy. The bonds were issued at a premium of \$9,698,952 which is amortized over the life of the bonds. Interest on the bonds is payable semi-annually on March 1 and September 1 of each year through September 1, 2049. The bonds bear interest ranging from 3% to 5%. Principal payments are due annually beginning on September 1, 2019. The bonds are a special limited obligation of the Authority payable solely from Authority Revenues. The outstanding balance of the Wastewater Revenue Bonds Series 2018A at June 30, 2021 was \$78,860,000.

Year Ending June 30,	Principal	Interest	Total
2022	\$ 1,295,000	\$ 3,777,988	\$ 5,072,988
2023	1,355,000	3,718,213	5,073,213
2024	1,425,000	3,648,713	5,073,713
2025	1,495,000	3,575,713	5,070,713
2026	1,570,000	3,499,088	5,069,088
2027-2031	9,160,000	16,199,688	25,359,688
2032-2036	11,475,000	13,876,681	25,351,681
2037-2041	14,325,000	11,029,250	25,354,250
2042-2046	18,370,000	6,985,750	25,355,750
2047-2050	18,390,000	1,896,500	20,286,500
Totals	\$ 78,860,000	\$ 68,207,581	\$ 147,067,581

Note 7 - Debt Without City Commitment

The City authorized the formation of the City of Beaumont Community Facilities District No. 93-1 (the "CFD's") for purpose of the issuance of bonds under improvement acts of the State of California to finance eligible public facilities to serve developing commercial, industrial, residential, and/or mixed use developments. Bonds issued by the CFD are secured by annual special tax levies or liens placed on properties within the CFD. The City, and the BFA, are not liable for repayment and the City, acting as an agent on behalf of the CFD, is only responsible for levying and collecting the special tax assessments, forwarding the collections to the bond trustee on behalf of bondholders, and initiating foreclosure proceedings on faulted special tax payments when necessary.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 7 - Debt Without City Commitment (Continued)

The bonds issued by the CFD are limited obligations and are payable solely from special tax assessments, specific bond reserves, and the proceeds from property foreclosures. Since these debts do not constitute an obligation of the City or the BFA/BPIA and the City or BFA/BPIA is not obligated to make payments on the bonds, the District Bonds (whose terms are disclosed in Note 6) are not reported as long-term liabilities in the accompanying City financial statements. The activities related to the District Bond reserves, special assessment tax collection, remittance to the bond trustee, repayment of District Bonds and use of new bond proceeds for developer capital projects for infrastructure, are reported in the Fiduciary Funds as an agency fund.

As of June 30, 2021, debt without City or BFA/BPIA commitment is as follows:

	Balance
	June 30, 2021
1994 Special Tax Bonds, Series A	\$ 1,970,000
2015 Special Tax Bonds, Series A	9,770,000
2015 Special Tax Bonds, Series B	16,020,000
2015 Special Tax Bonds, Series C	4,040,000
2015 Special Tax Bonds, Series D	5,985,000
2019 Refunding Revenue Bonds, Series A	5,085,000
2020 Refunding Revenue Bond, Series A	17,200,000
2021 Refunding Revenue Bond, Series A	18,675,000
Subtotal	<u>78,745,000</u>
2017 Special Tax Refunding Bonds, Series A	82,601,097
2018 Special Tax Bonds, Series A	33,160,000
2018 Special Tax Bonds, 1A 7B	2,150,000
2018 Special Tax Bonds, 1A 7D	3,560,000
2018 Special Tax Bonds, 1A 8E	12,455,000
2019 Special Tax Bonds, 1A 2016-1	8,630,000
Total Limited Obligation Bond Debt	<u><u>\$ 221,301,097</u></u>

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 8 - Compensated Absences

The City's liability for vested and unpaid compensated absences (vacation and vested sick leave) was \$3,147,991 at June 30, 2021.

A. Governmental Activities

For the governmental activities, compensated absences are generally liquidated by the General Fund.

Summary of changes in compensated absences for the year ended June 30, 2021 is as follows:

	Balance July 1, 2020	Additions	Deletions	Balance June 30, 2021	Classification	
					Due Within One Year	Due in More Than One Year
Governmental Activities:						
Compensated absences	\$ 2,627,915	\$ 665,087	\$ (519,771)	\$ 2,773,231	\$ 554,646	\$ 2,218,585
Total governmental activities	<u>\$ 2,627,915</u>	<u>\$ 665,087</u>	<u>\$ (519,771)</u>	<u>\$ 2,773,231</u>	<u>\$ 554,646</u>	<u>\$ 2,218,585</u>

B. Business-Type Activities

Summary of changes in compensated absences for the year ended June 30, 2021 is as follows:

	Balance July 1, 2020	Additions	Deletions	Balance June 30, 2021	Classification	
					Due Within One Year	Due in More Than One Year
Business-Type Activities:						
Compensated absences	\$ 297,326	\$ 112,374	\$ (34,940)	\$ 374,760	\$ 74,952	\$ 299,808
Total governmental activities	<u>\$ 297,326</u>	<u>\$ 112,374</u>	<u>\$ (34,940)</u>	<u>\$ 374,760</u>	<u>\$ 74,952</u>	<u>\$ 299,808</u>

Note 9 - Risk Management

The City is exposed to various risks of loss related to torts: theft of, damage to, and destruction of assets; errors and omissions; and natural disasters. The City, including its component units, uses the General Fund to account for and finance risks for general liability, workers' compensation, and property damage. There were no settlements in excess of insurance coverage in any of the three prior fiscal years. There were no reductions in the City's limits of coverage during the fiscal year ended June 30, 2021.

General Liability and Property Damage Insurance

The City is self-insured to some extent for general liability claims. The City maintains a self-insured retention level of \$250,000 for general liability with excess coverage up to \$50,000,000, as a participant in the Exclusive Risk Management Authority of California (ERMAC), a Joint Powers Authority. Property damage is also insured through participation in ERMAC.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 9 - Risk Management (Continued)

General Liability and Property Damage Insurance (Continued)

The City has entered into contracts with claims administrators to process claims against the City for general liability claims.

Workers' Compensation

The City of Beaumont maintains a self-insured workers' compensation plan, whereby the City covers the cost of medical claims its employees incur. The City has stop loss coverage for this plan to cover claims in excess of \$300,000 per participant per year. The City utilizes a third-party administrator to manage claims in accordance with state law.

Government Crime Policy

The City carries government crime insurance, including faithful performance/employee dishonesty, forgery or alteration, computer fraud, etc., in the amount of \$15 million, with a \$2,500 deductible.

Changes in the claims liability amounts were as follows:

	Beginning of Fiscal Year Liability	Current Year Claims and Changes in Estimates	Claim Payments	Balance at Fiscal Year End
2018-2019	\$ 2,214,818	\$ 2,870,524	\$ (2,277,967)	\$ 2,807,375
2019-2020	2,807,375	1,016,150	(1,617,130)	2,206,395
2020-2021	2,206,395	1,675,361	(1,075,636)	2,806,120

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 10 - Pension Plans

A. Summary

	Governmental Activities	Business-Type Activities	Total
Deferred outflows of resources:			
Pension contribution made after measurement date:			
CalPERS Miscellaneous	\$ 1,211,609	\$ 383,576	\$ 1,595,185
CalPERS Safety	1,751,746	-	1,751,746
Total pension contribution made after measurement date	<u>2,963,355</u>	<u>383,576</u>	<u>3,346,931</u>
Projected earnings on pension plan investment in excess of actual earnings:			
CalPERS Miscellaneous	175,704	68,329	244,033
CalPERS Safety	254,843	-	254,843
Total projected earnings on pension plan investment in excess of actual earnings	<u>430,547</u>	<u>68,329</u>	<u>498,876</u>
Adjustment due to difference in proportions:			
CalPERS Miscellaneous	303,054	117,855	420,909
CalPERS Safety	214,521	-	214,521
Total adjustment due to difference in proportions	<u>517,575</u>	<u>117,855</u>	<u>635,430</u>
Difference between expected and actual experience:			
CalPERS Miscellaneous	304,799	118,533	423,332
CalPERS Safety	909,246	-	909,246
Total difference between expected and actual experience	<u>1,214,045</u>	<u>118,533</u>	<u>1,332,578</u>
Employer contributions in excess of proportionate share of contribution:			
CalPERS Miscellaneous	80,536	31,320	111,856
CalPERS Safety	72,981	-	72,981
Total employer contributions in excess of proportionate share of contribution	<u>153,517</u>	<u>31,320</u>	<u>184,837</u>
Total deferred outflows of resources:			
CalPERS Miscellaneous	2,075,703	719,612	2,795,315
CalPERS Safety	3,203,337	-	3,203,337
Total deferred outflows of resources	<u>\$ 5,279,040</u>	<u>\$ 719,612</u>	<u>\$ 5,998,652</u>
Net pension liabilities:			
CalPERS Miscellaneous	\$ 5,914,639	\$ 2,300,138	\$ 8,214,777
CalPERS Safety	11,725,412	-	11,725,412
Total net pension liabilities	<u>\$ 17,640,051</u>	<u>\$ 2,300,138</u>	<u>\$ 19,940,189</u>

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 10 - Pension Plans (Continued)

A. Summary (Continued)

	Governmental Activities	Business-Type Activities	Total
Deferred inflows of resources:			
Change in assumption:			
CalPERS Miscellaneous	\$ 44,529	\$ 14,062	\$ 58,591
CalPERS Safety	39,058	-	39,058
Total change in assumption	<u>83,587</u>	<u>14,062</u>	<u>97,649</u>
Projected earnings on pension plan investment in excess of actual earnings:			
CalPERS Miscellaneous	(35,556)	35,556	-
Total projected earnings on pension plan investment in excess of actual earnings	<u>(35,556)</u>	<u>35,556</u>	<u>-</u>
Total deferred inflows of resources:			
CalPERS Miscellaneous	31,250	27,341	58,591
CalPERS Safety	39,058	-	39,058
Total deferred outflows of resources	<u>\$ 70,308</u>	<u>\$ 27,341</u>	<u>\$ 97,649</u>
Pension expenses:			
CalPERS Miscellaneous	\$ 1,626,306	\$ 513,570	\$ 2,139,876
CalPERS Safety	2,563,438	-	2,563,438
Total net pension liabilities	<u>\$ 4,189,744</u>	<u>\$ 513,570</u>	<u>\$ 4,703,314</u>

B. General Information about the Pension Plans

Plan Description

All qualified permanent and probationary employees are eligible to participate in the Public Agency Cost-Sharing Multiple-Employer Defined Benefit Pension Plan (Plan or PERF C) administered by the California Public Employees' Retirement System (CalPERS.) The Plan consists of a miscellaneous pool and a safety pool (also referred to as "risk pools"), which are comprised of individual employer miscellaneous and safety rate plans, respectively. Plan assets may be used to pay benefits for any employer rate plan of the safety and miscellaneous pools. Accordingly, rate plans within the safety or miscellaneous pools are not separate plans under generally accepted accounting principles. Individual employers may sponsor more than one rate plan in the miscellaneous or safety risk pools. The City participates in four rate plans (two miscellaneous and two safety). Benefit provisions under the Plan are established by State statute and Local Government resolution. CalPERS issues publicly available reports that include a full description of the pension plan regarding benefit provisions, assumptions and membership information that can be found on the CalPERS' website, at www.calpers.ca.gov.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 10 - Pension Plans (Continued)

B. General Information about the Pension Plans (Continued)

Benefit Provided

CalPERS provides service retirement and disability benefits, annual cost of living adjustments and death benefits to plan members, who must be public employees and beneficiaries. Benefits are based on years of credited service, equal to one year of full-time employment. Members with five years of total service are eligible to retire at age 50 with statutorily reduced benefits. All members are eligible for non-duty disability benefits after 5 years of service. The death benefit is one of the following: the Basic Death Benefit, the 1957 Survivor Benefit, or the Optional Settlement 2W Death Benefit. The cost-of-living adjustments for each plan are applied as specified by the Public Employees' Retirement Law.

The Plan operates under the provisions of the California Public Employees' Retirement Law (PERL), the California Public Employees' Pension Reform Act of 2013 (PEPRA), and the regulations, procedures and policies adopted by the CalPERS Board of Administration. The Plan's authority to establish and amend the benefit terms are set by the PERL and PEPRA, and may be amended by the California state legislature and in some cases require approval by the CalPERS Board.

The Plan's provisions and benefits in effect at June 30, 2021 are summarized as follows:

	<u>Miscellaneous</u>	<u>Miscellaneous PEPRA</u>	<u>Safety</u>	<u>Safety PEPRA</u>
Benefit formula	3.0% @ 60	2.0% @ 62	3.0% @ 50	2.7% @ 57
Benefit vesting schedule	5 years service	5 years service	5 years service	5 years service
Benefit payments	Monthly for life	Monthly for life	Monthly for life	Monthly for life
Retirement age	50-67	52-67	50-55	50-57
Monthly benefits, as a % of eligible compensation	3.0%	2.0%	3.0%	2.7%
Required employer contribution rate	15.445%	7.732%	23.674%	13.044%

Contributions

Section 20814(c) of the California Public Employees' Retirement Law (PERL) requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. The total plan contributions are determined through CalPERS' annual actuarial valuation process. For public agency cost-sharing plans covered by either the Miscellaneous or Safety risk pools, the Plan's actuarially determined rate is based on the estimated amount necessary to pay the Plan's allocated share of the risk pool's costs of benefits earned by employees during the year, and any unfunded accrued liability. The employer is required to contribute the difference between the actuarially determined rate and the contribution rate of employees. Employer contribution rates may change if plan contracts are amended.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 10 - Pension Plans (Continued)

B. General Information about the Pension Plans (Continued)

Contributions (Continued)

Payments made by the employer to satisfy contribution requirements that are identified by the pension plan terms as plan member contribution requirements are classified as plan member contributions. Employer Contributions to the Plan for the fiscal year ended June 30, 2021 were \$1,595,185 and \$1,751,746, for the Miscellaneous and Safety plans, respectively. The actual employer payments of \$3,228,952 made to CalPERS by the City during the measurement period ended June 30, 2020 differed from the City's proportionate share of the employer's contributions of \$3,164,497 by \$64,455, which is being amortized over the expected average remaining service lifetime in the Public Agency Cost-Sharing Multiple Employer Plan.

C. Net Pension Liability

The City's net pension liability for the Plan is measured as the total pension liability, less the pension plan's fiduciary net position. The net pension liability is measured as of June 30, 2020, using an annual actuarial valuation as of June 30, 2019 rolled forward to June 30, 2020 using standard update procedures. A summary of principal assumptions and methods used to determine the net pension liability is as follows.

Actuarial Methods and Assumptions Used to Determine Total Pension Liability

Valuation Date	June 30, 2019
Measurement Date	June 30, 2020
Actuarial Cost Method	Entry Age Normal
Asset Valuation Method	Market Value of Assets
Actuarial Assumptions:	
Discount Rate	7.15%
Inflation	2.50%
Salary Increases	Varies by Entry Age and Service
Mortality Rate Table (1)	Derived using CALPERS' membership data for all Funds
Post Retirement Benefit Increase	The lesser of contract COLA or 2.50% until purchasing power protection allowance floor on purchasing power applies, 2.50% thereafter

(1) The mortality table used was developed based on CalPERS' specific data. The probabilities of mortality are based on the 2017 CalPERS Experience Study for the period from 1997 to 2015. Pre-retirement and Post-retirement mortality rates include 15 years of projected mortality improvements 90% of scale MP 2016 published by the Society of Actuaries. For more details on this table, please refer to the CalPERS Experience Study and Review of Actuarial Assumptions report from December 2017 that can be found on the CalPERS website.

All other actuarial assumptions used in the June 30, 2019 valuation were based on the results of an actuarial experience study for the period from 1997 to 2015, including updates to salary increase, mortality and retirement rates. The Experience Study report can be obtained at CalPERS' website, at www.calpers.ca.gov.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 10 - Pension Plans (Continued)

C. Net Pension Liability (Continued)

Long-term Expected Rate of Return

The long-term expected rate of return on pension plan investments was determined using a building-block method in which expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

In determining the long-term expected rate of return, CalPERS took into account both short-term and long-term market return expectations as well as the expected pension fund cash flows. Using historical returns of all the funds' asset classes, expected compound (geometric) returns were calculated over the short-term (first 10 years) and the long-term (11+ years) using a building-block approach. Using the expected nominal returns for both short-term and long-term, the present value of benefits was calculated for each fund. The expected rate of return was set by calculating the rounded single equivalent expected return that arrived at the same present value of benefits for cash flows as the one calculated using both short-term and long-term returns. The expected rate of return was then set equal to the single equivalent rate calculated above and adjusted to account for assumed administrative expenses.

The expected real rates of return by asset class are as follows:

Asset Class¹	New Strategic Allocation	Real Return Years 1 - 10²	Real Return Years 11 + ³
Global equity	50.00%	4.80%	5.98%
Global fixed income	28.00%	1.00%	2.62%
Inflation sensitive assets	0.00%	0.77%	1.81%
Private equity	8.00%	6.30%	7.23%
Real assets	13.00%	3.75%	4.93%
Liquidity	1.00%	0.00%	-0.92%
Total	100%		

¹ In the System's CAFR, fixed income is included in global debt securities; liquidity is included in short-term investments; inflation assets are included in both global equity securities and global debt securities.

² An expected inflation of 2.0% used for this period

³ An expected inflation of 2.92% used for this period

Change of Assumptions

The Plan adopted a new amortization policy effective with the 2019 actuarial valuation. The new amortization policy shortens the period over which actuarial gains and losses are amortized from 30 years to 20 years with the payments computed as a level dollar amount. In addition, the new policy does not utilize a five-year ramp-up and ramp-down on UAL bases attributable to assumption changes and non-investment gains/losses. The new policy also does not utilize a five-year ramp-down on investment gains/losses. These changes apply only to new UAL bases established on or after June 30, 2019.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 10 - Pension Plans (Continued)

C. Net Pension Liability (Continued)

Discount Rate

The discount rate used to measure the total pension liability for PERF C was 7.15%. The projection of cash flows used to determine the discount rate assumed that contributions from plan members will be made at the current member contribution rates and that contributions from employers will be made at statutorily required rates, actuarially determined. Based on those assumptions, the Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Pension Plan Fiduciary Net Position

Information about the pension plan's assets, deferred outflows of resources, liabilities, deferred inflows of resources, and fiduciary net position are presented in CalPERS' audited financial statements, which are publicly available reports that can be obtained at CalPERS' website, at www.calpers.ca.gov. The plan's fiduciary net position and additions to/deductions from the plan's fiduciary net position have been determined on the same basis used by the pension plan, which is the economic resources measurement focus and the accrual basis of accounting. Benefits and refunds are recognized when due and payable in accordance with the terms of the plan. Investments are reported at fair value.

D. Proportionate Share of Net Pension Liability

The following table shows the Plan's proportionate share of the net pension liability over the measurement period.

	Increase(Decrease)		
	Plan Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Miscellaneous			
Balance at: 6/30/19 (Valuation date)	\$ 34,063,851	\$ 26,625,712	\$ 7,438,139
Balance at: 6/30/20 (Measurement date)	36,927,018	28,712,241	8,214,777
Net changes during 2019-2020	<u>\$ 2,863,167</u>	<u>\$ 2,086,529</u>	<u>\$ 776,638</u>
Safety			
Balance at: 6/30/19 (Valuation date)	\$ 44,277,751	\$ 33,508,508	\$ 10,769,243
Balance at: 6/30/20 (Measurement date)	48,078,037	36,352,625	11,725,412
Net changes during 2019-2020	<u>\$ 3,800,286</u>	<u>\$ 2,844,117</u>	<u>\$ 956,169</u>

Valuation Date (VD), Measurement Date (MD).

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 10 - Pension Plans (Continued)

D. Proportionate Share of Net Pension Liability (Continued)

The City's net pension liability/(asset) for each Plan is measured as the proportionate share of the net pension liability/(asset). The net pension liability/(asset) of each of the Plans is measured as of June 30, 2020, and the total pension liability/(asset) for each Plan used to calculate the net pension liability/(asset) was determined by an actuarial valuation as of June 30, 2019 rolled forward to June 30, 2020 using standard update procedures. The City's proportion of the net pension liability/(asset) was based on a projection of the City's long-term share of contributions to the pension plans relative to the projected contributions of all participating employers, actuarially determined. The City's proportionate share of the net pension liability/(asset) for each Plan as of June 30, 2019 and 2020 was as follows:

	<u>Miscellaneous</u>	<u>Safety</u>	<u>Total</u>
Proportion - June 30, 2020	0.18574%	0.17251%	0.17768%
Proportion - June 30, 2021	0.19475%	0.17600%	0.18327%
Change - Increase (Decrease)	<u>0.00901%</u>	<u>0.00349%</u>	<u>0.00559%</u>

Sensitivity of the Proportionate Share of the Net Pension Liability to Changes in the Discount Rate

The following presents the City's proportionate share of the net pension liability of the Plan as of the measurement date, calculated using the discount rate of 7.15 percent, as well as what the net pension liability would be if it were calculated using a discount rate that is 1 percentage-point lower (6.15 percent) or 1 percentage-point higher (8.15 percent) than the current rate:

	<u>Plan's Net Pension Liability/(Asset)</u>		
	<u>Discount Rate - 1%</u> <u>(6.15%)</u>	<u>Current Discount</u> <u>Rate (7.15%)</u>	<u>Discount Rate + 1%</u> <u>(8.15%)</u>
Miscellaneous	\$ 13,128,862	\$ 8,214,777	\$ 4,154,423
Safety	18,254,588	11,725,412	6,367,605
Total	<u>\$ 31,383,450</u>	<u>\$ 19,940,189</u>	<u>\$ 10,522,028</u>

Subsequent Events

There were no subsequent events that would materially affect the results presented in this disclosure.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 10 - Pension Plans (Continued)

D. Proportionate Share of Net Pension Liability (Continued)

Amortization of Deferred Outflows and Deferred Inflows of Resources

Under GASB 68, gains and losses related to changes in total pension liability and fiduciary net position are recognized in pension expense systematically over time.

The first amortized amounts are recognized in pension expense for the year the gain or loss occurs. The remaining amounts are categorized as deferred outflows and deferred inflows of resources related to pensions and are to be recognized in future pension expense.

The amortization period differs depending on the source of the gain or loss:

Net difference between projected and actual earnings on pension plan investments	5 year straight-line amortization
All other amounts	Straight-line amortization over the expected average remaining service lives (EARSL) of all members that are provided with benefits (active, inactive and retired) as of the beginning of the measurement period

The expected average remaining service lifetime (EARSL) is calculated by dividing the total future service years by the total number of plan participants (active, inactive, and retired) in the Public Agency Cost-Sharing Multiple-Employer Plan (PERF C).

The EARSL for PERF C for the measurement period ending June 30, 2020 is 3.8 years, which was obtained by dividing the total service years of 548,581 (the sum of remaining service lifetimes of the active employees) by 145,663 (the total number of participants: active, inactive, and retired) in PERF C. Inactive employees and retirees have remaining service lifetimes equal to 0. Total future service is based on the members' probability of decrementing due to an event other than receiving a cash refund.

E. Pension Expense and Deferred Outflows and Deferred Inflows of Resources Related to Pensions

As of the start of the measurement period (July 1, 2019), the City's net pension liability was \$7,438,139 and \$10,769,243, for the Miscellaneous and Safety plans, respectively. For the measurement period ending June 30, 2020 (the measurement date), the City incurred a pension expense of \$2,139,876 and \$2,563,438, for the Miscellaneous and Safety Plans, respectively.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 10 - Pension Plans (Continued)

E. Pension Expense and Deferred Outflows and Deferred Inflows of Resources Related to Pensions (Continued)

As of June 30, 2021, the City has deferred outflows and deferred inflows of resources related to pensions as follows:

Miscellaneous Plans		
	Deferred Outflows of Resources	Deferred Inflows of Resources
Pension contributions made subsequent to measurement date	\$ 1,595,185	\$ -
Difference between projected and actual earning on pension plan investments	244,033	-
Adjustment due to differences in proportions	420,909	-
Changes in assumptions	-	58,591
Difference between actual and expected experience	423,332	-
Difference between employer's actual contributions and proportionate share of contributions	111,856	-
Totals	\$ 2,795,315	\$ 58,591

Safety Plans		
	Deferred Outflows of Resources	Deferred Inflows of Resources
Pension contributions made subsequent to measurement date	\$ 1,751,746	\$ -
Difference between projected and actual earning on pension plan investments	254,843	-
Adjustment due to differences in proportions	214,521	-
Changes in assumptions	-	39,058
Difference between actual and expected experience	909,246	-
Difference between employer's actual contributions and proportionate share of contributions	72,981	-
Totals	\$ 3,203,337	\$ 39,058

The amounts above are net of outflows and inflows recognized in the 2019-20 measurement period expense. Contributions subsequent to the measurement date of \$1,595,185 and \$1,751,746, for the Miscellaneous and Safety Plans, respectively reported with deferred outflows of resources will be recognized as a reduction of the net pension liability in the upcoming fiscal year.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 10 - Pension Plans (Continued)

E. Pension Expense and Deferred Outflows and Deferred Inflows of Resources Related to Pensions (Continued)

Other amounts reported as deferred outflows and deferred inflows of resources related to pensions will be recognized in future pension expense as follows:

Year Ended June 30,	Miscellaneous Plans	Safety Plans	Total
2022	\$ 352,182	\$ 448,660	\$ 800,842
2023	403,294	510,082	913,376
2024	269,017	326,101	595,118
2025	117,046	127,690	244,736
2026	-	-	-
Thereafter	-	-	-
Totals	\$ 1,141,539	\$ 1,412,533	\$ 2,554,072

F. Payable to the Pension Plan

The City had no outstanding amounts owed to the pension plan for contributions for the year ended June 30, 2021.

Note 11 - Other Required Disclosures

A. Deficit Fund Balances

At June 30, 2021, the following governmental funds had deficit fund balances:

<u>Fund</u>	<u>Fund Type</u>	<u>Deficit</u>
Other Federal Grants Fund	Non-major governmental	\$ (84,997)

The Other Federal Grants Fund has a deficit balance of \$84,997 as a result from a premium pay of ARPA Grant to other funds.

Notes to the Basic Financial Statements
For the Year Ended June 30, 2021

Note 11 - Other Required Disclosures (Continued)

B. Expenditures Exceeding Appropriations

For the year ended June 30, 2021, expenditures exceeded appropriations in the following functions of the General Fund:

Fund	Function	Excess Expenditures
General Fund	General government	\$ (85,834)

The budget was established in a manner different than the reporting, and though certain line items were over the departments were within total budget appropriation. Future budgets will consider all reporting elements for proper alignment.

Note 12 - Equity Classification

A. Fund Balances

	Major Funds							Total
	General Fund	Community Facilities District (CFD) Special Revenue Fund	Development Impact Fees (DIF) Special Revenue Fund	Community Facilities District (CFD) Capital Projects Fund	General Capital Projects Fund	Beaumont Financing Authority Debt Service Fund	Other Governmental Funds	
Nonspendable:								
Loans receivable	\$ 225,715	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 225,715
Prepaid expenditures	26,262	-	-	-	-	304,015	-	330,277
Total nonspendable	<u>251,977</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>304,015</u>	<u>-</u>	<u>555,992</u>
Restricted								
State Gas Tax	-	-	-	-	-	-	159,101	159,101
RMRA	-	-	-	-	-	-	1,437,670	1,437,670
Measure A	-	-	-	-	-	-	2,568,801	2,568,801
AB 2766	-	-	-	-	-	-	621,930	621,930
PEG Fees	-	-	-	-	-	-	23,675	23,675
COPS Grant	-	-	-	-	-	-	313,341	313,341
State Asset Forfeiture	-	-	-	-	-	-	295,014	295,014
Federal Asset Forfeiture	-	-	-	-	-	-	6,030	6,030
Other Special Projects	-	-	-	-	-	-	183,807	183,807
Capital Projects	-	-	3,345,152	13,674,329	-	-	-	17,019,481
Debt Service	-	-	-	-	-	85,876,699	-	85,876,699
Community Facilities Districts	-	2,539,778	-	-	-	-	-	2,539,778
Total restricted	<u>-</u>	<u>2,539,778</u>	<u>3,345,152</u>	<u>13,674,329</u>	<u>-</u>	<u>85,876,699</u>	<u>5,609,369</u>	<u>111,045,327</u>
Committed:								
Capital Projects	-	-	-	-	10,631,472	-	-	10,631,472
Self Insurance	2,850,717	-	-	-	-	-	-	2,850,717
Pension Trust Funding	2,500,000	-	-	-	-	-	-	2,500,000
Total Committed	<u>5,350,717</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>10,631,472</u>	<u>-</u>	<u>-</u>	<u>15,982,189</u>
Assigned:								
Re-appropriation	214,799	-	-	-	-	-	-	214,799
Total Assigned	<u>214,799</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>214,799</u>
Unassigned	17,576,741	-	-	-	-	-	(84,997)	17,491,744
Total Fund Balances	<u>\$ 23,394,234</u>	<u>\$ 2,539,778</u>	<u>\$ 3,345,152</u>	<u>\$ 13,674,329</u>	<u>\$ 10,631,472</u>	<u>\$ 86,180,714</u>	<u>\$ 5,524,372</u>	<u>\$ 145,290,051</u>

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 12 - Equity Classification (Continued)

B. Net Position

Governmental Activities

Net Investment in Capital Assets

Net position for governmental activities and business-type activities is classified as 1) net investment in capital assets, 2) restricted, or 3) unrestricted. Net position that was classified as net investment in capital assets as of June 30, 2021, was determined as follows:

	Governmental Activities
Capital assets, net of accumulated depreciation	\$ 279,364,030
Less capital related debt balance:	
Outstanding principal balance of capital lease	(152,680)
Outstanding principal balance of Beaumont Public Financing Authority debt	(79,681,849)
Net investment in capital assets	\$ 199,529,501

Business-type Activities

	Business-type Activities		Total Enterprise Funds
	Sewer Fund	Transit Fund	
Capital assets, net of accumulated depreciation	\$ 214,522,620	\$ 2,498,892	\$ 217,021,512
Plus (less) capital related debt balance:			
Capital related borrowings	(74,302,310)	-	(74,302,310)
Outstanding unamortized bond premium balance	(7,842,648)	-	(7,842,648)
Outstanding balance of capital lease	(99,305)	-	(99,305)
Net investment in capital assets	\$ 132,278,357	\$ 2,498,892	\$ 134,777,249

Note 13 - Commitments and Contingencies

A. Litigation

The City is a defendant in a number of lawsuits and a recipient of a number of claims that have arisen in the normal course of business. While substantial damages are alleged in some of these actions, their outcome cannot be predicted with certainty.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 13 - Commitments and Contingencies (Continued)

B. Grants

Amounts received or receivable from granting agencies are subject to audit and adjustment by grantor agencies. While no matters of non-compliance were disclosed by the audit of the financial statements or single audit of the Federal grant programs, grantor agencies may subject grant programs to additional compliance tests, which may result in disallowed costs. In the opinion of management, future disallowances of current or prior grant expenditures, if any, would not have a material adverse effect on the financial position of the City.

C. Construction Commitments

Various construction projects in all fund types were in progress at June 30, 2021 with a planned cost to complete of approximately \$51,148,409.

D. WRCOG Restated Settlement Agreement

In May 2017, the City and Western Riverside Council of Governments ("WRCOG") entered into an Amended and Restated Settlement Agreement and Release (the "WRCOG Settlement"), which resolved the approximately \$62 million judgment WRCOG had obtained against the City. Under the terms of the WRCOG Settlement, the City and WRCOG agreed that the City would rejoin WRCOG and adopt the WRCOG TUMF ordinance. Since the settlement, the City rejoined WRCOG and the TUMF program and as a result, and pursuant to the WRCOG Settlement, the City is now eligible to receive Measure A revenues from the Riverside County Transportation Commission (RCTC) based on the following schedule:

<u>Period</u>	<u>WRCOG*</u>	<u>City</u>
Approval Date thru 5th Anniversary of Approval	0%	100%
Second five year period	25%	75%
Third five year period	40%	60%
Fourth five year period	60%	40%
End of fourth five year period through June 2039	75%	25%

*WRCOG's share of Measure A revenues shall not exceed a total of \$9,400,000

In October 2017, the City segregated \$3,000,000, designated for funding Pennsylvania Avenue improvements in accordance with the agreement. The City agreed to complete needed transportation improvements as follows:

<u>Improvement</u>	<u>Estimated Cost</u>	<u>Completion Deadline</u>
Oak Valley Parkway, Segments 3, 4, and 15	\$ 1,200,000	By January 1, 2022
Pennsylvania Avenue	3,800,000	None

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 13 - Commitments and Contingencies (Continued)

D. WRCOG Restated Settlement Agreement (Continued)

The City also agreed to assign Third Party Claims to WRCOG to diligently pursue civil lawsuits and through requests/applications for restitution in the criminal actions pending against Third Parties. Recovery related to Third Party Claims would be shared on the following schedule:

<u>Recovery Amount</u>	<u>WRCOG</u>	<u>City**</u>
First \$9,000,000	100%	0%
\$9,000,001 - \$12,000,000	85%	15%
\$12,000,001 - \$18,000,000	65%	35%
\$18,000,001 and above	50%	50%

**City guarantees \$7,000,000 recovery to WRCOG and will pay 50% of the legal fees not to exceed \$1,000,000

The settlement agreement stipulates that if Third Party Claims have not produced recoveries of at least \$8,000,000 by July 2, 2022, the City will begin making payments to WRCOG in 20 equal annual installments beginning August 1, 2022. Any subsequent recoveries would adjust the annual installments as necessary. As of June 30, 2021, recoveries are approximately \$14 million. The City continues to share in recoveries at the 35% rate until recoveries total \$18 million at which time the City will begin collecting 50% of any recoveries. The City now shares in recoveries based on the settlement agreement; therefore, a liability has not been accrued.

Additionally, in October 2017, two of the seven criminal cases were resolved with guilty pleas with a restitution payment due to the City of \$3,000,000. In December 2017, four more of the seven criminal cases were resolved with guilty pleas and restitution payments due of another \$8,000,000. The last case was settled in September 2018 with a guilty plea.

WRCOG has released and discharged the City from the WRCOG judgment and Attorneys' Fee Award and interest, which collectively exceeded \$62 million. WRCOG and the City also agreed that the litigation, judgment and pending appeals would be dismissed thereby ending the litigation between WRCOG and the City.

E. Covid-19 Considerations

On March 11, 2020, the World Health Organization declared the novel strain of coronavirus (COVID-19) a global pandemic and recommended containment and mitigation measures worldwide. The COVID-19 outbreak in the United States caused business disruption through mandated and voluntary closings of businesses and shelter in place orders. The City's major revenue sources could still be directly impacted by these events; it is possible that this matter could negatively impact the City. However, the ultimate financial impact and duration cannot be estimated at this time, and no adjustments have been made to these financial statements as a result of this contingency.

**Notes to the Basic Financial Statements
For the Year Ended June 30, 2021**

Note 14 – Subsequent Event

A. American Rescue Plan

On March 11, 2021, HR 1319, the American Rescue Plan Act of 2021 (ARPA), was signed into law. ARPA was designed to provide assistance to individuals, businesses and, state and local governments to assist in the economic recovery from the ongoing COVID-19 pandemic. The City was granted an allocation of \$7,306,318, delivered in two tranches of \$3,653,159 in June 2021 and June 2022. The qualified use of these funds includes public safety, infrastructure, and restoration of services to pre-pandemic levels.

Note 15 – Prior Period Adjustment

A. GASB Implementation

As a result of GASB 84 implementation, as discussed in Note 1, beginning fiduciary net position has been restated as follows:

	<u>Custodial Funds</u>
Net position, as previously reported	\$ -
Prior period restatement	<u>(220,884,299)</u>
Net position, as restated	<u>\$ (220,884,299)</u>
	<u>Transit Fund</u>
Net position, as previously reported	\$ 2,508,359
Prior period restatement	<u>(342,109)</u>
Net position, as restated	<u>\$ 2,166,250</u>
	<u>Business-Type Activities</u>
Net position, as previously reported	\$ 142,353,646
Prior period restatement	<u>(342,109)</u>
Net position, as restated	<u>\$ 142,011,537</u>

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Required Supplementary Information (Unaudited)

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**Budgetary Information
For the Year Ended June 30, 2021**

Note 1 – Budgetary Information

The City Council approves each year’s budget submitted by the City Manager prior to the beginning of the new fiscal year. Public hearings are conducted prior to its adoption by the Council. All supplementary appropriations, where required during the period, are also approved by the Council. Intradepartmental budget transfers are approved by the City Manager. In most cases, expenditures may not exceed appropriations at the departmental level within the General Fund and at the fund level for other major special revenue funds. At fiscal year-end, all operating budget appropriations lapse.

Budgets for governmental funds are adopted on a basis consistent with generally accepted accounting principles (GAAP).

Budgets were adopted for the General Fund, special revenue funds, and capital projects funds with the exception of the Federal Asset Seizure Special Revenue Fund.

**Budgetary Comparison Schedule
General Fund
For the Year Ended June 30, 2021**

	Budgeted Amounts		Actual Amounts	Variance with Final Budget
	Original	Final		
REVENUES:				
Taxes	\$ 11,345,095	\$ 14,045,095	\$ 16,092,556	\$ 2,047,461
Franchise fees	2,969,846	3,019,846	3,183,803	163,957
Intergovernmental	5,293,245	5,693,245	5,753,856	60,611
License and permits	2,801,700	2,936,700	3,050,575	113,875
Fines and forfeitures	376,500	376,500	344,816	(31,684)
Assessments levied	617,695	617,695	637,172	19,477
Use of money and property	295,000	295,000	178,689	(116,311)
Charges for services	1,163,700	1,163,700	1,484,669	320,969
Other revenues	227,000	227,000	916,229	689,229
Total revenues	25,089,781	28,374,781	31,642,365	3,267,584
EXPENDITURES:				
Current:				
General government	7,477,095	8,374,458	8,460,292	(85,834)
Public safety	16,577,057	17,787,632	17,313,483	474,149
Public works	2,684,417	2,919,195	2,786,349	132,846
Community development	1,615,936	1,903,244	1,561,640	341,604
Community services	3,890,960	4,357,823	4,093,696	264,127
Capital outlay	371,816	871,807	813,748	58,059
Debt service:				
Principal	401,512	401,512	398,560	2,952
Total Expenditures	33,018,793	36,615,671	35,427,768	1,187,903
REVENUES OVER (UNDER)				
EXPENDITURES	(7,929,012)	(8,240,890)	(3,785,403)	4,455,487
OTHER FINANCING SOURCES (USES):				
Proceeds from sale of property	15,000	15,000	24,392	9,392
Transfers in	7,914,012	10,515,471	10,277,295	(238,176)
Transfers (out)	-	(6,955,545)	(7,187,224)	(231,679)
Total other financing sources	7,929,012	3,574,926	3,114,463	(460,463)
Net change in fund balance	\$ -	\$ (4,665,964)	(670,940)	\$ 3,995,024
FUND BALANCE:				
Beginning of year			24,065,174	
End of year			\$ 23,394,234	

**Budgetary Comparison Schedule
Community Facilities Districts (CFD) Special Revenue Fund
For the Year Ended June 30, 2021**

	Budgeted Amounts		Actual Amounts	Variance with Final Budget
	Original	Final		
REVENUES:				
Intergovernmental	\$ -	\$ -	\$ -	\$ -
Assessments levied	6,006,463	6,006,463	5,970,996	(35,467)
Use of money and property	58,351	58,351	21,955	(36,396)
Other revenue	-	-	576	576
Total revenues	6,064,814	6,064,814	5,993,527	(71,287)
EXPENDITURES:				
Current:				
Community development	342,055	342,055	212,607	129,448
Total Expenditures	342,055	342,055	212,607	129,448
REVENUES OVER (UNDER) EXPENDITURES				
	5,722,759	5,722,759	5,780,920	58,161
OTHER FINANCING SOURCES (USES):				
Transfers (out)	(6,122,026)	(12,692,012)	(12,633,612)	58,400
Total other financing sources (uses)	(6,122,026)	(12,692,012)	(12,633,612)	58,400
Net change in fund balance	\$ (399,267)	\$ (6,969,253)	(6,852,692)	\$ 116,561
FUND BALANCE:				
Beginning of year			9,392,470	
End of year			\$ 2,539,778	

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**Budgetary Comparison Schedule
Development Impact Fees (DIF) Special Revenue Fund
For the Year Ended June 30, 2021**

	Budgeted Amounts		Actual Amounts	Variance with Final Budget
	Original	Final		
REVENUES:				
License and permits	\$ 2,707,643	\$ 2,707,643	\$ 3,441,595	\$ 733,952
Use of money and property	191,947	191,947	125,332	(66,615)
Total revenues	<u>2,899,590</u>	<u>2,899,590</u>	<u>3,566,927</u>	<u>667,337</u>
REVENUES OVER (UNDER) EXPENDITURES				
	<u>2,899,590</u>	<u>2,899,590</u>	<u>3,566,927</u>	<u>667,337</u>
OTHER FINANCING SOURCES (USES):				
Transfers in	-	-	307,133	307,133
Transfers (out)	(6,295,000)	(6,295,000)	(528,908)	5,766,092
Total other financing sources (uses)	<u>(6,295,000)</u>	<u>(6,295,000)</u>	<u>(221,775)</u>	<u>6,073,225</u>
Net change in fund balance	<u>\$ (3,395,410)</u>	<u>\$ (3,395,410)</u>	3,345,152	<u>\$ 6,740,562</u>
FUND BALANCE:				
Beginning of year			-	
End of year			<u>\$ 3,345,152</u>	

**Schedule of Proportionate Share of the Net Pension Liability and Related Ratios
Last Ten Years
For the Year Ended June 30, 2021**

Miscellaneous Plan

<u>Measurement Date</u>	<u>Employer's Proportion of the Collective Net Pension Liability</u>	<u>Employer's Proportion Share of the Collective Net Pension Liability</u>	<u>Employer's Covered Payroll</u>	<u>Employer's Proportionate Share of the Collective Net Pension Liability as a Percentage of the Employer's Covered Payroll</u>	<u>Pension's Plans Fiduciary Net Position as a Percentage of the Total Pension Liability</u>
6/30/2014	0.65770%	\$ 4,092,766	\$ 5,932,314	68.99%	78.28%
6/30/2015	0.16067%	4,407,926	5,411,229	81.46%	78.45%
6/30/2016	0.16750%	5,818,570	4,722,459	123.21%	73.82%
6/30/2017	0.17352%	6,840,289	4,864,133	140.63%	72.89%
6/30/2018	0.17792%	6,705,339	5,052,100	132.72%	74.82%
6/30/2019	0.18574%	7,438,139	5,203,663	142.94%	78.16%
6/30/2020	0.19475%	8,214,777	5,145,199	159.66%	77.75%

* Measurement date 6/30/2014 (fiscal year 2015) was the first year of implementation.

**Schedule of Proportionate Share of the Net Pension Liability and Related Ratios
(Continued)
Last Ten Years
For the Year Ended June 30, 2021**

Safety Plan

Measurement Date	Employer's Proportion of the Collective Net Pension Liability	Employer's Proportion Share of the Collective Net Pension Liability	Employer's Covered Payroll	Employer's Proportionate Share of the Collective Net Pension Liability as a Percentage of the Employer's Covered Payroll	Pension's Plans Fiduciary Net Position as a Percentage of the Total Pension Liability
6/30/2014	0.11126%	\$ 6,923,153	\$ 4,232,207	163.58%	76.98%
6/30/2015	0.17862%	7,359,819	4,134,515	178.01%	77.95%
6/30/2016	0.17381%	9,002,206	3,613,896	249.10%	74.79%
6/30/2017	0.17034%	10,177,973	3,722,313	273.43%	73.93%
6/30/2018	0.17176%	10,078,078	3,862,606	260.91%	75.38%
6/30/2019	0.17251%	10,769,243	3,978,484	270.69%	75.68%
6/30/2020	0.17600%	11,725,412	3,676,631	318.92%	75.61%

* Measurement date 6/30/2014 (fiscal year 2015) was the first year of implementation.

**Schedule of Pension Plan Contributions
Last Ten Years
For the Year Ended June 30, 2021**

Miscellaneous Plan

<u>Fiscal Year</u>	<u>Contractually Determined Contributions</u>	<u>Contribution in Relation to the Contractually Determined Contributions¹</u>	<u>Contribution Deficiency (Excess)</u>	<u>Employer's Covered Payroll</u>	<u>Contributions as a Percentage of Covered Payroll</u>
2013-14	\$ 996,243	\$ (996,243)	\$ -	\$ 5,932,314	16.79%
2014-15	962,897	(962,897)	-	5,411,229	17.79%
2015-16	732,914	(732,914)	-	4,722,459	15.52%
2016-17	816,082	(816,082)	-	4,864,133	16.78%
2017-18	956,792	(956,792)	-	5,052,100	18.94%
2018-19	1,156,583	(1,156,583)	-	5,203,663	22.23%
2019-20	1,390,388	(1,390,388)	-	5,145,199	27.02%
2020-21	1,595,185	(1,595,185)	-	8,181,668	19.50%

* Measurement date 6/30/2014 (fiscal year 2015) was the first year of implementation.

¹Employers are assumed to make contributions equal to the actuarially determined contributions. However, some employers may choose to make additional contributions towards their unfunded liability. Employer contributions for such plans exceed the actuarially determined contributions.

Notes to Schedule:

Change in Benefit Terms: None

Change in Assumptions: For 2020, the Plan adopted a new amortization policy effective with the 2019 actuarial valuation. The new amortization policy shortens the period over which actuarial gains and losses are amortized from 30 years to 20 years with the payments computed as a level dollar amount. In addition, the new policy does not utilize a five-year ramp-up and ramp-down on UAL bases attributable to assumption changes and non-investment gains/losses. The new policy also does not utilize a five-year ramp-down on investment gains/losses. These changes apply only to new UAL bases established on or after June 30, 2019. There were no changes in assumptions in 2019. In 2018, demographic assumptions and inflation rate were changed in accordance to the CalPERS Experience Study and Review of Actuarial Assumptions December 2017. There were no changes in the discount rate in 2019. In 2017, the accounting discount rate was reduced from 7.65 percent to 7.15 percent. In 2016, there were no changes in the discount rate. In 2015, amounts reported reflect an adjustment of the discount rate from 7.5 percent (net of administrative expense) to 7.65 percent (without a reduction for pension plan administrative expense). In 2014, amounts reported were based on the 7.5 percent discount rate.

Schedule of Pension Plan Contributions (Continued)
Last Ten Years
For the Year Ended June 30, 2021

Safety Plan

Fiscal Year	Contractually Determined Contributions	Contribution in Relation to the Contractually Determined Contributions ¹	Contribution Deficiency (Excess)	Employer's Covered Payroll	Contributions as a Percentage of Covered Payroll
2013-14	\$ 1,421,157	\$ (1,421,157)	\$ -	\$ 4,232,207	33.58%
2014-15	1,356,940	(1,356,940)	-	4,134,515	32.82%
2015-16	1,181,118	(1,181,118)	-	3,613,896	32.68%
2016-17	1,281,860	(1,281,860)	-	3,722,313	34.44%
2017-18	1,402,549	(1,402,549)	-	3,862,606	36.31%
2018-19	1,645,661	(1,645,661)	-	3,978,484	41.36%
2019-20	1,838,564	(1,838,564)	-	3,676,631	50.01%
2020-21	1,751,746	(1,751,746)	-	4,334,892	40.41%

* Measurement date 6/30/2014 (fiscal year 2015) was the first year of implementation.

¹Employers are assumed to make contributions equal to the actuarially determined contributions. However, some employers may choose to make additional contributions towards their unfunded liability. Employer contributions for such plans exceed the actuarially determined contributions.

Notes to Schedule:

Change in Benefit Terms: None

Change in Assumptions: For 2020, the Plan adopted a new amortization policy effective with the 2019 actuarial valuation. The new amortization policy shortens the period over which actuarial gains and losses are amortized from 30 years to 20 years with the payments computed as a level dollar amount. In addition, the new policy does not utilize a five-year ramp-up and ramp-down on UAL bases attributable to assumption changes and non-investment gains/losses. The new policy also does not utilize a five-year ramp-down on investment gains/losses. These changes apply only to new UAL bases established on or after June 30, 2019. There were no changes in assumptions in 2019. In 2018, demographic assumptions and inflation rate were changed in accordance to the CalPERS Experience Study and Review of Actuarial Assumptions December 2017. There were no changes in the discount rate in 2019. In 2017, the accounting discount rate was reduced from 7.65 percent to 7.15 percent. In 2016, there were no changes in the discount rate. In 2015, amounts reported reflect an adjustment of the discount rate from 7.5 percent (net of administrative expense) to 7.65 percent (without a reduction for pension plan administrative expense). In 2014, amounts reported were based on the 7.5 percent discount rate.

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Supplementary Information

**Major Governmental Funds
Budgetary Comparison Schedule**

**Major Governmental Fund Budgetary Comparison Schedule
Community Facilities District (CFD) - Capital Projects Fund
For the Year Ended June 30, 2021**

	Budgeted Amounts		Actual Amounts	Variance with Final Budget
	Original	Final		
REVENUES:				
Assessments levied	\$ 443,907	\$ 443,907	\$ 680,109	\$ 236,202
Use of money and property	266,094	266,094	51,730	(214,364)
Total revenues	<u>710,001</u>	<u>710,001</u>	<u>731,839</u>	<u>21,838</u>
EXPENDITURES:				
Current:				
Public works	3,000	3,000	172,938	(169,938)
Total Expenditures	<u>3,000</u>	<u>3,000</u>	<u>172,938</u>	<u>(169,938)</u>
REVENUES OVER (UNDER) EXPENDITURES	<u>707,001</u>	<u>707,001</u>	<u>558,901</u>	<u>(148,100)</u>
OTHER FINANCING SOURCES (USES):				
Transfers (out)	<u>(1,500,000)</u>	<u>(3,850,000)</u>	<u>(221,008)</u>	<u>3,628,992</u>
Total other financing sources	<u>(1,500,000)</u>	<u>(3,850,000)</u>	<u>(221,008)</u>	<u>3,628,992</u>
Net change in fund balance	<u>\$ (792,999)</u>	<u>\$ (3,142,999)</u>	<u>337,893</u>	<u>\$ 3,480,892</u>
FUND BALANCE:				
Beginning of year			<u>13,336,436</u>	
End of year			<u>\$ 13,674,329</u>	

**Major Governmental Fund Budgetary Comparison Schedule
General Capital Projects - Capital Projects Fund
For the Year Ended June 30, 2021**

	Budgeted Amounts		Actual Amounts	Variance with Final Budget
	Original	Final		
REVENUES:				
Intergovernmental	\$ -	\$ -	\$ 953,669	\$ 953,669
Use of money and property	-	-	7,929	7,929
Other revenues	-	-	6,041,922	6,041,922
Total revenues	<u>-</u>	<u>-</u>	<u>7,003,520</u>	<u>7,003,520</u>
EXPENDITURES:				
Capital outlay	9,325,000	19,725,000	4,260,351	15,464,649
Total Expenditures	<u>9,325,000</u>	<u>19,725,000</u>	<u>4,260,351</u>	<u>15,464,649</u>
REVENUES OVER (UNDER) EXPENDITURES				
	<u>(9,325,000)</u>	<u>(19,725,000)</u>	<u>2,743,169</u>	<u>22,468,169</u>
OTHER FINANCING SOURCES (USES):				
Transfers in	9,325,000	22,125,000	7,578,005	(14,546,995)
Total other financing sources	<u>9,325,000</u>	<u>22,125,000</u>	<u>7,578,005</u>	<u>(14,546,995)</u>
Net change in fund balance	<u>\$ -</u>	<u>\$ 2,400,000</u>	<u>10,321,174</u>	<u>\$ 7,921,174</u>
FUND BALANCE:				
Beginning of year			<u>310,298</u>	
End of year			<u>\$ 10,631,472</u>	

**Major Governmental Fund Budgetary Comparison Schedule
Beaumont Financing Authority – Debt Service Fund
For the Year Ended June 30, 2021**

	Budgeted Amounts		Actual Amounts	Variance with Final Budget
	Original	Final		
REVENUES:				
Use of money and property	\$ 6,976,579	\$ 6,976,579	\$ 4,292,477	\$ (2,684,102)
Total revenues	<u>6,976,579</u>	<u>6,976,579</u>	<u>4,292,477</u>	<u>(2,684,102)</u>
EXPENDITURES:				
Debt service:				
Principal	3,090,000	3,090,000	3,540,000	(450,000)
Payment to refunded bond escrow agent	-	2,213,934	3,563,485	(1,349,551)
Interest and fiscal charges	3,730,099	3,730,099	4,820,703	(1,090,604)
Total Expenditures	<u>6,820,099</u>	<u>9,034,033</u>	<u>11,924,188</u>	<u>(2,890,155)</u>
REVENUES OVER (UNDER) EXPENDITURES				
	<u>156,480</u>	<u>(2,057,454)</u>	<u>(7,631,711)</u>	<u>(5,574,257)</u>
OTHER FINANCING SOURCES (USES):				
Refunding bonds issued	-	35,875,000	35,875,000	-
Payment to refunded bond escrow agent	-	(34,829,600)	(34,829,600)	-
Total other financing sources	<u>-</u>	<u>1,045,400</u>	<u>1,045,400</u>	<u>-</u>
Net change in fund balance	<u>\$ 156,480</u>	<u>\$ (1,012,054)</u>	<u>(6,586,311)</u>	<u>\$ (5,574,257)</u>
FUND BALANCE:				
Beginning of year			<u>92,767,025</u>	
End of year			<u>\$ 86,180,714</u>	

**Non-Major Governmental Funds
Combining Schedules**

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**Combining Balance Sheet
Non-Major Governmental Funds
June 30, 2021**

	Special Revenue Funds			
	State Gas Tax Fund	Road Maintenance and Rehabilitation Act Fund	Measure A Fund	AB 2766 Fund
ASSETS				
Cash and investments	\$ 159,101	\$ 1,344,648	\$ 2,188,730	\$ 604,839
Receivables:				
Accounts	-	-	-	-
Due from other governments	-	93,022	380,071	17,091
Total assets	\$ 159,101	\$ 1,437,670	\$ 2,568,801	\$ 621,930
LIABILITIES AND FUND BALANCES				
Liabilities:				
Accounts payable and accrued liabilities	\$ -	\$ -	\$ -	\$ -
Unearned revenue	-	-	-	-
Total liabilities	-	-	-	-
Fund Balances (deficit):				
Restricted	159,101	1,437,670	2,568,801	621,930
Unassigned	-	-	-	-
Total fund balances	159,101	1,437,670	2,568,801	621,930
Total liabilities and fund balances	\$ 159,101	\$ 1,437,670	\$ 2,568,801	\$ 621,930

Combining Balance Sheet (Continued)
Non-Major Governmental Funds
June 30, 2021

	Special Revenue Funds			
	PEG Fees Fund	Other Federal Grants Fund	COPS Grant Fund	State Asset Seizure Fund
ASSETS				
Cash and investments	\$ 17,578	\$ 1,621,204	\$ 344,213	\$ 338,798
Receivables:				
Accounts	6,097	-	-	-
Due from other governments	-	-	-	-
Total assets	<u>\$ 23,675</u>	<u>\$ 1,621,204</u>	<u>\$ 344,213</u>	<u>\$ 338,798</u>
LIABILITIES AND FUND BALANCES				
Liabilities:				
Accounts payable and accrued liabilities	\$ -	\$ 25,834	\$ 30,872	\$ -
Unearned revenue	-	1,680,367	-	43,784
Total liabilities	<u>-</u>	<u>1,706,201</u>	<u>30,872</u>	<u>43,784</u>
Fund Balances (deficit):				
Restricted	23,675	-	313,341	295,014
Unassigned	-	(84,997)	-	-
Total fund balances	<u>23,675</u>	<u>(84,997)</u>	<u>313,341</u>	<u>295,014</u>
Total liabilities and fund balances	<u>\$ 23,675</u>	<u>\$ 1,621,204</u>	<u>\$ 344,213</u>	<u>\$ 338,798</u>

(Continued)

Combining Balance Sheet (Continued)
Non-Major Governmental Funds
June 30, 2021

	Special Revenue Funds		Total Other Governmental Funds
	Federal Asset Seizure Fund	Other Special Revenue Fund	
ASSETS			
Cash and investments	\$ 6,030	\$ 251,662	\$ 6,876,803
Receivables:			
Accounts	-	-	6,097
Due from other governments	-	-	490,184
Total assets	<u>\$ 6,030</u>	<u>\$ 251,662</u>	<u>\$ 7,373,084</u>
LIABILITIES AND FUND BALANCES			
Liabilities:			
Accounts payable and accrued liabilities	\$ -	\$ 11,418	\$ 68,124
Unearned revenue	-	56,437	1,780,588
Total liabilities	<u>-</u>	<u>67,855</u>	<u>1,848,712</u>
Fund Balances (deficit):			
Restricted	6,030	183,807	5,609,369
Unassigned	-	-	(84,997)
Total fund balances	<u>6,030</u>	<u>183,807</u>	<u>5,524,372</u>
Total liabilities and fund balances	<u>\$ 6,030</u>	<u>\$ 251,662</u>	<u>\$ 7,373,084</u>

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**Combining Statement of Revenues, Expenditures, and Changes in Fund Balances
Non-Major Governmental Funds
For the Year Ended June 30, 2021**

	Special Revenue Funds			
	State Gas Tax Fund	Road Maintenance and Rehabilitation Act Fund	Measure A Fund	AB 2766 Fund
REVENUES:				
Taxes	\$ -	\$ -	\$ 1,317,492	\$ -
Intergovernmental	1,131,598	941,053	-	205,861
License and permits	-	-	-	-
Use of money and property	3,719	2,148	4,262	1,864
Other revenues	-	-	-	-
Total revenues	1,135,317	943,201	1,321,754	207,725
EXPENDITURES:				
Current:				
Public safety	-	-	-	60,636
Community development	-	-	-	-
Community services	-	-	-	-
Total expenditures	-	-	-	60,636
REVENUES OVER (UNDER) EXPENDITURES	1,135,317	943,201	1,321,754	147,089
OTHER FINANCING SOURCES (USES):				
Transfers in	-	254,313	212,731	-
Transfers (out)	(976,216)	(311,664)	(314,063)	-
Total other financing sources (uses)	(976,216)	(57,351)	(101,332)	-
Net changes in fund balances	159,101	885,850	1,220,422	147,089
FUND BALANCES (DEFICIT):				
Beginning of year	-	551,820	1,348,379	474,841
End of year	\$ 159,101	\$ 1,437,670	\$ 2,568,801	\$ 621,930

**Combining Statement of Revenues, Expenditures, and Changes in Fund Balances
(Continued)
Non-Major Governmental Funds
For the Year Ended June 30, 2021**

	Special Revenue Funds			
	PEG Fees Fund	Other Federal Grants Fund	COPS Grant Fund	State Asset Seizure Fund
REVENUES:				
Taxes	\$ -	\$ -	\$ -	\$ -
Intergovernmental	-	2,667,071	155,139	5,092
License and permits	26,629	-	-	-
Use of money and property	67	-	1,171	882
Other revenues	-	-	-	-
Total revenues	<u>26,696</u>	<u>2,667,071</u>	<u>156,310</u>	<u>5,974</u>
EXPENDITURES:				
Current:				
Public safety	-	-	203,706	691
Community development	-	133,338	-	-
Community services	24,503	-	-	1,208
Total expenditures	<u>24,503</u>	<u>133,338</u>	<u>203,706</u>	<u>1,899</u>
REVENUES OVER (UNDER) EXPENDITURES	<u>2,193</u>	<u>2,533,733</u>	<u>(47,396)</u>	<u>4,075</u>
OTHER FINANCING SOURCES (USES):				
Transfers in	-	-	-	-
Transfers (out)	-	(2,618,730)	(7,076)	-
Total other financing sources (uses)	<u>-</u>	<u>(2,618,730)</u>	<u>(7,076)</u>	<u>-</u>
Net changes in fund balances	2,193	(84,997)	(54,472)	4,075
FUND BALANCES (DEFICIT):				
Beginning of year	21,482	-	367,813	290,939
End of year	<u>\$ 23,675</u>	<u>\$ (84,997)</u>	<u>\$ 313,341</u>	<u>\$ 295,014</u>

(Continued)

**Combining Statement of Revenues, Expenditures, and Changes in Fund Balances
(Continued)
Non-Major Governmental Funds
For the Year Ended June 30, 2021**

	Special Revenue Funds		Total Other Governmental Funds
	Federal Asset Seizure Fund	Other Special Revenue Fund	
REVENUES:			
Taxes	\$ -	\$ -	\$ 1,317,492
Intergovernmental	-	-	5,105,814
License and permits	-	6,793	33,422
Use of money and property	2	879	14,994
Other revenues	-	57,857	57,857
Total revenues	2	65,529	6,529,579
EXPENDITURES:			
Current:			
Public safety	-	-	265,033
Community development	-	44,378	177,716
Community services	-	-	25,711
Total expenditures	-	44,378	468,460
REVENUES OVER (UNDER) EXPENDITURES	2	21,151	6,061,119
OTHER FINANCING SOURCES (USES):			
Transfers in	-	-	467,044
Transfers (out)	-	(517)	(4,228,266)
Total other financing sources (uses)	-	(517)	(3,761,222)
Net changes in fund balances	2	20,634	2,299,897
FUND BALANCES (DEFICIT):			
Beginning of year	6,028	163,173	3,224,475
End of year	\$ 6,030	183,807	\$ 5,524,372

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**Non-Major Governmental
Budgetary Comparison Schedules**

**Budgetary Comparison Schedule
State Gas Tax Fund
For the Year Ended June 30, 2021**

	Budgeted Amounts		Actual Amounts	Variance with Final Budget
	Original	Final		
REVENUES:				
Intergovernmental	\$ 971,341	\$ 971,341	\$ 1,131,598	\$ 160,257
Use of money and property	4,875	4,875	3,719	(1,156)
Total revenues	<u>976,216</u>	<u>976,216</u>	<u>1,135,317</u>	<u>159,101</u>
REVENUES OVER (UNDER) EXPENDITURES	<u>976,216</u>	<u>976,216</u>	<u>1,135,317</u>	<u>159,101</u>
OTHER FINANCING SOURCES (USES):				
Transfers (out)	<u>(976,216)</u>	<u>(976,216)</u>	<u>(976,216)</u>	<u>-</u>
Total other financing sources	<u>(976,216)</u>	<u>(976,216)</u>	<u>(976,216)</u>	<u>-</u>
Net change in fund balance	<u>\$ -</u>	<u>\$ -</u>	<u>159,101</u>	<u>\$ 159,101</u>
FUND BALANCE:				
Beginning of year			<u>-</u>	
End of year			<u>\$ 159,101</u>	

**Budgetary Comparison Schedule
Road Maintenance and Rehabilitation Act Fund
For the Year Ended June 30, 2021**

	Budgeted Amounts		Actual Amounts	Variance with Final Budget
	Original	Final		
REVENUES:				
Intergovernmental	\$ 731,313	\$ 731,313	\$ 941,053	\$ 209,740
Use of money and property	34,931	34,931	2,148	(32,783)
Total revenues	<u>766,244</u>	<u>766,244</u>	<u>943,201</u>	<u>176,957</u>
REVENUES OVER (UNDER)				
EXPENDITURES	<u>766,244</u>	<u>766,244</u>	<u>943,201</u>	<u>176,957</u>
OTHER FINANCING SOURCES (USES):				
Transfers in	-	-	254,313	254,313
Transfers (out)	(730,000)	(730,000)	(311,664)	418,336
Total other financing sources	<u>(730,000)</u>	<u>(730,000)</u>	<u>(57,351)</u>	<u>672,649</u>
Net change in fund balance	<u>\$ 36,244</u>	<u>\$ 36,244</u>	<u>885,850</u>	<u>\$ 849,606</u>
FUND BALANCE:				
Beginning of year			<u>551,820</u>	
End of year			<u>\$ 1,437,670</u>	

**Budgetary Comparison Schedule
Measure A Fund
For the Year Ended June 30, 2021**

	Budgeted Amounts		Actual Amounts	Variance with Final Budget
	Original	Final		
REVENUES:				
Taxes	\$ 723,205	\$ 723,205	\$ 1,317,492	\$ 594,287
Use of money and property	11,869	11,869	4,262	(7,607)
Total revenues	<u>735,074</u>	<u>735,074</u>	<u>1,321,754</u>	<u>586,680</u>
REVENUES OVER (UNDER)				
EXPENDITURES	<u>735,074</u>	<u>735,074</u>	<u>1,321,754</u>	<u>586,680</u>
OTHER FINANCING SOURCES (USES):				
Transfers in	-	-	212,731	212,731
Transfers (out)	<u>(800,000)</u>	<u>(800,000)</u>	<u>(314,063)</u>	<u>485,937</u>
Total other financing sources	<u>(800,000)</u>	<u>(800,000)</u>	<u>(101,332)</u>	<u>698,668</u>
Net change in fund balance	<u>\$ (64,926)</u>	<u>\$ (64,926)</u>	<u>1,220,422</u>	<u>\$ 1,285,348</u>
FUND BALANCE:				
Beginning of year			<u>1,348,379</u>	
End of year			<u>\$ 2,568,801</u>	

**Budgetary Comparison Schedule
AB 2766 Fund
For the Year Ended June 30, 2021**

	Budgeted Amounts		Actual Amounts	Variance with Final Budget
	Original	Final		
REVENUES:				
Intergovernmental	\$ 62,500	\$ 62,500	\$ 205,861	\$ 143,361
Use of money and property	3,020	3,020	1,864	(1,156)
Total revenues	<u>65,520</u>	<u>65,520</u>	<u>207,725</u>	<u>142,205</u>
EXPENDITURES:				
Current:				
Public safety	-	80,667	60,636	20,031
Total Expenditures	<u>-</u>	<u>80,667</u>	<u>60,636</u>	<u>20,031</u>
REVENUES OVER (UNDER)				
EXPENDITURES	<u>65,520</u>	<u>(15,147)</u>	<u>147,089</u>	<u>162,236</u>
Net change in fund balance	<u>\$ 65,520</u>	<u>\$ (15,147)</u>	<u>147,089</u>	<u>\$ 162,236</u>
FUND BALANCE:				
Beginning of year			<u>474,841</u>	
End of year			<u>\$ 621,930</u>	

**Budgetary Comparison Schedule
PEG Fees Fund
For the Year Ended June 30, 2021**

	Budgeted Amounts		Actual Amounts	Variance with Final Budget
	Original	Final		
REVENUES:				
License and permits	\$ 25,800	\$ 25,800	\$ 26,629	\$ 829
Use of money and property	2,007	2,007	67	(1,940)
Total revenues	<u>27,807</u>	<u>27,807</u>	<u>26,696</u>	<u>(1,111)</u>
EXPENDITURES:				
Current:				
Community services	-	24,800	24,503	297
Total Expenditures	<u>-</u>	<u>24,800</u>	<u>24,503</u>	<u>297</u>
REVENUES OVER (UNDER)				
EXPENDITURES	<u>27,807</u>	<u>3,007</u>	<u>2,193</u>	<u>(814)</u>
Net change in fund balance	<u>\$ 27,807</u>	<u>\$ 3,007</u>	<u>2,193</u>	<u>\$ (814)</u>
FUND BALANCE:				
Beginning of year			<u>21,482</u>	
End of year			<u>\$ 23,675</u>	

**Budgetary Comparison Schedule
Other Federal Grants Fund
For the Year Ended June 30, 2021**

	Budgeted Amounts		Actual Amounts	Variance with Final Budget
	Original	Final		
REVENUES:				
Intergovernmental	\$ 440,000	\$ 4,728,728	\$ 2,667,071	\$ (2,061,657)
Total revenues	440,000	4,728,728	2,667,071	(2,061,657)
EXPENDITURES:				
Current:				
Community development	440,000	440,000	133,338	306,662
Total Expenditures	440,000	440,000	133,338	306,662
REVENUES OVER (UNDER) EXPENDITURES				
	-	4,288,728	2,533,733	(1,754,995)
OTHER FINANCING SOURCES (USES):				
Transfers (out)	-	(2,755,572)	(2,618,730)	136,842
Total other financing sources	-	(2,755,572)	(2,618,730)	136,842
Net change in fund balance	\$ -	\$ 1,533,156	(84,997)	\$ (1,618,153)
FUND BALANCE (DEFICIT):				
Beginning of year			-	
End of year			\$ (84,997)	

**Budgetary Comparison Schedule
COPS Grant Fund
For the Year Ended June 30, 2021**

	Budgeted Amounts		Actual Amounts	Variance with Final Budget
	Original	Final		
REVENUES:				
Intergovernmental	\$ 100,000	\$ 100,000	\$ 155,139	\$ 55,139
Use of money and property	2,609	2,609	1,171	(1,438)
Total revenues	<u>102,609</u>	<u>102,609</u>	<u>156,310</u>	<u>53,701</u>
EXPENDITURES:				
Current:				
Public safety	25,167	183,467	203,706	(20,239)
Total Expenditures	<u>25,167</u>	<u>183,467</u>	<u>203,706</u>	<u>(20,239)</u>
REVENUES OVER (UNDER) EXPENDITURES	<u>77,442</u>	<u>(80,858)</u>	<u>(47,396)</u>	<u>33,462</u>
OTHER FINANCING SOURCES (USES):				
Transfers (out)	(65,770)	(65,770)	(7,076)	58,694
Total other financing sources	<u>(65,770)</u>	<u>(65,770)</u>	<u>(7,076)</u>	<u>58,694</u>
Net change in fund balance	<u>\$ 11,672</u>	<u>\$ (146,628)</u>	<u>(54,472)</u>	<u>\$ 92,156</u>
FUND BALANCE:				
Beginning of year			367,813	
End of year			<u>\$ 313,341</u>	

**Budgetary Comparison Schedule
State Asset Seizure Fund
For the Year Ended June 30, 2021**

	Budgeted Amounts		Actual Amounts	Variance with Final Budget
	Original	Final		
REVENUES:				
Intergovernmental	\$ 1,347	\$ 1,347	\$ 5,092	\$ 3,745
Use of money and property	4,822	4,822	882	(3,940)
Total revenues	<u>6,169</u>	<u>6,169</u>	<u>5,974</u>	<u>(195)</u>
EXPENDITURES:				
Current:				
Public safety	-	-	691	(691)
Community services	-	-	1,208	(1,208)
Total Expenditures	<u>-</u>	<u>-</u>	<u>1,899</u>	<u>(1,899)</u>
REVENUES OVER (UNDER) EXPENDITURES	<u>6,169</u>	<u>6,169</u>	<u>4,075</u>	<u>(2,094)</u>
Net change in fund balance	<u>\$ 6,169</u>	<u>\$ 6,169</u>	<u>4,075</u>	<u>\$ (2,094)</u>
FUND BALANCE:				
Beginning of year			<u>290,939</u>	
End of year			<u>\$ 295,014</u>	

**Budgetary Comparison Schedule
Other Special Revenue Fund
For the Year Ended June 30, 2021**

	Budgeted Amounts		Actual Amounts	Variance with Final Budget
	Original	Final		
REVENUES:				
Intergovernmental	\$ 12,000	\$ 12,000	\$ -	\$ (12,000)
License and permits	3,918	3,918	6,793	2,875
Use of money and property	-	-	879	879
Other revenues	18,628	18,628	57,857	39,229
Total revenues	<u>34,546</u>	<u>34,546</u>	<u>65,529</u>	<u>30,983</u>
EXPENDITURES:				
Current:				
Community development	51,630	51,630	44,378	7,252
Total Expenditures	<u>51,630</u>	<u>51,630</u>	<u>44,378</u>	<u>7,252</u>
REVENUES OVER (UNDER) EXPENDITURES				
	<u>(17,084)</u>	<u>(17,084)</u>	<u>21,151</u>	<u>38,235</u>
Transfers (out)	-	-	(517)	(517)
Total other financing sources	<u>-</u>	<u>-</u>	<u>(517)</u>	<u>(517)</u>
Net change in fund balance	<u>\$ (17,084)</u>	<u>\$ (17,084)</u>	<u>20,634</u>	<u>\$ 37,718</u>
FUND BALANCE:				
Beginning of year			<u>163,173</u>	
End of year			<u>\$ 183,807</u>	

Fiduciary Funds

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**Combining Statement of Fiduciary Net Position
Custodial Funds
June 30, 2021**

	Community Facilities District Collection	Evidence Fund	Total
ASSETS			
Cash and investments	\$ 18,458,674	\$ 45,480	\$ 18,504,154
Cash and investments with fiscal agent	25,115,350	-	25,115,350
Due from other governments	348,319	-	348,319
Total assets	43,922,343	45,480	43,967,823
LIABILITIES			
Interest payable	4,184,331	-	4,184,331
Unearned revenue	-	11,736	11,736
Deposits payable	-	31,882	31,882
Due to other governments	110,797,432	-	110,797,432
Due to bondholders	144,230,825	-	144,230,825
Total liabilities	259,212,588	43,618	259,256,206
Net Position (deficit)			
Restricted for:			
Individuals, organizations and other governments	(215,290,245)	1,862	(215,288,383)
Total net position	\$ (215,290,245)	\$ 1,862	\$ (215,288,383)

**Combining Statement of Changes in Fiduciary Net Position
Custodial Funds
For the Year Ended June 30, 2021**

	Community Facilities District Collection	Evidence Fund	Total
ADDITIONS:			
Investment Income	\$ 14,980	\$ 12	\$ 14,992
Assessments	19,233,442	-	19,233,442
Proceeds from bonds	18,957,711	-	18,957,711
Total additions	<u>38,206,133</u>	<u>12</u>	<u>38,206,145</u>
DEDUCTIONS:			
Payments to trustee	8,898,870	-	8,898,870
Interest expense	10,763,754	-	10,763,754
Bond issuance cost	379,243	-	379,243
Payment for infrastructure	12,568,362	-	12,568,362
Total deductions	<u>32,610,229</u>	<u>-</u>	<u>32,610,229</u>
Change in net position	5,595,904	12	5,595,916
NET POSITION:			
Beginning of year, as restated	(220,886,149)	1,850	(220,884,299)
End of year	<u>\$ (215,290,245)</u>	<u>\$ 1,862</u>	<u>\$(215,288,383)</u>

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Statistical Section

**Net Position by Component
Last Ten (10) Fiscal Years
(accrual basis of accounting)**

Fiscal Year	2012	2013	2014	2015
Governmental activities				
Net investment in capital assets	\$ -	\$ -	\$ -	\$ -
Restricted	36,104,840	31,785,547	27,651,232	32,785,514
Unrestricted	15,424,223	(32,707,527)	(34,861,337)	(89,979,209)
Total governmental activities net position	\$ 51,529,063	\$ (921,980)	\$ (7,210,105)	\$ (57,193,695)
Business-type activities				
Net investment in capital assets	\$ 47,174,662	\$ 48,712,794	\$ 47,357,696	\$ 52,039,617
Restricted	1,134,950	-	-	-
Unrestricted	1,766,094	733,877	3,461,080	(2,786,155)
Total business-type activities net position	\$ 50,075,706	\$ 49,446,671	\$ 50,818,776	\$ 49,253,462
Primary government				
Net investment in capital assets	\$ 47,174,662	\$ 48,712,794	\$ 47,357,696	\$ 52,039,617
Restricted	37,239,790	31,785,547	27,651,232	32,785,514
Unrestricted	17,190,317	(31,973,650)	(31,400,257)	(92,765,364)
Total primary government net position	\$ 101,604,769	\$ 48,524,691	\$ 43,608,671	\$ (7,940,233)

Source: City of Beaumont Finance Department Audited Financial Statements

	2016	2017	2018	2019	2020	2021
\$	-	\$ 41,036,317	\$ 161,035,919	\$ 180,996,750	\$ 191,989,902	\$ 199,529,502
	48,232,914	253,984,801	133,927,879	125,918,630	118,674,754	121,676,799
	(22,231,046)	(13,630,302)	(7,563,390)	457,794	7,180,682	12,223,595
\$	<u>26,001,868</u>	<u>\$ 281,390,816</u>	<u>\$ 287,400,408</u>	<u>\$ 307,373,174</u>	<u>\$ 317,845,338</u>	<u>\$ 333,429,896</u>
\$	50,742,754	\$ 127,028,681	\$ 124,163,481	\$ 134,524,431	\$ 137,744,251	\$ 134,777,249
	-	-	-	-	-	595,399
	897,094	2,246,526	9,681,229	(475,808)	4,609,395	3,069,283
\$	<u>51,639,848</u>	<u>\$ 129,275,207</u>	<u>\$ 133,844,710</u>	<u>\$ 134,048,623</u>	<u>\$ 142,353,646</u>	<u>\$ 138,441,931</u>
\$	50,742,754	\$ 168,064,998	\$ 285,199,400	\$ 315,521,181	\$ 329,734,153	\$ 334,306,751
	48,232,914	253,984,801	133,927,879	125,918,630	118,674,754	122,272,198
	(21,333,952)	(11,383,776)	2,117,839	(18,014)	11,790,077	15,292,878
\$	<u>77,641,716</u>	<u>\$ 410,666,023</u>	<u>\$ 421,245,118</u>	<u>\$ 441,421,797</u>	<u>\$ 460,198,984</u>	<u>\$ 471,871,827</u>

**Changes in Net Position
Last Ten (10) Fiscal Years
(accrual basis of accounting)**

Fiscal Year	2012	2013	2014	2015
Expenses				
Governmental activities:				
General government	\$ 6,208,903	\$ 5,618,665	\$ 4,968,528	\$ 7,309,913
Public safety	14,856,462	15,198,102	15,219,502	13,414,301
Public works	5,804,635	4,763,622	7,812,711	1,552,407
Community development	43,634,529	65,303,162	6,947,833	1,914,356
Community services	3,248,845	3,355,226	156,923	4,880,614
Refuse	-	-	-	4,144,778
Pass-through payments	383,539	-	-	-
Interest on long-term debt	-	-	161,272	2,660,836
Total governmental activities expenses	<u>74,136,913</u>	<u>94,238,777</u>	<u>35,266,769</u>	<u>35,877,205</u>
Business-type activities:				
Sewer	5,906,651	5,714,311	6,074,330	7,986,837
Transit	1,656,469	1,941,586	2,258,381	2,211,872
Total business-type activities expenses	<u>7,563,120</u>	<u>7,655,897</u>	<u>8,332,711</u>	<u>10,198,709</u>
Total primary government expenses	<u>\$ 81,700,033</u>	<u>\$ 101,894,674</u>	<u>\$ 43,599,480</u>	<u>\$ 46,075,914</u>
Program Revenues				
Governmental activities:				
Charges for services	\$ 7,403,279	\$ 5,955,862	\$ 7,339,117	\$ 9,855,807
Operating grants	4,832,762	3,456,547	4,708,037	6,337,968
Capital grants	53,140,151	20,937,453	6,051,679	4,364,103
Total governmental activities program revenues	<u>65,376,192</u>	<u>30,349,862</u>	<u>18,098,833</u>	<u>\$ 20,557,878</u>
Business-type activities:				
Charges for services	4,485,579	4,895,175	8,041,655	8,021,109
Operating grants	1,260,000	1,238,220	1,636,434	1,847,564
Capital Grants	314,083	800,088	304,610	10,445
Total business-type activities program revenues	<u>6,059,662</u>	<u>6,933,483</u>	<u>9,982,699</u>	<u>\$ 9,879,118</u>
Total primary government revenues	<u>\$ 71,435,854</u>	<u>\$ 37,283,345</u>	<u>\$ 28,081,532</u>	<u>\$ 30,436,996</u>
Net (expense)/revenue				
Governmental activities	\$ (8,760,721)	\$ (63,888,915)	\$ (17,167,936)	\$ (15,319,327)
Business-type activities	(1,503,458)	(722,414)	1,649,988	(319,591)
Total primary government net (expense)/revenue	<u>\$ (10,264,179)</u>	<u>\$ (64,611,329)</u>	<u>\$ (15,517,948)</u>	<u>\$ (15,638,918)</u>

Source: City of Beaumont Finance Department Audited Financial Statements

2016	2017	2018	2019	2020	2021
\$ 3,397,331	\$ 7,593,312	\$ 5,356,762	\$ 6,010,855	\$ 6,387,414	\$ 10,322,019
11,236,896	13,526,022	18,969,972	15,641,308	17,326,496	17,896,367
1,976,427	5,030,993	5,563,653	8,536,946	4,051,200	8,738,889
1,367,789	4,441,655	2,431,640	2,396,300	2,203,993	2,109,290
3,050,603	2,528,668	3,478,806	3,840,603	4,805,108	4,567,596
4,138,062	4,239,048	4,899,889	5,504,512	-	-
-	-	-	-	-	-
-	10,369,211	7,181,818	4,415,612	4,980,043	4,742,632
<u>25,167,108</u>	<u>47,728,909</u>	<u>47,882,540</u>	<u>46,346,136</u>	<u>39,754,254</u>	<u>48,376,793</u>
6,043,880	11,192,584	10,430,002	14,993,895	15,084,760	16,480,072
2,478,621	2,990,218	3,119,254	3,353,923	3,260,924	3,103,538
<u>8,522,501</u>	<u>14,182,802</u>	<u>13,549,256</u>	<u>18,347,818</u>	<u>18,345,684</u>	<u>19,583,610</u>
<u>\$ 33,689,609</u>	<u>\$ 61,911,711</u>	<u>\$ 61,431,796</u>	<u>\$ 64,693,954</u>	<u>\$ 58,099,938</u>	<u>\$ 67,960,403</u>
\$ 9,561,023	\$ 15,939,510	\$ 15,749,036	\$ 13,488,153	\$ 6,004,874	\$ 6,223,772
9,449,166	286,368	77,514	884,195	1,626,798	4,116,354
5,304,634	12,450,382	20,409,806	17,527,025	8,773,350	16,582,075
<u>\$ 24,314,823</u>	<u>28,676,260</u>	<u>36,236,356</u>	<u>31,899,373</u>	<u>16,405,022</u>	<u>26,922,201</u>
7,362,793	7,644,407	8,282,833	8,993,637	10,697,882	10,955,015
2,063,600	2,262,277	2,347,256	2,557,412	3,228,349	2,251,555
1,479,942	473,715	6,171,672	1,575,041	7,334,406	1,852,603
<u>\$ 10,906,335</u>	<u>10,380,399</u>	<u>16,801,761</u>	<u>13,126,090</u>	<u>21,260,637</u>	<u>15,059,173</u>
<u>\$ 35,221,158</u>	<u>\$ 39,056,659</u>	<u>\$ 53,038,117</u>	<u>\$ 45,025,463</u>	<u>\$ 37,665,659</u>	<u>\$ 41,981,374</u>
\$ (852,285)	\$ (19,052,649)	\$ (11,646,184)	\$ (14,446,763)	\$ (23,349,232)	\$ (21,454,592)
2,383,834	(3,802,403)	3,252,505	(5,221,728)	2,914,953	(4,524,437)
<u>\$ 1,531,549</u>	<u>\$ (22,855,052)</u>	<u>\$ (8,393,679)</u>	<u>\$ (19,668,491)</u>	<u>\$ (20,434,279)</u>	<u>\$ (25,979,029)</u>

**Changes in Net Position
Last Ten (10) Fiscal Years
(accrual basis of accounting) (Continued)**

General Revenues and Other Changes in Net Position				
Fiscal Year	2012	2013	2014	2015
Government activities:				
Taxes				
Property taxes	\$ 2,601,805	\$ 3,314,109	\$ 2,846,677	\$ 3,894,320
Sales taxes	3,732,539	3,846,904	4,149,782	4,209,246
Vehicle in lieu tax	2,582,829	2,637,026	2,709,016	3,244,340
Utility Users Tax	-	-	-	1,373,661
Franchise tax	787,791	837,617	882,609	944,869
Transient occupancy tax	-	-	-	224,705
Other taxes	1,591,486	1,665,975	1,778,239	209,124
Business Licenses	-	-	-	-
Transfers	-	-	-	-
Total taxes and transfers	<u>11,296,450</u>	<u>12,301,631</u>	<u>12,366,323</u>	<u>14,100,265</u>
Construction bond proceeds	-	-	-	-
Developer Contributions	-	-	-	-
Investment Earnings	772,655	419,671	827,047	129,837
Miscellaneous	769,561	555,543	562,353	156,283
Gain (Loss) on sale of capital assets	-	-	-	-
Total governmental activities	<u>12,838,666</u>	<u>13,276,845</u>	<u>13,755,723</u>	<u>14,386,385</u>
Business-type activities:				
Investment Earnings	20,659	80,587	55,973	4,267
Developer Contributions	-	-	-	-
Miscellaneous	-	12,792	7,753	-
Mitigation Fees	-	-	-	-
Transfers	-	-	-	-
Gain (Loss) on sale of capital assets	-	-	-	-
Total business-type activities	<u>20,659</u>	<u>93,379</u>	<u>63,726</u>	<u>4,267</u>
Total primary government	<u>\$ 12,859,325</u>	<u>\$ 13,370,224</u>	<u>\$ 13,819,449</u>	<u>\$ 14,390,652</u>
Extraordinary Items (Governmental Activities)				
Write off of advance receivable	\$ -	\$ -	\$ -	\$ (21,500,000)
Settlement - restitution	-	-	-	-
Refunding CFD 93-01	-	-	-	-
Successor Agency debt reversal	-	-	-	-
Gain on advance from city write off	800,953	-	-	-
Gain on transfer of assets and liabilities to RDA Successor Agency	20,951,628	-	-	-
WRCOG judgement settlement	-	-	-	-
Total primary government	<u>\$ 21,752,581</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ (21,500,000)</u>
Change in Net Position				
Governmental activities	\$ 25,830,526	\$ (50,612,070)	\$ (3,412,213)	\$ (22,432,942)
Business-type activities	(1,482,799)	(629,035)	1,713,714	(315,324)
Total primary government	<u>\$ 24,347,727</u>	<u>\$ (51,241,105)</u>	<u>\$ (1,698,499)</u>	<u>\$ (22,748,266)</u>

Source: City of Beaumont Finance Department Audited Financial Statements

Continued

	2016	2017	2018	2019	2020	2021
\$	3,762,290	\$ 4,852,263	\$ 5,199,098	\$ 5,656,662	\$ 11,107,476	\$ 12,701,479
	4,966,331	4,851,947	5,631,332	6,596,935	7,593,729	8,869,746
	3,506,871	3,768,042	4,125,662	4,517,090	38,307	37,754
	1,804,096	1,545,893	1,524,158	1,584,224	1,650,094	1,887,031
	929,261	805,244	3,285,697	3,908,531	8,074,504	3,183,803
	283,999	325,874	363,868	335,304	278,504	298,879
	77,163	880,255	1,194,389	958,614	-	-
	196,185	231,688	247,193	294,968	342,702	415,229
	-	-	322	(3,120,964)	-	239,958
	<u>15,526,196</u>	<u>17,261,206</u>	<u>21,571,719</u>	<u>20,731,364</u>	<u>29,085,316</u>	<u>27,633,879</u>
	-	-	-	-	-	233,922
	-	-	11,343,940	9,055,054	-	4,001,607
	13,232	10,490,307	7,851,992	5,390,216	4,230,375	4,618,626
	359,206	55,710	355,360	716,944	472,274	526,724
	-	42,237	5,341	52,377	33,431	24,392
	<u>15,898,634</u>	<u>27,849,460</u>	<u>41,128,352</u>	<u>35,945,955</u>	<u>33,821,396</u>	<u>37,039,150</u>
	2,552	4,475	13,606	1,564,220	565,390	57,721
	-	-	778,223	731,125	-	-
	-	30	525,491	3,393	5,242	13,719
	-	-	-	-	4,819,408	1,123,349
	-	-	(322)	3,120,964	-	(239,958)
	-	-	-	5,939	30	-
	<u>2,552</u>	<u>4,505</u>	<u>1,316,998</u>	<u>5,425,641</u>	<u>5,390,070</u>	<u>954,831</u>
\$	<u>15,901,186</u>	<u>27,853,965</u>	<u>42,445,350</u>	<u>41,371,596</u>	<u>39,211,466</u>	<u>37,993,981</u>
\$	-	\$ -	\$ -	\$ -	\$ -	\$ -
	-	3,000,000	-	-	-	-
	-	-	(11,947,642)	-	-	-
	4,235,674	-	-	-	-	-
	-	-	-	-	-	-
	-	-	-	-	-	-
	58,098,626	-	-	-	-	-
\$	<u>62,334,300</u>	<u>3,000,000</u>	<u>(11,947,642)</u>	<u>-</u>	<u>-</u>	<u>-</u>
\$	77,380,649	\$ 11,796,811	\$ 17,534,526	\$ 21,499,192	\$ 10,472,164	\$ 15,584,558
	2,386,386	(3,797,898)	4,569,503	203,913	8,305,023	(3,569,606)
\$	<u>79,767,035</u>	<u>7,998,913</u>	<u>22,104,029</u>	<u>21,703,105</u>	<u>18,777,187</u>	<u>12,014,952</u>

CITY OF BEAUMONT

**Governmental Activities Tax and Assessments Revenues by Sources
Last Ten (10) Fiscal Years
(modified accrual basis of accounting)**

Fiscal Year	Property Taxes	Sales & Use Tax/Measure A	Transient Occupancy Tax	Franchise Fees	Motor Vehicle In Lieu Tax	Utility Users Taxes	*Other Taxes	Business Licenses	CFD Assessments	Total
2012	\$ 2,601,805	\$ 3,732,539	\$ 205,074	\$ 787,791	\$ 2,582,829	\$ -	\$ 1,591,486	\$ 153,192	\$ 19,518,510	\$ 31,173,226
2013	3,314,109	3,846,904	235,656	837,617	2,637,026	-	1,665,975	206,634	21,110,633	33,854,554
2014	2,846,677	4,149,782	196,114	882,609	2,709,016	-	1,778,239	204,470	22,295,061	35,061,968
2015	4,016,833	4,209,246	224,705	944,869	3,244,340	1,373,661	1,152,746	209,124	23,520,973	38,896,498
2016	4,391,074	4,966,331	283,999	929,261	3,506,871	1,804,096	999,244	196,185	24,235,209	41,312,270
2017	4,852,262	4,851,947	325,874	805,244	3,768,042	1,545,893	880,256	231,688	25,245,610	42,506,817
2018	5,199,098	5,631,332	363,868	876,551	4,125,662	1,524,158	976,299	247,193	23,871,332	42,815,493
2019	5,656,662	6,596,935	335,304	912,924	4,517,090	1,584,224	958,614	294,968	23,953,820	44,810,540
2020	6,109,624	7,593,728	278,504	8,074,504	4,997,852	1,650,094	1,089,543	342,702	24,999,645	55,136,196
2021	6,991,565	8,869,746	298,879	3,183,803	5,709,914	1,887,031	1,169,351	415,229	25,884,547	54,410,067

Includes General Fund, Special Revenue, Capital Projects Funds, Internal Service Funds (2021), Enterprise Funds and Fiduciary Funds.

* Other Taxes include Vehicle License Collection, Gas Tax and Traffic Congestion Relief Apportionment tied to SB1 (FY2018)

Source: City of Beaumont Finance Department Audited Financial Statements (FY2012- 2014); CFD Assessments from Tyler

Source: City of Beaumont Finance Department Tyler Accounting Software (FY2015 and older)

**Fund Balances of Governmental Funds
Last Ten (10) Fiscal Years
(modified accrual basis of accounting)**

Fiscal Year	2012	2013	2014	2015
General fund				
Reserved	\$ -	\$ -	\$ -	\$ -
Unreserved	-	-	-	-
Non Spendable:	-	-	-	-
Notes and Loans Receivable	321,066	289,442	-	249,493
Advances to RDA Successor Agency	21,500,000	21,500,000	21,500,000	-
Prepaid items	-	-	-	-
Restricted				
Committed for:				
Capital Projects	-	-	-	-
Self Insurance	-	-	-	-
Pension Trust Funding	-	-	-	-
Assigned for:				
Re-appropriation	-	-	-	-
Unassigned	(4,162,063)	(6,866,481)	(6,354,884)	(7,438,424)
Total general fund	\$ 17,659,003	\$ 14,922,961	\$ 15,145,116	\$ (7,188,931)
All other governmental funds				
Reserved	\$ -	\$ -	\$ -	\$ -
Unreserved	-	-	-	-
Non Spendable:				
Prepaid items	-	-	-	-
Restricted for:				
CFD Projects	-	-	-	22,748,722
Capital Projects	32,206,883	28,104,669	26,605,667	8,763,649
Streets Projects	-	-	-	708,507
Public Safety	370,221	876,469	406,697	422,142
PEG Fees	-	-	-	142,494
State Gas Tax	110,745	135,592	-	-
AB 2766	-	-	-	-
RMRA	-	-	-	-
Measure A	-	-	-	-
Other Special Projects	3,287,173	2,583,460	529,090	-
Government Access TV	129,818	85,357	109,778	-
COPS Grants	-	-	-	-
State Asset Forfeiture	-	-	-	-
Federal Asset Forfeiture	-	-	-	-
Debt service	-	-	-	-
Committed for:				
Capital Projects	-	-	-	-
Unassigned	-	-	-	-
Total all other governmental funds	\$ 36,104,840	\$ 31,785,547	\$ 27,651,232	\$ 32,785,514

Sources: City of Beaumont Finance Department Audited Financial Statements

Continued

2016	2017	2018	2019	2020	2021
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
-	-	-	-	-	-
-	-	-	-	-	-
226,186	213,399	215,904	220,634	224,671	225,715
-	-	-	-	-	-
-	-	-	83,141	-	26,262
-	6,839,275	6,839,275	-	4,550,000	-
-	-	-	-	-	2,850,717
-	-	-	-	-	2,500,000
-	-	-	-	-	214,799
(4,296,822)	5,034,141	10,315,492	14,980,384	19,290,503	17,576,741
<u>\$ (4,070,636)</u>	<u>\$ 12,086,815</u>	<u>\$ 17,370,671</u>	<u>\$ 15,284,159</u>	<u>\$ 24,065,174</u>	<u>\$ 23,394,234</u>
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
-	-	-	-	-	-
-	-	-	-	-	304,015
32,867,745	8,424,392	8,462,228	9,145,832	9,036,520	5,884,930
13,967,685	25,157,602	15,683,985	12,877,575	13,336,436	13,674,329
684,297	-	-	-	-	-
550,410	688,820	788,141	1,110,144	664,780	-
162,777	219,517	250,014	1,542,017	21,482	23,675
-	357,051	263,369	103,421	-	159,101
-	306,698	370,379	1,102,061	474,841	621,930
-	-	-	-	551,820	1,437,670
-	-	-	-	1,348,379	2,568,801
-	981	90,333	305,975	163,173	183,807
-	-	-	-	-	-
-	-	-	-	-	313,341
-	-	-	-	-	295,014
-	-	-	-	-	6,030
-	223,515,398	101,180,155	98,006,000	92,767,025	85,876,699
-	-	-	1,417,617	666,248	10,631,472
-	-	-	-	-	(84,997)
<u>\$ 48,232,914</u>	<u>\$ 258,670,459</u>	<u>\$ 127,088,604</u>	<u>\$ 125,610,642</u>	<u>\$ 119,030,704</u>	<u>\$ 121,895,817</u>

**Changes in Fund Balances of Governmental Funds
Last Ten (10) Fiscal Years
(modified accrual basis of accounting)**

Fiscal Year	2012	2013	2014	2015
Revenues				
Taxes	\$ 9,196,129	\$ 9,891,679	\$ 9,681,600	\$ 19,240,888
Franchise Fees	-	-	-	-
Intergovernmental revenues	6,374,343	6,073,043	7,376,149	297,016
Licenses, Fees and Permits	564,144	772,780	1,291,053	1,201,320
Fines and Forfeitures	165,431	151,541	155,671	350,287
Assessment Levied				
Use of money and property	2,137,180	434,265	110,873	129,834
Charges for services	6,511,684	4,653,501	5,900,241	12,400,655
Other Revenues	1,011,784	535,200	1,287,290	979,582
Interfund Charges	6,300,906	6,582,910	6,175,682	-
Total Revenues	32,261,601	29,094,919	31,978,559	34,599,582
Expenditures				
General Government	5,292,280	5,101,037	5,067,238	4,969,209
Public Safety	14,856,462	15,334,992	15,482,011	13,585,249
Public Works	5,804,635	4,763,622	7,812,711	1,552,407
Community Development	49,935,435	28,532,830	2,719,182	1,914,356
Community Services	3,248,845	3,355,226	156,923	4,880,614
Refuse	-	-	-	4,144,778
Capital Outlay	-	-	10,404,333	-
Debt Service:				
Principal	-	-	300,000	-
Refunding Escrow Agent	-	-	-	-
Interest and fiscal charges	1,342,800	-	-	-
Pass-through Payments	383,539	-	-	-
Total Expenditures	80,863,996	57,087,707	41,942,398	31,046,613
Excess of revenues over (under) expenditures	<u>(48,602,395)</u>	<u>(27,992,788)</u>	<u>(9,963,839)</u>	<u>3,552,969</u>
Other Financing Sources (Uses)				
Capital leases	-	-	-	-
Sales of Property	-	-	-	-
Refunding Bonds Issued	-	-	-	-
Premium on refunding bonds issued	-	-	-	-
Payment to refunded bond escrow agent	-	-	-	-
Proceeds from sale of capital assets	-	-	-	-
Developer Contributions	53,140,151	20,937,453	6,051,679	-
Transfers in	3,684,287	1,665,000	3,556,910	-
Transfers out	(3,704,722)	(1,665,000)	(3,556,910)	-
Total Other Financing Sources (Uses)	53,119,716	20,937,453	6,051,679	-
Net Change in Fund Balances Before Extraordinary Item	4,517,321	(7,055,335)	(3,912,160)	3,552,969
Extraordinary Item	22,206,228	-	-	(21,500,000)
Special Item	-	-	-	-
Net Change in Fund Balances	\$ 26,723,549	\$ (7,055,335)	\$ (3,912,160)	\$ (17,947,031)
Debt Service as a percentage of non-capital expenditures	2.2%	0.0%	1.0%	0.0%

Source: City of Beaumont Finance Department Audited Financial Statements

	2016	2017	2018	2019	2020	2021
\$	29,927,330	\$ 11,027,239	\$ 12,163,969	\$ 13,570,476	\$ 14,996,887	\$ 17,410,049
	-	-	3,285,697	3,908,531	8,074,504	3,183,803
	29,788	5,787,280	11,263,234	11,581,831	10,051,669	11,813,339
	1,360,288	10,781,152	13,283,260	8,044,621	3,708,535	6,525,592
	413,052	265,831	262,278	249,914	617,981	344,816
		9,309,555	9,240,825	6,786,653	6,491,075	7,288,277
	148,419	10,613,015	8,023,202	5,569,684	4,337,680	4,693,106
	7,913,344	8,355,018	7,754,417	6,944,423	1,469,367	1,484,669
	545,313	377,102	872,752	4,627,173	1,021,777	7,016,584
	-	-	-	-	-	-
	40,337,534	56,516,192	66,149,634	61,283,306	50,769,475	59,760,235
	4,735,084	5,464,863	4,434,173	5,940,387	6,439,508	8,460,291
	12,318,788	12,524,089	12,956,345	14,721,189	16,731,402	17,578,516
	1,976,427	2,902,986	3,161,648	3,929,138	2,855,850	2,959,287
	1,367,789	4,295,350	2,000,866	2,096,589	1,952,789	1,951,963
	3,050,603	2,396,166	3,070,774	3,708,469	3,998,071	4,119,407
	4,138,062	4,239,048	4,899,889	5,504,512	-	-
	-	188,738	13,194,674	12,622,062	7,964,820	5,074,099
	-	6,167,352	118,212,977	3,600,000	3,405,300	3,938,561
	-	-	-	-	1,149,489	3,563,485
	-	10,369,211	7,181,818	4,415,612	4,490,634	4,820,703
	-	-	-	-	-	-
	27,586,753	48,547,803	169,113,164	56,537,958	48,987,863	52,466,312
	12,750,781	7,968,389	(102,963,530)	4,745,348	1,781,612	7,293,923
	-	96,158	132,444	167,456	78,046	-
	-	42,237	5,341	19,494	-	-
	-	-	-	-	5,375,000	35,875,000
	-	-	-	-	1,014,920	-
	-	-	-	-	(6,389,920)	(34,829,600)
	-	-	-	-	33,431	24,392
	-	-	-	-	-	-
	11,280	22,007,107	14,209,907	9,682,117	10,561,452	18,489,635
	(11,280)	(22,007,107)	(14,209,585)	(12,803,081)	(10,561,452)	(24,659,177)
	-	138,395	138,107	(2,934,014)	111,477	(5,099,750)
	12,750,781	8,106,784	(102,825,423)	1,811,334	1,893,089	2,194,173
	-	-	-	-	-	-
	-	3,000,000	(11,947,642)	-	-	-
\$	12,750,781	\$ 11,106,784	\$ (114,773,065)	\$ 1,811,334	\$ 1,893,089	\$ 2,194,173
	0.0%	52.0%	410.8%	22.3%	28.3%	35.1%

CITY OF BEAUMONT

**General Fund Tax Revenue by Source
Last Ten (10) Fiscal Years
(modified accrual basis of accounting)**

Fiscal Year	Property Taxes	Sales & Use Tax	Transient Occupancy Tax	Franchise Fees	Utility Users Tax	Motor Vehicle In Lieu Tax	Vehicle License Collection	Business Licenses	Total
2012	\$ 2,719,280	\$ 3,667,520	\$ 205,074	\$ 787,791	\$ -	\$ 2,582,829	\$ 1,268,937	\$ 153,192	\$ 11,384,623
2013	3,459,720	3,846,904	235,656	837,617	-	2,637,026	1,284,708	206,634	12,508,265
2014	3,032,987	4,149,782	196,114	882,609	-	2,709,016	1,395,815	204,470	12,570,793
2015	4,016,833	4,209,246	224,705	944,869	1,373,661	3,244,340	-	209,124	14,222,779
2016	4,391,074	4,966,331	283,999	929,261	1,804,096	3,506,871	77,163	196,185	16,154,980
2017	4,852,262	4,851,947	325,874	805,244	1,545,893	3,768,042	20,212	231,688	16,401,163
2018	5,199,098	5,029,443	363,868	876,551	1,524,158	4,125,662	-	242,634	17,361,415
2019	5,656,662	5,558,667	335,304	912,924	1,584,224	4,517,090	23,154	287,908	18,875,933
2020	6,109,624	6,593,630	278,504	8,074,504	1,650,094	4,997,852	38,307	337,993	28,080,507
2021	6,991,565	7,552,253	298,879	3,183,803	1,887,031	5,709,914	37,754	408,435	26,069,635

Source: City of Beaumont Finance Department Audited Financial Statements (FY2012- 2014)
Source: City of Beaumont Finance Department Tyler Accounting Software (FY2015 and older)

**Top 25 Sales Tax Producers
As of June 30, 2021**

For Fiscal year 2020-2021

<u>Business Name</u>	<u>Business Category</u>
84 Lumbar Co	Building Materials
Amazon Robotics	Heavy Industrial
Arco AM PM	Service Stations
Bank of America Leasing & Capital	Business Services
Beaumont Ace Home Center	Building Materials
Beaumont Gas Mart	Service Stations
Beaumont RV	Trailers/RVs
Beaumont Service Station	Service Stations
Best Buy	Electronics/Appliance Stores
Big Tex Trailers	Trailers/RVs
Food 4 Less	Grocery Stores
Home Depot	Building Materials
Icon Health & Fitness	Light Industrial/Printers
In N Out Burger	Quick-Service Restaurants
Kohls	Department Stores
Mayas Chevron	Service Stations
Oak Valley Chevron	Service Stations
Raising Cane's	Quick-Service Restaurants
Rancho Ready Mix Products	Contractors
Rite Aid	Drug Stores
Ross	Family Apparel
Stater Bros	Grocery Stores
Trailor Factory Outlet	Trailers/RVs
Walmart Supercenter	Discount Dept Stores
Wolverine Worldwide	Fulfillment Centers

Percent of Fiscal Year Total Paid By Top 25 Accounts=70.32%

Sources: State Board of Equalization, California Department of Taxes and Fees Administration, State Controller's Office, The HDL Companies

**Top 25 Sales Tax Producers
As of June 30, 2021**

For Fiscal Year 2011-12

<u>Business Name</u>	<u>Business Category</u>
84 Lumber Co	Building Materials
Arco AM PM	Service Stations
Baker's Burgers	Quick-Service Restaurants
Beaumont Ace Home Center	Building Materials
Beaumont Financing Authority	Government/Social Org.
Beaumont Gas Mart	Service Stations
Beaumont Service Station	Service Stations
Beaumont Yamaha Kawasaki Polaris	Boats/Motorcycles
Bed Bath & Beyond	Home Furnishings
Best Buy	Electronics/Appliance Stores
Big Tex Trailers	Trailers/RVs
Dangelo Company	Light Industrial/Printers
Food 4 Less	Grocery Stores
Grove 76	Service Stations
Highland Shell	Service Stations
Home Depot	Building Materials
Kohls	Department Stores
McDonalds	Quick-Service Restaurants
Oak Valley Chevron	Service Stations
Petco	Specialty Store
Ross	Family Apparel
Stater Bros	Grocery Stores
Verizon Wireless	Electronics/Appliance Stores
Walgreens	Drug Stores
Walmart Supercenter	Discount Dept Stores

Percent of Fiscal Year Total Paid By Top 25 Accounts=76.97%

Sources: State Board of Equalization, California Department of Taxes and Fees Administration, State Controller's Office, The HDL Companies

CITY OF BEAUMONT

Taxable Sales by Category
Last Ten Calendar Years (in thousands of dollars)
As of June 30, 2021

Calendar Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Food Stores	\$ 17,244	\$ 18,063	\$ 18,384	\$ 18,558	\$ 19,259	\$ 21,016	\$ 21,879	\$ 23,369	\$ 24,224	\$ 27,104
Eating and Drinking Places	32,165	34,758	37,418	44,272	48,099	52,522	54,926	58,205	64,026	68,387
Building Materials	37,736	40,162	44,447	48,119	51,999	55,011	59,720	66,532	68,381	86,638
Auto Dealers and Supplies	13,314	13,348	17,714	21,792	28,347	31,853	37,333	39,427	38,759	44,641
Services Stations	66,964	70,477	68,696	65,560	55,945	50,076	54,400	66,433	74,214	61,673
Other Retail Stores	128,350	131,645	140,750	144,719	152,350	154,131	151,487	155,943	154,635	151,769
All Other Outlets	54,145	59,848	65,346	70,781	85,903	101,750	102,867	107,538	139,383	303,271
Total	<u>\$ 349,918</u>	<u>\$ 368,301</u>	<u>\$ 392,755</u>	<u>\$ 413,801</u>	<u>\$ 441,902</u>	<u>\$ 466,359</u>	<u>\$ 482,612</u>	<u>\$ 517,447</u>	<u>\$ 563,622</u>	<u>\$ 743,483</u>

Sources: State Board of Equalization, California Department of Taxes and Fees Administration, State Controller's Office, The HDL Companies

Note: Due to confidentiality issues, the names of the ten largest revenue payers are not available. The categories presented are intended to provide alternative information regarding the sources of the City's revenue.

**Assessed Value and Estimated Actual Value of Taxable Property
Last Ten (10) Fiscal Years**

Fiscal Year Ended June 30	Real Property										Unsecured Property	Estimated Actual Taxable Value	Less:			Total Assessed Value	Total Direct Tax Rate	Assessed Value as a Percentage of Actual Value
	Residential Property	Commercial Property	Industrial Property	Agricultural Property	Institutional Property	Miscellaneous Property	Recreational Property	Vacant Property	SBE Nonunitary Property	Cross Reference Property			Tax Exempt Real Property	Unknown Property				
2012	\$ 1,976,695,345	\$ 262,200,512	\$ 143,214,597	\$ 217,412	\$ 774,446	\$ -	\$ 20,537,257	\$ 225,478,917	\$ 60,113	\$ 3,336,676	\$ 61,028,118	\$ 2,693,543,393	\$ (3,914,840)	\$ -	\$ 2,697,458,233	0.2204	100%	
2013	1,992,255,157	261,036,310	140,914,848	221,759	676,041	-	21,094,997	214,352,341	54,015	3,696,048	63,372,242	2,697,673,758	(3,993,201)	-	2,701,666,959	0.2008	100%	
2014	2,121,323,112	257,949,389	142,714,557	781,680	648,056	-	16,942,256	219,214,037	54,015	3,364,361	68,677,971	2,831,669,434	(1,899,747)	-	2,833,569,181	0.10876	100%	
2015	2,598,286,104	276,682,366	182,704,068	785,224	593,479	-	16,992,773	205,513,227	54,015	3,296,822	66,013,382	3,350,921,460	(1,937,692)	-	3,352,859,152	0.10600	100%	
2016	2,940,232,521	291,491,374	176,247,926	231,754	1,321,210	-	17,224,749	190,999,251	54,015	3,613,513	66,523,710	3,687,940,023	(2,346,527)	-	3,690,286,550	0.10440	100%	
2017	3,207,129,206	296,461,009	175,023,847	235,286	1,317,085	-	17,406,132	191,103,172	54,015	3,636,024	69,045,531	3,961,411,307	(2,411,293)	-	3,963,822,600	0.10348	100%	
2018	3,472,221,513	304,990,342	222,291,436	239,990	602,342	-	17,658,455	216,147,224	54,015	4,005,605	72,696,977	4,310,907,899	(2,442,788)	-	4,313,350,687	0.10275	100%	
2019	3,838,660,946	316,507,011	253,366,940	244,789	614,383	4,554	17,902,500	212,687,138	72,099	4,524,155	102,926,670	4,747,511,185	(2,498,684)	-	4,750,009,869	0.10177	100%	
2020	4,270,998,304	352,992,505	282,751,732	1,551,755	626,675	7,212	16,944,899	218,705,217	72,099	4,052,652	116,425,944	5,265,128,994	-	4,168,358	5,269,297,352	0.10049	100%	
2021	4,631,135,525	404,022,040	573,656,274	1,583,016	1,389,803	9,855	17,280,592	191,196,689	72,099	4,624,200	191,707,077	6,016,677,170	-	4,968,448	6,021,645,618	0.10092	100%	

Source: City of Beaumont Finance Department

**Direct and Overlapping Property Tax Rates
(Rate per \$100 of Taxable Value)
Last Ten (10) Fiscal Years**

Fiscal Year	Basic Levy	San Gorgonio Pass Mem Hospital Debt Service	Schools				Metropolitan Water	San Gorgonio Pass Water	Total Tax Rate	RDA Incremental Rate ¹	Total Direct Rate ²
			Banning Unified	Beaumont Unified	Mt San Jacinto Community College	San Jacinto Unified					
2012	1.0000	0.10365	0.00000	0.07841	0.00000	0.00000	0.00000	0.18500	1.36706	1.18500	0.22038
2013	1.0000	0.11572	0.00000	0.08486	0.00000	0.00000	0.00000	0.18500	1.38558	0.00000	0.20078
2014	1.0000	0.11896	0.00000	0.09000	0.00000	0.00000	0.00000	0.18500	1.39396	0.00000	0.10876
2015	1.0000	0.11296	0.00000	0.08169	0.00000	0.00000	0.00000	0.18500	1.37965	0.00000	0.10600
2016	1.0000	0.08143	0.00000	0.07106	0.01394	0.00000	0.00000	0.18500	1.35143	0.00000	0.10440
2017	1.0000	0.08357	0.00000	0.07193	0.01320	0.00000	0.00000	0.18500	1.35370	0.00000	0.10348
2018	1.0000	0.09052	0.14473	0.07677	0.01320	0.15078	0.00350	0.18250	1.66200	0.00000	0.10275
2019	1.0000	0.08692	0.14278	0.07432	0.01320	0.15291	0.00350	0.18250	1.65613	0.00000	0.10177
2020	1.0000	0.06990	0.14526	0.07438	0.01320	0.15292	0.00350	0.17750	1.63666	0.00000	0.10049
2021	1.0000	0.06716	0.14500	0.07431	0.01320	0.15291	0.00350	0.17500	1.63108	0.00000	0.10092

Sources: HdL Coren & Cone, Riverside County Assessor 2012/12-2020/21 Tax Rate Table

Note: In 1978 California voters passed Proposition 13 which sets the property tax rate at a 1.00% fixed amount. This 1.00% is shared by all taxing agencies for which the subject property resides within. In addition to the 1.00% fixed amount, property owners are charged taxes as a percentage of assessed property values for the payment of any voter approved bonds.

**Principal Property Taxpayers
As of June 30, 2021**

Taxpayer	2020/2021			2011/12		
	Assessed Valuation	Rank	Percentage of Total Taxable Assessed Value	Assessed Valuation	Rank	Percentage of Total Taxable Assessed Value
Amazon Com Services LLC	\$ 63,928,047	2	1.06%			
Ambest Real Estate	32,968,175	5	0.55%			
Baldi Bros Construction	26,137,962	7	0.43%			
Cathay Bank				\$ 25,983,805	5	0.96%
CJ Foods Manufacturing	43,992,800	4	0.73%			
CT Beaumont Partners				32,383,533	3	1.20%
Dura Plastics Products Inc				19,552,894	8	0.73%
Frederick J Hanshaw	45,133,035	3	0.75%	32,000,000	4	1.19%
High Desert Partners				35,372,284	1	1.31%
Home Depot USA Inc	25,524,784	8	0.42%	24,912,208	6	0.92%
Loma Linda University ¹	24,623,015	9	0.41%	33,408,245	2	1.24%
Lowes HIW Inc				17,822,181	9	0.66%
Pardee Homes				16,269,177	10	0.60%
USEF Crossroads I/II	379,635,253	1	6.30%			
Walmart Real Estate Business Trust	26,298,928	6	0.44%	22,991,446	7	0.85%
Wolverine Worldwide Inc	23,348,023	10	0.39%			
	<u>\$ 691,590,022</u>		<u>11.48%</u>	<u>\$ 260,695,773</u>		<u>9.66%</u>

Note: The amounts shown above includes assessed value data for both the City and the Redevelopment Agency.

¹ Loma Linda University is a learning institution; therefore, a large portion of their property is exempt.

² Pending Appeals on Parcels

Source: The HdL Companies, Riverside County Assessor Combined Tax Rolls and the SBE Non Unitary Tax Roll

**Property Tax Levies and Collections
Last Ten (10 Calendar Years)**

Fiscal Year Ended June 30	Total Tax Levy for Fiscal Year	Collected within the Fiscal Year of the Levy		Collections in Subsequent Years	Total Collections to Date	
		Current Tax Collections	Percent of Current Taxes Collected		Amount	Percentage of Levy
2012	\$ 2,296,279	\$ 2,606,551	113.5%	\$ 124,065	\$ 2,730,615	118.9%
2013	2,309,158	2,497,216	108.1%	102,869	2,600,085	112.6%
2014	2,425,467	2,884,144	118.9%	128,141	3,012,285	124.2%
2015	2,863,392	3,321,742	116.0%	139,009	3,460,752	120.9%
2016	3,148,647	3,578,931	113.7%	132,853	3,711,784	117.9%
2017	3,380,352	3,908,158	115.6%	129,042	4,037,200	119.4%
2018	3,676,718	4,114,723	111.9%	131,947	4,246,669	115.5%
2019	4,059,559	4,539,114	111.8%	143,229	4,682,344	115.3%
2020	4,507,968	4,972,808	110.3%	159,844	5,132,652	113.9%
2021	5,140,701	5,072,476	98.7%	100,766	5,173,242	100.6%

Source: Riverside County Auditor-Controller Property Tax Division

**Ratios of Outstanding Debt by Type
Last Ten (10) Fiscal Years**

Fiscal Year	Governmental Activities				Business-Type Activities			Total Primary Government	Percentage of Personal Income	Per Capita ¹
	Capital Leases	Payable to Successor Agency	WRCOG Judgement	AB 1484 Due Diligence Review	Revenue Bonds	Bond Premium	Capital Leases			
2012	\$ -	\$ -	\$ -	\$ -	\$ 8,725,000	\$ -	\$ -	\$ 8,725,000	949%	\$ 219
2013	-	-	42,994,879	-	8,580,000	-	-	51,574,879	5382%	1,262
2014	-	-	42,994,879	2,575,912	8,430,000	-	-	54,000,791	5362%	1,322
2015	-	4,235,674	62,198,626	2,575,912	-	-	-	69,010,212	6542%	1,530
2016	-	4,235,674	4,100,000	2,275,912	-	-	-	10,611,586	1024%	230
2017	79,323	-	4,100,000	1,975,912	-	-	-	6,155,235	560%	128
2018	186,483	-	-	1,675,912	-	-	346,313	2,208,708	189%	46
2019	297,242	-	-	1,375,912	81,105,000	9,469,765	268,459	92,516,378	7288%	1,797
2020	251,240	-	-	1,075,912	80,105,000	8,495,497	183,671	90,111,320	6618%	1,710
2021	152,680	-	-	775,912	78,860,000	7,842,648	99,305	87,730,545	6316%	\$ 1,597

Note: Details regarding the City's outstanding debt can be found in the notes to the financial statements.

¹ See the Schedule of Demographic and Economic Statistics on page 133 for personal income and population.

Source: City of Beaumont Finance Department

Direct and Overlapping Governmental Activities Debt As of June 30, 2021

2020-2021 Assessed Valuation

\$ 6,134,559,837

DIRECT AND OVERLAPPING TAX AND ASSESSMENT DEBT:	Total Debt	Percent	Debt 6/30/21
	6/30/21	Applicable (1)	
CFD 93-1 IA 1	\$ 434,579	100.000%	\$ 552,693
CFD 93-1 IA 2	42,936	100.000%	54,606
CFD 93-1 IA 3	1,915,000	100.000%	2,025,000
CFD 93-1 IA 4	749,812	100.000%	952,956
CFD 93-1 IA 5	675,059	100.000%	858,532
CFD 93-1 IA 6A1	26,362,821	100.000%	27,649,098
CFD 93-1 IA 6B	-	100.000%	25,254
CFD 93-1 IA 7A1	9,745,000	100.000%	9,975,000
CFD 93-1 IA 7B	3,760,000	100.000%	4,015,000
CFD 93-1 IA 7C	1,435,000	100.000%	1,575,000
CFD 93-1 IA 7D	3,560,000	100.000%	3,630,000
CFD 93-1 IA 8	6,150,000	100.000%	6,560,000
CFD 93-1 IA 8A	5,460,027	100.000%	5,725,492
CFD 93-1 IA 8B	5,145,000	100.000%	5,355,000
CFD 93-1 IA 8C	27,940,351	100.000%	28,065,664
CFD 93-1 IA 8D	8,315,339	100.000%	8,354,901
CFD 93-1 IA 8E	12,455,000	100.000%	12,510,000
CFD 93-1 IA 8F	12,780,000	100.000%	12,780,000
CFD 93-1 IA 9	355,000	100.000%	375,000
CFD 93-1 IA 10	1,255,000	100.000%	1,330,000
CFD 93-1 IA 11	780,000	100.000%	820,000
CFD 93-1 IA 12	780,000	100.000%	825,000
CFD 93-1 IA 14	5,820,000	100.000%	6,210,000
CFD 93-1 IA 14A	11,395,000	100.000%	12,065,000
CFD 93-1 IA 14B	3,456,137	100.000%	3,595,848
CFD 93-1 IA 16	5,985,000	100.000%	6,320,000
CFD 93-1 IA 17A	8,075,000	100.000%	8,785,000
CFD 93-1 IA 17B	11,540,000	100.000%	11,930,000
CFD 93-1 IA 17C	8,660,000	100.000%	8,700,000
CFD 93-1 IA 18	4,075,000	100.000%	4,300,000
CFD 93-1 IA 19A	16,010,000	100.000%	16,800,000
CFD 93-1 IA 19C	17,661,442	100.000%	19,201,396
CFD 93-1 IA 20	2,615,000	100.000%	2,955,000
CFD 2016-1	8,630,000	100.000%	8,790,000
CFD 2016-2	10,135,000	100.000%	10,285,000
CFD 2016-4	4,080,000	100.000%	4,185,000
CFD 2019-1	2,355,000	100.000%	-
CFD 2018-1 IA-1 Beaumont USD	4,905,000	100.000%	-
TOTAL DIRECT AND OVERLAPPING TAX AND ASSESSMENT DEBT			\$ 258,136,439

Source: Webb Municipal Finance, LLC, City of Beaumont Finance Department, the County of Riverside, Beaumont Unified School District, Mount San Jacinto Community College, and the San Gorgonio Memorial Healthcare District

DIRECT AND OVERLAPPING GENERAL FUND OBLIGATION DEBT:

Beaumont Unified School B & I (0.07777%)	\$ 90,172,486	100.000%	\$ 82,562,937
MT San Jacinto Comm (0.01320%)	157,750,000	6.006%	164,385,000
San Gorgonio Memorial Healthcare District (0.06281%)	102,730,000	68.132%	106,565,000
City of Beaumont Capital Lease	152,680	100.000%	251,240
TOTAL GROSS DIRECT AND OVERLAPPING GENERAL FUND OBLIGATION DEBT			\$ 353,764,177
OVERLAPPING TAX INCREMENT DEBT:	\$ 257,970,000	3.862-100%	\$ 36,362,296
TOTAL DIRECT DEBT			251,240
TOTAL OVERLAPPING OBLIGATION DEBT			648,011,673
COMBINED TOTAL DEBT			\$ 648,262,913 (2)

(1) The percentage of overlapping debt applicable to the city is estimated using taxable assessed property value. Applicable percentages were estimated by determining the portion of the overlapping district's assessed value that is within the boundaries of the city divided by the district's total taxable assessed value.

(2) Excludes tax and revenue anticipation notes, enterprise revenue, mortgage revenue and non-bonded capital lease obligations. Qualified Zone Academy Bonds are included based on principal due at maturity.

Ratios to 2020-21 Assessed Valuation:

Total Overlapping Debt (excluding tax increment).....	4.21%
Total Direct Debt (\$38,984).....	0.00%
Combined Total Debt (excluding tax increment).....	10.57%

Ratios to Redevelopment Incremental Valuation (\$1,299,120,312):

Total Overlapping Tax Increment Debt.....	2.80%
---	-------

**Computation of Legal Debt Margin
Last Ten (10) Fiscal Years**

Fiscal Year	2012	2013	2014	2015
Debt Limit	\$ 101,154,684	\$ 101,312,511	\$ 106,258,844	\$ 125,732,218
Total net debt applicable to limit	-	-	-	-
Legal debt margin	\$ 101,154,684	\$ 101,312,511	\$ 106,258,844	\$ 125,732,218
Total net debt applicable to the limit as a percentage of debt limit	0.00%	0.00%	0.00%	0.00%

Source: California Municipal Statistics, Riverside County Auditor-Controller Property Tax Division

<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
\$ 138,385,746	\$ 148,643,348	\$ 161,750,651	\$ 178,125,370	\$ 197,598,651	\$ 225,811,711
-	96,158	132,444	167,456	78,046	251,240
<u>\$ 138,385,746</u>	<u>\$ 148,547,190</u>	<u>\$ 161,618,207</u>	<u>\$ 177,957,914</u>	<u>\$ 197,520,605</u>	<u>\$ 225,560,471</u>

0.00% 0.06% 0.08% 0.09% 0.04% 0.11%

Net Assessed Value	\$ 6,021,645,618
Plus Exempt Property	112,914,219
Total Assessed Value	<u>6,134,559,837</u>
Debt Limit: 3.75 percent of Total Assessed Value	230,045,994
Debt applicable to Limitation:	
Net Combined applicable to Limitation	648,262,913
Total Debt applicable to Limitation	<u>251,240</u>
Legal Debt Margin	<u>\$ 229,794,754</u>

**Pledge-Revenue Coverage
Last Ten (10) Fiscal Years**

Fiscal Year	Wastewater Revenue Bonds					Coverage
	Gross Revenues	Operating Expenses Less Depreciation	Net Revenue Available for Debt Service	Debt Service Requirements		
2012	\$ 4,297,011	\$ 5,814,761	\$ (1,517,750)	\$ 145,000		-1047%
2013	4,495,141	5,621,489	(1,126,348)	150,000		-751%
2014	7,824,125	3,591,728	4,232,397	189,777		2230%
2015	7,783,112	5,038,318	2,744,794	160,000		1715%
2016	8,093,961	3,611,202	4,482,759	-		N/A
2017	9,775,709	4,734,121	5,041,588	-		N/A
2018	9,360,710	3,584,743	5,775,967	-		N/A
2019	10,375,954	5,244,292	5,862,787	1,661,355		353%
2020	11,091,715	4,954,754	10,956,369	4,868,688		225%
2021	12,073,223	5,101,833	6,971,390	5,073,788		137%

Note: Details regarding the city's outstanding debt can be found in the notes to the financial statements. Operating expenses do not include interest or depreciation.
Source: City of Beaumont Finance Department

Demographic and Economic Statistics Last Ten (10) Fiscal Years

Calendar Year	Population ^{1*}	Personal Income ^{2*}	Per Capita Personal Income *	Unemployment Rate (percentage) *	Median Age *	% of Pop 25+ with High School Degree*	% of Pop 25+ with Bachelors Degree
2012	39,776	\$ 919,064	\$ 23,106	11.00%	33	86%	26.2%
2013	40,876	958,297	23,444	9.50%	33	87%	26.4%
2014	40,853	1,007,108	24,652	4.90%	33	86%	25.2%
2015	45,118	1,054,947	23,381	4.00%	34	87%	25.4%
2016	46,179	1,035,820	22,430	3.60%	35	87%	24.5%
2017	48,237	1,099,759	22,799	3.00%	34	87%	24.5%
2018	48,401	1,170,336	24,179	3.30%	35	87%	25.1%
2019	51,475	1,269,357	24,659	3.30%	35	88%	25.3%
2020	52,686	1,361,682	25,845	8.60%	35	88%	26.1%
2021	54,937	1,388,915	26,362	7.90%	35	88%	26.2%

Sources: ¹ State of California, Department of Finance. ² California Employment Development Department, * 2000-2009 Income, Age and Education Data: ESRI - Demographic Estimates are based on the last available Census. Projections are developed by incorporating all of the prior census data released to date. Demographic Data is totaled from Census Block Groups that overlap the City's boundaries 2010 and later - Income, Age and Education Data - US Census Bureau, most recent American Community Survey.

**Principal Employers
Current Fiscal Year**

Employer	2021			2012 *		
	Employees	Rank	Percentage of total City Employment	Employees	Rank	Percentage of total City Employment
Amazon	3,000	1	36.76%	N/A		0.00%
Beaumont Unified School District	1,467	2	17.98%	639	1	17.23%
Walmart	526	3	6.45%	N/A		0.00%
Dura Plastic Products	400	4	4.90%	100	2	2.70%
Total	<u>5,393</u>		<u>66.08%</u>	<u>739</u>		<u>19.92%</u>

Total number of jobs within City limits provided by Employment Development Department, Labor Market Information Division

*Principal employer information available for FY 2012, as required by GASB-S44:33.

Source: Primary Employers Source ESRI and Economics

**Full-Time Equivalent City Government Employees by Function
Last Ten (10) Fiscal Years**

Fiscal Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Function										
Administration										
Administration	20	20	20	17	11	11	17	9	9	8
City Clerk	1	1	1	1	1	1	2	2	2	2
City Council	5	5	5	5	5	5	5	5	5	5
Finance	0	0	0	0	0	0	0	7	7	7
Human Resources	0	0	0	0	0	0	0	2	2	2
Information Technology	0	0	0	0	0	0	0	1	1	3
Public safety										
Animal Control	5	5	5	4	3	2	3	2	2	2
Police Officers	51	43	43	42	37	38	43	43	43	43
Police Support	19	19	19	15.5	12	16	16.0	16.5	16.5	17
Community Development										
Planning	7	7	7	1	3	2	7	7	7	7
Community Enhancement	1	1	1	2	2	2	2	2	2	2
Building and Safety	4	4	5	5	4	4	4	4	4	5
Community Services										
Parks and Recreation	16	17	17	19	15	16	8.5	8	8	5
Grounds Maintenance/Streets	19	19	19	11.5	5.5	7.5	19	20	20	20
Pool*	13	15	15	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Public Works										
Public Works	3	3	3	2	2	2	3	2.75	3.5	6.5
Street Maintenance	2	2	2	2	2	1.5	5	5	5	5
Wastewater	0	0	0	0	0	2.5	7	7.25	12	10.5
Transit	21	22	22	22	25	25	26	26	26	23
Total:	187	183	184	156.5	135	143	175	177	182.5	180.5

*FY2012, 2013, and 2014 Lifeguards were counted as 1 FTE instead of 0.5 FTE (part-time)

Source: City of Beaumont Finance Department

**Operating Indicators by Function
Last Ten (10) Fiscal Years**

Fiscal Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Function										
Police										
Calls for service	32,637	32,628	31,667	29,852	30,753	26,357	26,526	27,277	32,056	27,506
Citations issued by Officers	3,645	3,562	4,611	2,320	1,308	2,667	1,702	1,398	1,711	1,036
Physical arrests	1,780	1,795	1,621	1,281	1,434	1,529	1,254	891	821	1,036
Fire										
Total number of calls answered	2,946	2,871	3,020	3,177	3,186	3,225	3,618	3,886	4,282	3879
% of calls for medical aid	82.2%	83.4%	81.0%	83.7%	85.0%	82.2%	82.5%	81.7%	80.2%	84.0%
Highways and streets										
Street resurfacing (miles)	N/A	N/A	N/A	N/A	N/A	0.65	1.05	9	20	28
Potholes repaired	N/A	N/A	N/A	N/A	N/A	49	100	395	638	494
Wastewater										
Average daily sewage treatment (million gallons)	2.650	2.790	3.080	3.080	3.160	3.270	3.390	3.670	3.820	3.700

Note: Fire services are contracted through the County of Riverside

Source: City of Beaumont Public Works and Police Departments, and Riverside County Fire Services

**Capital Assets Statistics by Function
Last Ten (10) Fiscal Years**

Fiscal Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Function										
Public safety										
* Police										
Vehicles Added Value	50,000	85,000	60,000	140,000	-	188,738	247,760	89,268	187,282	487,242
Highways and streets										
Storm Drain Added Value	-	-	-	-	-	-	1,184,800	1,596,757	-	4,001,608
Street Improvements	-	-	-	-	-	399,000	-	-	1,395,105	25,352,242
Culture and recreation										
Parks Added Value	-	-	-	-	-	-	2,208,322	3,600,000	1,050,000	-
Sewer										
Sewer Line Added Value	2,577,842	2,291,354	1,560,925	-	131,226,200	-	-	3,676,047	3,950,198	-
Lift Station Added Value	-	72,974	-	302,719	-	172,238	969,346	-	3,352,629	-
Treatment Plant Expansior	-	-	-	-	14,684	427,311	2,236,307	15,377,340	26,290,328	20,188,903
Brine Pipeline	-	-	-	3,334	-	613,161	1,103,175	18,128,897	16,538,109	2,073,430

* Fire services are contracted through the County of Riverside Fire Dept.

Sources: City of Beaumont Public Works and Police Departments, Riverside County Fire Department



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Audit Quality Center*

California Society of
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To the Honorable City Council
City of Beaumont

We have audited the financial statements of the City of Beaumont as of and for the year ended June 30, 2021, and have issued our report thereon dated January 12, 2022. Professional standards require that we advise you of the following matters relating to our audit.

Our Responsibility in Relation to the Financial Statement Audit

As communicated in our engagement letter dated May 6, 2021, our responsibility, as described by professional standards, is to form and express an opinion(s) about whether the financial statements that have been prepared by management with your oversight are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the United States of America. Our audit of the financial statements does not relieve you or management of your respective responsibilities.

Our responsibility, as prescribed by professional standards, is to plan and perform our audit to obtain reasonable, rather than absolute, assurance about whether the financial statements are free of material misstatement. An audit of financial statements includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control over financial reporting. Accordingly, as part of our audit, we considered the internal control of the City solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

We are also responsible for communicating significant matters related to the audit that are, in our professional judgment, relevant to your responsibilities in overseeing the financial reporting process. However, we are not required to design procedures for the purpose of identifying other matters to communicate to you.

We have provided our findings regarding significant control deficiencies over financial reporting and material noncompliance and other matters noted during our audit in a separate letter to you dated January 12, 2022.

Planned Scope and Timing of the Audit

We conducted our audit consistent with the planned scope and timing we previously communicated to you.



Compliance with All Ethics Requirements Regarding Independence

The engagement team, others in our firm, as appropriate, and our firm, have complied with all relevant ethical requirements regarding independence.

Significant Risk Identified

We have identified the possibility of the following significant risks:

Management's override of internal controls over financial reporting: Management override of internal controls is the intervention by management in handling financial information and making decisions contrary to internal control policy.

Revenue recognition: Management's failure to recognize revenue in accordance with generally accepted accounting principles.

These significant risks are presumptive in most audits and merit attention by the auditors due to the direct impact over financial reporting and internal control processes. Although identified as significant risks, we noted no matters of management override of controls or deviations from generally accepted accounting principles which caused us to modify our audit procedures or any related matters which are required to be communicated to those charged with governance due to these identified risks.

Qualitative Aspects of the City's Significant Accounting Practices

Significant Accounting Policies

Management has the responsibility to select and use appropriate accounting policies. A summary of the significant accounting policies adopted by the City is included in Note 1 to the financial statements. As described in Note 1 to the financial statements, during the year, the City changed its method of accounting for Fiduciary Activities by Adopting Governmental Accounting Standards Board (GASB) Statement No. 84 *Fiduciary Activities*. No matters have come to our attention that would require us, under professional standards, to inform you about (1) the methods used to account for significant unusual transactions and (2) the effect of significant accounting policies in controversial or emerging areas for which there is a lack of authoritative guidance or consensus.

Significant Accounting Estimates

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's current judgments. Those judgments are normally based on knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ markedly from management's current judgments.

The most sensitive accounting estimates affecting the financial statements are:

- Management's estimate of the fair value of investments is based on information provided by financial institutions. We evaluated the key factors and assumptions used to develop the fair value of investments and determined that it is reasonable in relation to the basic financial statements taken as a whole.
- Management's estimate of depreciation expense is based on the useful lives of acquired assets. We evaluated the key factors and assumptions used to develop depreciation expense in determining that it is reasonable in relation to the financial statements taken as a whole.

- Management's estimate of the net pension liability and related deferred inflows and outflows are based on actuarial reports provided by independent actuaries. We evaluated the key factors and assumptions used to develop the estimate in determining that it is reasonable in relation to the statements taken as a whole.

Financial Statement Disclosures

Certain financial statement disclosures involve significant judgment and are particularly sensitive because of their significance to financial statement users. The most sensitive disclosures affecting the City's financial statements relate to:

- The disclosure of fair value of investments in the basic financial statements represents amounts susceptible to market fluctuations.
- The disclosure of accumulated depreciation in the basic financial statements is based on estimated useful lives which could differ from actual useful lives of each capitalized item.
- The disclosure of net pension liability and related deferred inflows and outflows in the basic financial statements is based on actuarial assumptions. Actual future liabilities may vary from disclosed estimates.

Significant Difficulties Encountered during the Audit

We encountered no significant difficulties in dealing with management relating to the performance of the audit.

Uncorrected and Corrected Misstatements

For purposes of this communication, professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that we believe are trivial, and communicate them to the appropriate level of management. Further, professional standards require us to also communicate the effect of uncorrected misstatements related to prior periods on the relevant classes of transactions, account balances or disclosures, and the financial statements as a whole and each applicable opinion unit. Management has corrected all such misstatements.

In addition, professional standards require us to communicate to you all material, corrected misstatements that were brought to the attention of management as a result of our audit procedures. The attached schedule A summarizes material misstatements that we identified as a result of our audit procedures that were brought to the attention of, and corrected by, management.

Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a matter, whether or not resolved to our satisfaction, concerning a financial accounting, reporting, or auditing matter, which could be significant to the City's financial statements or the auditor's report. No such disagreements arose during the course of the audit.

Representations Requested from Management

We have requested certain written representations from management, which are included in the attached letter dated January 12, 2022.

Management's Consultations with Other Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters. Management informed us that, and to our knowledge, there were no consultations with other accountants regarding auditing and accounting matters.

Other Significant Matters, Findings, or Issues

In the normal course of our professional association with the City, we generally discuss a variety of matters, including the application of accounting principles and auditing standards, operating and regulatory conditions affecting the City, and operational plans and strategies that may affect the risks of material misstatement. None of the matters discussed resulted in a condition to our retention as the City's auditors.

Other Information Included in Annual Reports

Pursuant to professional standards, our responsibility as auditors for other information, whether financial or nonfinancial, included in the City's annual reports, does not extend beyond the information identified in the audit report, and we are not required to perform any procedures to corroborate such other information. However, in accordance with such standards:

We applied certain limited procedures to the required supplementary information (RSI) that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

We were engaged to report on the combining and individual non-major fund financial statements and the budgetary comparison schedules, which accompany the financial statements but are not RSI. With respect to this supplementary information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

We were not engaged to report on introductory and statistical sections, which accompany the financial statements but are not RSI. We did not audit or perform other procedures on this other information and we do not express an opinion or provide any assurance on it.

This report is intended solely for the information and use of the Honorable City Council and management of the City and is not intended to be and should not be used by anyone other than these specified parties.

Very truly yours,

Rogers, Anderson, Malody & Scott, LLP.

San Bernardino, California
January 12, 2022

Schedule A

Account	Description	Debit	Credit
Adjusting Journal Entries			
Adjusting Journal Entries JE # 1			
PBC AJE#1- to correct beginning fund balances			
250-0000-3010-020X	RESTRICTED FUND BALANCE - IA20	1,008.97	
255-0000-1000-0000	CLAIM ON CASH	1,008.97	
855-0000-3050-0000	INVESTED - CFD BONDS	35,875,000.00	
999-0000-2400-0000	DUE TO OTHER FUNDS	1,008.97	
250-0000-1000-0000	CLAIM ON CASH		1,008.97
255-0000-3010-020X	RESTRICTED FUND BALANCE - IA20		1,008.97
855-0000-1200-0000	INVESTMENT IN BONDS		35,875,000.00
999-0000-2400-0000	DUE TO OTHER FUNDS		1,008.97
Total		35,878,026.91	35,878,026.91
Adjusting Journal Entries JE # 2			
To correct beginning Fund balances			
100-0000-3090-0000	FUND BALANCE	486.23	
100-1050-7025-0000	OFFICE SUPPLIES		486.23
Total		486.23	486.23
Adjusting Journal Entries JE # 3			
To adjust the worker comp claim liability per actuarial valuation			
Rams1	Workers comp expense	599,725.00	
300-0000-2685-0000	WORKERS COMP CLAIMS		599,725.00
Total		599,725.00	599,725.00
Adjusting Journal Entries JE # 4			
PBC #2 Entries			
250-0000-9950-0000	TRANSFERS IN	2,000.00	
250-0000-9950-0000	TRANSFERS IN	2,000.00	
700-0000-4750-0000	SEWER SERVICE FEES	79,800.00	
250-0000-7051-0000	TRUSTEE FEES		2,000.00
250-0000-7051-0000	TRUSTEE FEES		2,000.00
700-0000-1425-0000	A/R - UTILITY COUNTY ROLL		79,800.00
100-0000-1000-0000	CLAIM ON CASH		
Total		83,800.00	83,800.00
Adjusting Journal Entries JE # 6			
PBC JE0017277			
705-0000-3090-0000	FUND BALANCE	6,451,659.79	
705-0000-2300-0000	DEFERRED REVENUE		6,451,659.79
Total		6,451,659.79	6,451,659.79
Adjusting Journal Entries JE # 7			
To reclass credit debt service to revenue.			
840-0000-8900-0000	DEBT SERVICE	8,950,828.15	
840-0000-8970-0000	OTHER FINANCING SOURCES - BOND PROCEEDS		8,950,828.15
Total		8,950,828.15	8,950,828.15

Adjusting Journal Entries JE # 8			
To properly record the refunding of CFD Debt.			
855-0000-8975-0000	OTHER FINANCING USES - BOND REFUNDING	16,688,069.00	
R850-0000-8900-0000	DEBT SERVICE PAYMENTS	3,563,485.00	
R855-000-1500-0000	PREPAID COST	304,015.00	
850-0000-8900-0000	DEBT SERVICE PAYMENTS		3,563,485.00
855-0000-8950-0000	COST OF ISSUANCE		5,351.00
855-0000-8970-0000	OTHER FINANCING SOURCES - BOND PROCEEDS		16,986,733.00
Total		20,555,569.00	20,555,569.00
Adjusting Journal Entries JE # 11			
To correct investments in CFD's.			
850-0000-8900-0000	DEBT SERVICE PAYMENTS	1,433,734.00	
850-0000-1200-0000	INVESTMENT IN CFD BONDS		1,433,734.00
Total		1,433,734.00	1,433,734.00
Adjusting Journal Entries JE # 13			
To adjust restricted cash with fiscal agents.			
840-0000-2810-0000	DUE TO BONDHOLDERS	28,503,832.00	
840-8031-1127-0000	TRUSTEE-2013A, IA 19C		28,503,832.00
Total		28,503,832.00	28,503,832.00
	Total Adjusting Journal Entries	102,457,661.08	102,457,661.08
	Total All Journal Entries	102,457,661.08	102,457,661.08



January 12, 2022

Rogers, Anderson, Malody and Scott, LLP
 735 E. Carnegie Dr., Suite 100
 San Bernardino, CA 92408

This representation letter is provided in connection with your audit of the City of Beaumont (the City) which comprise of the respective financial position of the governmental activities, the business-type activities, each major fund and the aggregate remaining fund information as of June 30, 2021, as of and for the year then ended, and the related notes to the financial statements, which collectively comprise the City's basic financial statements, for the purpose of expressing opinions on whether the basic financial statements present fairly, in all material respects, the financial position, results of operations, and cash flows, where applicable, of the various opinion units of the City in accordance with accounting principles generally accepted for governments in the United States of America (U.S. GAAP).

Certain representations in this letter are described as being limited to matters that are material. Items are considered material, regardless of size, if they involve an omission or misstatement of accounting information that, in the light of surrounding circumstances, makes it probable that the judgment of a reasonable person relying on the information would be changed or influenced by the omission or misstatement.

We confirm that, to the best of our knowledge and belief, having made such inquiries as we considered necessary for the purpose of appropriately informing ourselves as of January 12, 2022:

Financial Statements

- We have fulfilled our responsibilities, as set out in the terms of the audit engagement dated May 6, 2021, for the preparation and fair presentation of the financial statements of the various opinion units referred to above in accordance with U.S. GAAP.
- We acknowledge our responsibility for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.
- We acknowledge our responsibility for the design, implementation, and maintenance of internal control to prevent and detect fraud.
- We acknowledge our responsibility for compliance with the laws, regulations, and provisions of contracts and grant agreements.
- We have reviewed, approved, and taken responsibility for the financial statements and related notes.
- We have a process to track the status of audit findings and recommendations.
- We have identified and communicated to you all previous audits, attestation engagements, and other studies related to the audit objectives and whether related recommendations have been implemented.
- Significant assumptions used by us in making accounting estimates, including those measured at fair value, are reasonable.
- All related party relationships and transactions have been appropriately accounted for and disclosed in accordance with the requirements of U.S. GAAP.



- All events subsequent to the date of the financial statements and for which U.S. GAAP requires adjustment or disclosure have been adjusted or disclosed.
- The effects of uncorrected misstatements during the current engagement are immaterial, both individually and in the aggregate, to the applicable opinion units and to the financial statements as a whole.
- The effects of all known actual or possible litigation and claims have been accounted for and disclosed in accordance with U.S. GAAP.
- All component units, as well as joint ventures with an equity interest, are included and other joint ventures and related organizations are properly disclosed.
- All funds and activities are properly classified.
- All funds that meet the quantitative criteria in GASB Statement No. 34, *Basic Financial Statements—and Management's Discussion and Analysis—for State and Local Governments*, GASB Statement No. 37, *Basic Financial Statements—and Management's Discussion and Analysis—for State and Local Governments: Omnibus* as amended, and GASB Statement No. 65, *Items Previously Reported as Assets and Liabilities*, for presentation as major are identified and presented as such and all other funds that are presented as major are considered important to financial statement users.
- All components of net position, nonspendable fund balance, and restricted, committed, assigned, and unassigned fund balance are properly classified and, if applicable, approved.
- Our policy regarding whether to first apply restricted or unrestricted resources when an expense is incurred for purposes for which both restricted and unrestricted net position/fund balance are available is appropriately disclosed and net position/fund balance is properly recognized under the policy.
- All revenues within the statement of activities have been properly classified as program revenues, general revenues, contributions to term or permanent endowments, or contributions to permanent fund principal.
- All expenses have been properly classified in or allocated to functions and programs in the statement of activities, and allocations, if any, have been made on a reasonable basis.
- All interfund and intra-entity transactions and balances have been properly classified and reported.
- Deposit and investment risks have been properly and fully disclosed.
- Capital assets, including infrastructure assets, are properly capitalized, reported, and if applicable, depreciated.
- All required supplementary information is measured and presented within the prescribed guidelines.
- With regard to investments and other instruments reported at fair value:
 - The underlying assumptions are reasonable and they appropriately reflect management's intent and ability to carry out its stated courses of action.
 - The measurement methods and related assumptions used in determining fair value are appropriate in the circumstances and have been consistently applied.
 - The disclosures related to fair values are complete, adequate, and in accordance with U.S. GAAP.
 - There are no subsequent events that require adjustments to the fair value measurements and disclosures included in the financial statements.
- With respect to the Preparation of the Financial Statements, we have performed the following:
 - Made all management decisions and performed all management functions;
 - Assigned a competent individual to oversee the services;
 - Evaluated the adequacy of the services performed;
 - Evaluated and accepted responsibility for the result of the service performed; and
 - Established and maintained internal controls, including monitoring ongoing activities.



Information Provided

- We have provided you with:
 - Access to all information, of which we are aware that is relevant to the preparation and fair presentation of the financial statements of the various opinion units referred to above, such as records, documentation, meeting minutes, and other matters;
 - Additional information that you have requested from us for the purpose of the audit; and
 - Unrestricted access to persons within the City from whom you determined it necessary to obtain audit evidence.
- All transactions have been recorded in the accounting records and are reflected in the financial statements.
- We have disclosed to you the results of our assessment of the risk that the financial statements may be materially misstated as a result of fraud.
- We have no knowledge of any fraud or suspected fraud that affects the City and involves:
 - Management;
 - Employees who have significant roles in internal control; or
 - Others where the fraud could have a material effect on the financial statements.
- We have no knowledge of any allegations of fraud, or suspected fraud, affecting the City's financial statements communicated by employees, former employees, vendors, regulators, or others.
- We are not aware of any pending or threatened litigation, claims, and assessments whose effects should be considered when preparing the financial statements.
- We have disclosed to you the identity of all the City's related parties and all the related party relationships and transactions of which we are aware.
- There have been no communications from regulatory agencies concerning noncompliance with or deficiencies in accounting, internal control, or financial reporting practices.
- The City has no plans or intentions that may materially affect the carrying value or classification of assets and liabilities.
- We have disclosed to you all guarantees, whether written or oral, under which the City is contingently liable.
- We have disclosed to you all nonexchange financial guarantees, under which we are obligated and have declared liabilities and disclosed properly in accordance with GASB Statement No. 70, *Accounting and Financial Reporting for Nonexchange Financial Guarantees*, for those guarantees where it is more likely than not that the City will make a payment on any guarantee.
- We have disclosed to you all significant estimates and material concentrations known to management that are required to be disclosed in accordance with GASB Statement No. 62 (GASB-62), *Codification of Accounting and Financial Reporting Guidance Contained in Pre-December 30, 1989 FASB and AICPA Pronouncements*. Significant estimates are estimates at the balance sheet date that could change materially within the next year. Concentrations refer to volumes of business, revenues, available sources of supply, or markets or geographic areas for which events could occur that would significantly disrupt normal finances within the next year.
- We have identified and disclosed to you the laws, regulations, and provisions of contracts and grant agreements that could have a direct and material effect on financial statement amounts, including legal and contractual provisions for reporting specific activities in separate funds.
- There are no:
 -
 -



- Violations or possible violations of laws or regulations, or provisions of contracts or grant agreements whose effects should be considered for disclosure in the financial statements or as a basis for recording a loss contingency, including applicable budget laws and regulations.
- Unasserted claims or assessments that our lawyer has advised are probable of assertion and must be disclosed in accordance with GASB-62.
- Other liabilities or gain or loss contingencies that are required to be accrued or disclosed by GASB-62
- Continuing disclosure consent decree agreements or filings with the Securities and Exchange Commission and we have filed updates on a timely basis in accordance with the agreements (Rule 240, 15c2-12).
- The City has satisfactory title to all owned assets, and there are no liens or encumbrances on such assets nor has any asset or future revenue been pledged as collateral, except as disclosed to you.
- We have complied with all aspects of grant agreements and other contractual agreements that would have a material effect on the financial statements in the event of noncompliance.
- There have been no changes or updates to legal information disclosed to you by our attorney(s) since the date of such legal response and now.

Supplementary Information in Relation to the Financial Statements as a Whole

With respect to the supplementary information (SI) accompanying the financial statements:

- We acknowledge our responsibility for the presentation of the SI in accordance with accounting principles generally accepted for governments in the United States of America (U.S. GAAP).
- We believe the SI, including its form and content, is fairly presented.
- The methods of measurement or presentation have not changed from those used in the prior period.
- We believe the following significant assumptions or interpretations underlying the measurement or presentation of the SI, and the basis for our assumptions and interpretations, are reasonable and appropriate.
- We acknowledge our responsibility to include the auditor's report on the supplementary information in any document containing the supplementary information and that indicates the auditor reported on such supplementary information.
- We acknowledge our responsibility to present the supplementary information with the audited financial statements or, if the supplementary information will not be presented with the audited financial statements, to make the audited financial statements readily available to the intended users of the supplementary information no later than the date of issuance by the City of the supplementary information and the auditor's report thereon.

Required Supplementary Information

With respect to the required supplementary information (RSI) accompanying the financial statements:

- We acknowledge our responsibility for the presentation of the RSI in accordance with accounting principles general accepted for government in the United States of America (U.S. GAAP).



- We believe the RSI, including its form and content, is measured, and fairly presented in accordance with accounting principles generally accepted for governments in the United States of America (U.S. GAAP).
- The methods of measurement or presentation have not changed from those used in the prior period.

Signature: *Todd Parton*

Signature: *Jennifer Ustation*

Title: *City Manager*

Title: *Finance Director*

Printed Name: *Todd Parton*

Printed Name: *Jennifer Ustation*

Date: *1/12/2022*

Date: *1/12/2022*



735 E. Carnegie Dr. Suite 100
San Bernardino, CA 92408
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909 889 5361 F
ramscpa.net

**REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING
AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN
AUDIT OF FINANCIAL STATEMENTS PERFORMED IN
ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

Independent Auditor's Report

PARTNERS

Brenda L. Odle, CPA, MST
Terry P. Shea, CPA
Scott W. Manno, CPA, CGMA
Leena Shanbhag, CPA, MST, CGMA
Bradferd A. Welebir, CPA, MBA, CGMA
Jenny W. Liu, CPA, MST

To the Honorable City Council
City of Beaumont

MANAGERS / STAFF

Gardenya Duran, CPA, CGMA
Brianna Schultz, CPA, CGMA
Seong-Hyea Lee, CPA, MBA
Evelyn Morentin-Barcena, CPA
Veronica Hernandez, CPA
Laura Arvizu, CPA
Xinlu Zoe Zhang, CPA, MSA
John Maldonado, CPA, MSA
Thao Le, CPA, MBA
Julia Rodriguez Fuentes, CPA, MSA

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, business-type activities, each major fund, and the aggregate remaining fund information of the City of Beaumont (the City) as of and for the year ended June 30 2021, and the related notes to the financial statements, which collectively comprise the City's basic financial statements, and have issued our report thereon dated January 12, 2022.

Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

Our consideration of internal control over financial reporting was for the limited purpose described in the preceding paragraph and was not designed to identify all deficiencies in internal control over financial reporting that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that have not been identified. However, as described in the accompanying *Schedule of Findings*, we identified certain deficiencies in internal control that we consider to be significant deficiencies.

MEMBERS

American Institute of
Certified Public Accountants

*PCPS The AICPA Alliance
for CPA Firms*

*Governmental Audit
Quality Center*

*Employee Benefit Plan
Audit Quality Center*

California Society of
Certified Public Accountants



A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the City's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance. We identified deficiencies in internal control over financial reporting, described in the accompanying *Schedule of Findings* as items 2021-001, 2021-002, and 2021-003 that we consider to be significant deficiencies.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the City's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

City of Beaumont's Response to Findings

The City of Beaumont's response to the findings identified in our audit is described in the accompanying *Schedule of Findings*. The City of Beaumont's response was not subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on it.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Rogers, Anderson, Malody & Scott, LLP.

San Bernardino, California
January 12, 2022

**Schedule of Findings
Year Ended June 30, 2021**

A. Current Year Findings**Finding 2021-001 – Overhead Cost Allocation**Condition:

The City allocates certain General Fund costs (administration, maintenance, etc.) to the Sewer Enterprise, Gas Tax, Transit Enterprise, and the Community Facilities District (CPD) Fund. The amounts are based on calculations included in schedules maintained by the Finance Department. Currently, the City is not allocating and recovering any of its indirect costs to federal (or state) grants. While the City completed a cost allocation study in April 2016 and has implemented the cost allocation of administrative costs to the various funds within the City, the City has not had a formal Cost Allocation Plan performed for charging of its costs to federally funded projects.

This finding was previously reported in 2020 as finding 2020-005, in 2019 as finding 2019-002 and in 2018 as finding 2018-007 – Overhead Cost Allocation.

Criteria:

Cost allocation plan methodologies should be thoroughly documented for transparency purposes, and updates to the plans should be done periodically in accordance with best practices.

Cause:

The City does have a formal cost allocation plan to allocate internal costs, and the plan developed internally is not sufficient to claim indirect costs against federal (and state) grant programs.

Effect:

The City could potentially be utilizing allocation methods which result in either less administrative costs or excessive administrative costs being allocated than would be allowable if detailed cost allocation studies were performed on a periodic basis, and in accordance with federal grant requirements. Costs that could be reimbursable from other than local sources may be able to be claimed if adequately supported. For federal awards, the City may elect to use the 10 percent of Modified Total Direct Cost (MTDC) de Minimis indirect rate to recover indirect costs as part of your federal grant budgets. If the City elects to use the 10 percent de Minimis rate, the Uniform Guidance requires that the City use Modified Total Direct Costs as the cost base. MTDC means all direct salaries and wages, applicable fringe benefits, materials and supplies, services, travel, and up to the first \$25,000 of each sub award (regardless of the period of performance of the sub awards under the award).

Recommendation:

We recommend the City perform a full cost allocation study of administrative costs to ensure the detailed methodology for the allocation of administrative costs is reasonable and appropriate, based on the current circumstances, and that the methodology is clearly defined and documented. A plan should be prepared in accordance with the Uniform Guidance in the event the City wishes to allocate and claim the indirect costs against federal (and state) grant programs. Due to the complexity involved in developing a well-supported and reasonable indirect cost plan, the City should evaluate the cost of outsourcing this study as opposed to the use of internal staff time.

Schedule of Findings
Year Ended June 30, 2021

A. Current Year Findings (continued)

Finding 2021-001 - Overhead Cost Allocation (continued)

Management's Response:

While the City completed a cost allocation study in April 2016 and has implemented the cost allocation of administrative cost to the various funds within the city, further work is necessary to fully comply with this recommendation. The City issued an RFP for a Full Cost Allocation Plan on September 28, 2021 and approved a contract with a consultant to provide the City with a Cost Allocation Plan for use beginning FY2023.

Finding 2021-002 – Billings - Segregation of Duties

Criteria:

During our audit, we noted the customer service counter representative collects payments for wastewater, records them into the billing system, and reconciles/approve them before posting into the general ledger.

Condition and Context:

During the audit, lack of segregation of duties was noted in the cash receipt billings process. The Customer Service Counter representative collects payments for wastewater, records them into the billing system, and reconciles/approves them before posting into the general ledger.

Effect:

Lack of segregation of duties related to the cash receipt billing process could result in erroneous, fictitious and or fraudulent cash receipts.

Recommendation:

We recommend that the Finance Department segregate the responsibilities for the collection of cash receipts, the recording of cash receipts into the billing system and the reconciliation of cash receipts to the general ledger.

Management Response to Finding:

Beginning in May 2021, the process for billing was changed to add in a layer of approval. The new process has the customer service counter running billing and the supervisor approves the billing through Info Send for the bills to be completed and mailed. Whoever is running the billing no longer approves the final documents. Finance completes all postings to the general ledger.

**Schedule of Findings
Year Ended June 30, 2021**

A. Current Year Findings (continued)

Finding 2021-003 – Adherence to Investment Policy

Criteria:

Per the City’s investment policy, the City treasurer is required to report quarterly reports to City Council with specific details as documented per the City’s investment policy.

Condition and Context:

During the audit, we noted that the City Treasurer was not reporting quarterly reports to City Council for the entire fiscal year 2021.

Effect:

The purpose of the adoption of an established investment policy is to set forth the overall investment philosophy of the City as decided by its governing board. The policy should be guiding rule and it should be followed without exception.

Recommendation:

We recommend that the Finance Department take steps to inform its City Treasurer of these discrepancies and that the investment policy is to be followed as it is stated. A copy of the investment policy should be provided to the City Treasurer with written correspondence of these matters. An investment policy is a very effective means of protecting the assets of the City, and we suggest that a procedure be implemented to be certain that it is carried out.

Management Response to Finding:

The City approved a contract for investment advisor services on February 16, 2021, and the City Council approved an amended investment policy on May 18, 2021. On August 9, 2021, City staff presented to the Finance and Audit Committee the FY2020-2021 4th Quarter Pooled Cash Investment Report which was then received and filed by the City Council on August 17, 2021. City staff has since included all Trustee accounts within the quarterly reports to encompass all investments held by the City.

Schedule of Findings
Year Ended June 30, 2021

B. Prior Year Findings

Findings 2020-004 Segregation of Duties for Business Licenses Process

Status:

Corrected

Findings 2020-005 Overhead Cost Allocation

Status:

Finding has not been implemented. See repeat finding at 2021-001.



*ROGERS, ANDERSON, MALODY &
SCOTT, LLP*

**CITY COUNCIL PRESENTATION
FOR THE YEAR ENDED JUNE 30, 2021**

JANUARY 18, 2022

**PRESENTED BY:
SCOTT MANNO, CPA, CGMA, PARTNER
VERONICA HERNANDEZ, CPA, AUDIT SUPERVISOR**



ROGERS, ANDERSON, MALODY & SCOTT, LLP
CERTIFIED PUBLIC ACCOUNTANTS, SINCE 1948

The City's Responsibility

Item 8.

2

- Present the City's financial position and results of its operations fairly and in conformity with generally accepted accounting principles.
- Adopt sound accounting policies.
- Provide reasonable accounting estimates.
- Establish and maintain internal controls.
- Prevent and detect fraud.

Responsibilities of Auditor

3

- Obtain **reasonable assurance** that the financial statements are free of material misstatements.
- Examine, on a test basis, evidence supporting amounts and disclosures.
- Assess accounting principles used, estimates made, and evaluate the overall financial statement presentation.
- Review the City's internal control policies and procedures.
- Express an opinion as to whether the Financial Statements are fairly presented, in all material respects, in conformity with generally accepted accounting principles (GAAP).

Audit Process

4

- Perform interim audit (including an internal control review and detailed assessment)
 - Update our understanding of the entity.
 - Review current internal control systems for various cycles.
 - Test controls for various cycles.

- Perform year-end audit field work
 - Conducted sample audit of financial records (audit of numbers).
 - Inspected relevant documentation.
 - Inquired about policies, procedures, transactions, and events.
 - Confirmed balances and transactions with third parties.
 - Performed analytical procedures.

- Financial Statement Preparation
 - Compile financial statement data and supplemental notes disclosure information with City staff and develop an opinion.

Our Opinion

5

- Financial statements are fairly presented in all material respects. (unmodified “clean opinion”).
- Significant accounting policies have been consistently applied.
- Estimates appear reasonable.
- Disclosures are properly reflected in the financial statements.

Other Key Points

6

- No disagreements with management.
- No material errors or irregularities discovered.
- No significant accounting issues discovered.

Rogers, Anderson, Malody & Scott, LLP

Item 8.

Questions?



Scott Manno, CPA, CGMA, Partner
Veronica Hernandez, CPA, Audit Supervisor





Staff Report

TO: City Council
FROM: Jennifer Ustation, Finance Director
DATE: January 18, 2022
SUBJECT: **FY2022 Mid-Year Budget Amendment 3/CIP/Wastewater/General Fund and Ratification of Emergency Wastewater Vehicle Purchase**

Background and Analysis:

During the fiscal year, City staff prepares amendments to the budget as needed. This report requests adjustments to the Capital Improvement Plan budget, Wastewater Operating budget and General Fund budget.

Capital Improvement Plan Budget

On December 21, 2021, City Council adopted a resolution to amend the Prior-Year Capital Improvement Plan 2016-2021. The amendment increased the Wastewater Treatment Plant Expansion and Renovation Project (2017-005) from \$67,235,187 to \$76,334,187. The budget adjustment will allow for a transfer-out of \$3,099,000 of Pay-Go funds to the project, \$4,813,376 of Wastewater Development Impact Fees and provide the spending authority within the Wastewater Capital Project Fund for \$1,186,624 of bond interest. The budget adjustment form for the Capital Improvement Plan have been included as Attachment A.

Funding Source	Project Cost	Fund
Pay-GO Funds	\$ 3,099,000	Wastewater Capital Project
Wastewater DIF	\$ 4,813,376	Wastewater Capital Project
Bond Interest	\$ 1,186,624	Wastewater Capital Project

Wastewater Fund

Wastewater has two trucks that are not operable and need to be retired due to the inability to pass smog testing and the cost of needed repairs. These vehicles are

required for daily operations. A truck became available and was purchased on an emergency basis to prevent disruption to the wastewater operations. Due to supply shortages from the COVID-19 pandemic it is extremely difficult to procure vehicles. The additional truck will be purchased as one becomes available.

This budget amendment will provide a line-item adjustment that reallocates funds budgeted for the brine line maintenance fees for the purchase of two trucks. The City has some one-time savings in these fees since the volume of brine produced by the City has been lower than projected. The budget adjustment form for the Wastewater Fund has been included as Attachment B.

Line Item	Increase/(Decrease)	Fund
Brine Line Maintenance	\$ (86,944)	Wastewater Operations
Vehicles	\$ 86,944	Wastewater Operations

General Fund

Revenue

The City has received four months of sales tax revenue receipts and it is trending higher than budgeted. This increase will be monitored for any further adjustments.

Revenue	Increase/(Decrease)	Fund
Sales Tax	\$475,912	General Fund

Expense

The City has an obligation with the State of California, Department of Finance (State) to pay an outstanding amount due from the State's Due Diligence Review. The original amount due was \$2,875,912. The agreement called for annual payments of \$300,000 through July 15, 2022, with a final payment of \$175,912 due on July 15, 2023. Paying off this liability early will allow the City to use those funds towards programs and eliminate the liability from the City's financial statements. The budget adjustment form for the General Fund have been included as Attachment C.

Expense	Increase/(Decrease)	Fund
Admin Contractual Services	\$ 475,912	General Fund

Fiscal Impact:

The fiscal impact of this report is increasing the spending authority of project 2017-005 by \$9,099,000 and thereby reducing the Pay-Go fund balance by \$3,099,000 and reducing Wastewater DIF Fund by \$4,813,376 and increases the General Fund revenue and expenses by \$475,912. The costs to prepare this staff report is estimated to be \$890.

Recommended Action:

Approve the Capital Improvement Plan budget adjustments as outlined in Attachment A,
 Approve the budget adjustments as outlined in Attachment B,
 Approve the budget adjustments as outlines in Attachment C, and
 Ratify the cost of emergency vehicle purchase paid to Fritts Ford in the amount of \$41,943.78.

Attachments:

- A. Capital Improvement Plan Budget Adjustment Form
- B. Wastewater Fund Budget Adjustment Form
- C. General Fund Budget Adjustment Form
- D. Invoice for vehicle purchase from Fritts Ford

INVOICE

WARREN ANDERSON FORD DBA

FRITTS FORD

8000 Auto Dr
Riverside, CA, 92504
951-353-8800

DATE JAN 11, 2022
INVOICE # F02100
Vehicle F 250

Prepared by: Vikiy Garay

CITY OF BEAUMONT
550 E 6TH ST
BEAUMONT, CA 92223

Comments or special instructions:
KEVIN LEE

Description	AMOUNT
2022 F250 VIN# 1FTBF2B64NED05452	\$38,910.00
TIRE FEE	\$8.75
CVR	\$9.50
SALES TAX	\$3,015.53

Please feel free to contact me directly
Vikiy Garay 951-353-8800 x504

Fritts Ford does not accept credit or debit cards for the payment of vehicles





Staff Report

TO: City Council
FROM: Jennifer Ustation, Finance Director
DATE: January 18, 2022
SUBJECT: Pension Funding Policy and Investment Strategy for PARS 115 Trust

Background and Analysis:

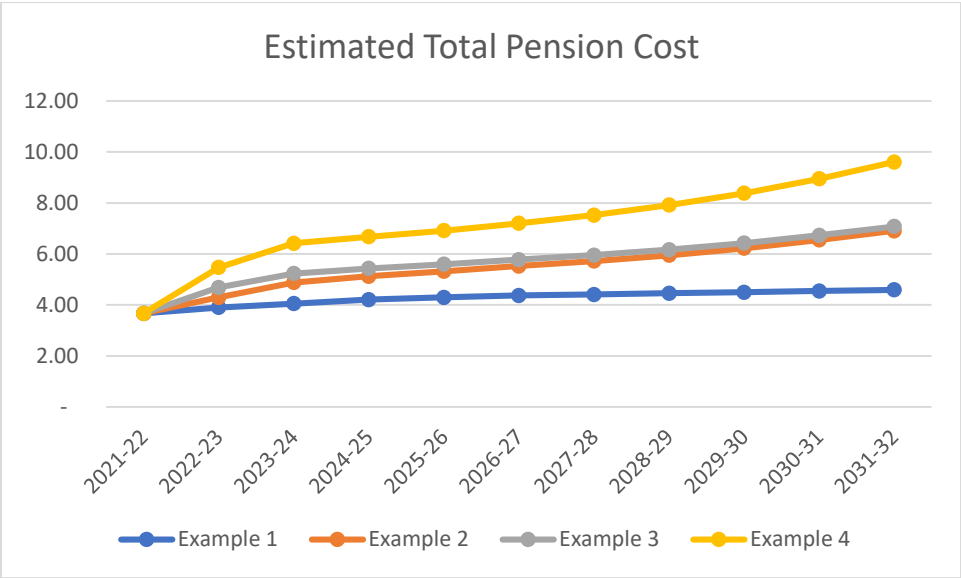
On September 21, 2021, City Council was presented with an update on CalPERS which discussed the current unfunded liability, the recent trigger of CalPERS Funding Risk Mitigation Policy and where CalPERS was in their current Asset Liability Management Process. City Council directed City staff to research pension 115 trust options, model financial scenarios and create a pension funding policy.

On December 7, 2021, the City Council approved the establishment of a pension 115 trust with Public Agency Retirement Services (PARS). The next steps in the process were to model financial scenarios and provide City Council with options on a funding policy with a recommendation from the Finance and Audit Committee. Once the funding policy and investment strategy have been chosen, PARS will provide an investment policy tailored to the chosen investment strategy for Finance and Audit Committee review and recommend to City Council for approval.

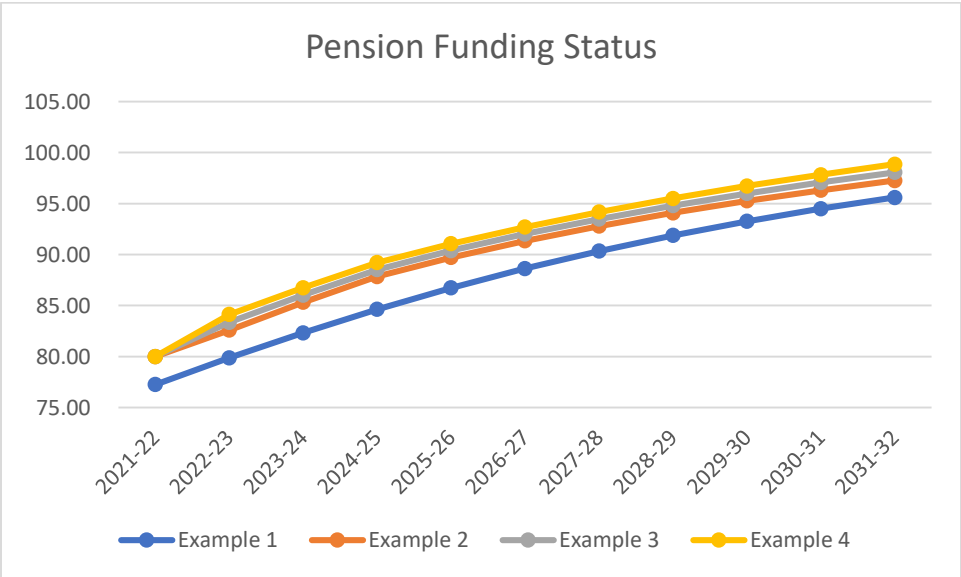
Pension Funding Policy Examples

Provided as Attachment A is a funding policy matrix. The matrix provides what the City is currently required to do through CalPERS (Example 1) which then builds to add an extra layer of funding level. The matrix addresses time frame, funding components, allowable uses of funding components, service delivery outcomes and fiscal impact. The City is currently 75.7% funded as of June 30, 2020, valuation.

The cost to the City for each layer of funding level has been modeled for each example in the matrix. These costs are estimates as the actual results of scenarios are unknown at this point. Once the policy is put in place it will be prudent to evaluate results annually to determine if the costs outweigh the results.



The overall pension funding status will vary based on the actual inputs to the system. City staff have modeled the scenarios that have been provided to determine the estimated pension funding status based off the scenarios provided.

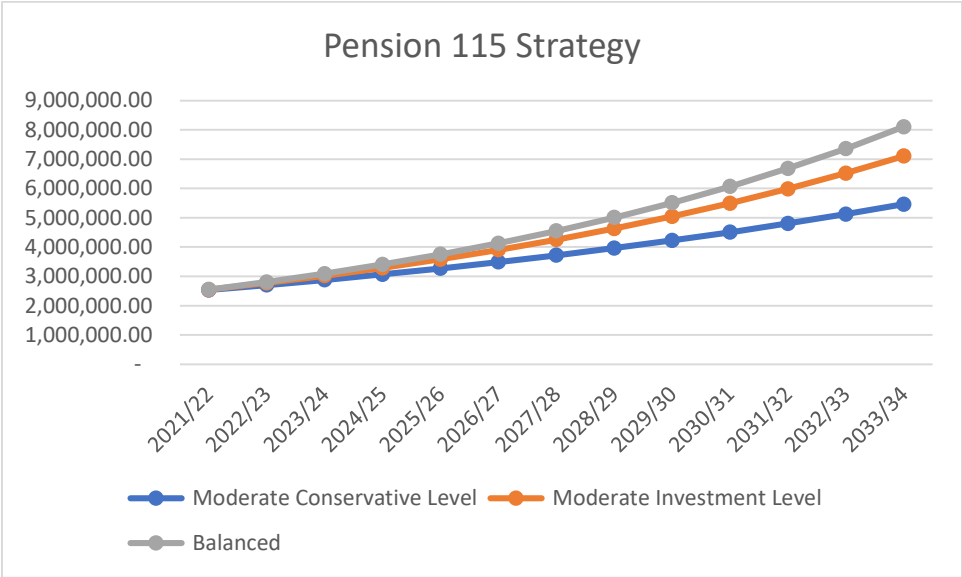


Pension 115 Trust Investment Strategy

PARS provides five (5) different strategy options with each option being either an active or passive approach. An active approach allows for actively buying and selling assets in the anticipation of making profits and outperforming a benchmark. A passive approach is a long-term strategy in which investors buy and hold a diversified mix of assets in an

effort to match, not beat the market. City staff has modeled out three of the five options with potential scenarios based on the five-year return for each of the strategies at an active level.

<u>Strategy</u>	<u>Equity %</u>	<u>Fixed Income</u>	<u>Cash</u>
Moderate Conservative	20-40%	50-80%	0-20%
Moderate	40-60%	40-60%	0-20%
Balanced	50-70%	30-50%	0-20%



City Staff Recommendations

City staff recommends starting with Example 2 for the funding policy with an active moderate investment strategy. Example 2 has shown to have a target funding level of 85% with a minimum funding level of 80% and maximum level of 100%. Steps will be taken during the budget process to determine if Example 3 could be implemented without impacting service delivery. Costs of this funding policy could be reduced, should the PARS 115 trust outperform the model. Providing an active approach will potentially allow the investments earnings to outperform the benchmark therefore reducing the amount needed to be input to the trust.

On January 10, 2022, the Finance and Audit Committee discussed the pension funding policy and investment strategy and are recommending to City Council Example 2 as presented in the matrix with an active moderate investment strategy.

Fiscal Impact:

The fiscal impact of Example 2 pension funding policy is \$2.5 million of earmarked reserves transferred to the PARS 115 Trust fund, and an increase of approximately \$360,000 of normal pension costs programmed into FY2023 budget. City staff estimates the cost to prepare this report to be \$780.

Recommended Action:

Approve Example 2 of the pension funding policy with an active moderate investment strategy for the PARS 115 Trust.

Attachments:

- A. Pension Funding Policy Matrix
- B. Highmark Portfolio Performance Reports as of September 30, 2021

Pension Funding Policy Examples				
Pension Funding Policy Elements	Example 1: CalPERS (Baseline)	Example 2: Lower Funding Target	Example 3: Medium Funding Target	Example 4: Higher Funding Target
% Funded Goal (Range)	100%, no lower element of range	80%-100%; Target of 85%	80% - 100%; Target of 95%	90% - 100%+; Target of 100%+
Time Frame	30 years	Within 10 years	Within 10 years	Within 10 years
Funding Components	Normal Cost (NC) calculated at 7.0% Discount Rate	(+) Contribute \$2.5m identified to 115 Trust	(+) Identify funding for the pension obligation through budget	(+) Recalculate the NC with 6% DR
	Changes in actuarial assumptions amortized over 20 years	(+) Using a more conservative discount rate (DR) 6.5% for calculation of normal cost	(+) Amend Reserve Policy, 50% excess BSR can be allocated for pension costs (all funds contribute a commensurate amount)	(+) Amend existing BSR policy, 100% excess BSR allocated for pension costs (all funds contribute a commensurate amount)
	UAL amortized over 30 years for gains/losses; calculated at 7% Discount Rate (20 years beginning 6/30/2021)			

<p>Allowable Uses of Funding Components</p>	<p>NC covers pay-go portion ; UAL portion pays off unfunded liability in 30 years if CalPERS investment returns met</p>	<p>(+) Reach one-year of funding for CalPERS ADC in 115 Trust Fund (invest moderately); subsequent proactive funding to CalPERS as ADP</p>	<p>(+) Fresh start in concept for the Safety group, beginning in a target year</p>	<p>(-) Contractual Fresh Start for the Safety group beginning in a target year in-leiu of fresh start in concept</p>
<p>Service Delivery Outcomes</p>	<p>Continue services throughout the City including the ability to keep up with cost of doing business as well as limited strategic investments.</p>	<p>Continue current service levels, limitations on additional service delivery including an ability to keep up with the cost of doing business. Prioritization would continue to be necessary annually through the budget process.</p>	<p>(+) City Manager to identify plan to address additional contributions to pension as part of annual budget process/ (+) Impacts on service delivery and/or structural additional revenue</p>	<p>(+) Significant adverse impacts on service delivery levels; additional revenue</p>
<p>Fiscal Impact</p>	<p>Approx \$4.05m total pension cost for FY24</p>	<p>Approx \$4.41m total pension cost for FY24</p>	<p>Approx \$5.23m total pension cost for FY24</p>	<p>Approx \$6.42m total pension cost for FY24</p>
<p>(+) Indicates that this is in addition to the step to the left while (-) indicates that this is instead of the step to the left.</p>				

PARS DIVERSIFIED PORTFOLIOS MODERATELY CONSERVATIVE

Q3 2021

WHY THE PARS DIVERSIFIED MODERATELY CONSERVATIVE PORTFOLIO?

Comprehensive Investment Solution

HighMark® Capital Management, Inc.'s (HighMark) diversified investment portfolios are designed to balance return expectations with risk tolerance. Key features include: sophisticated asset allocation and optimization techniques, four layers of diversification (asset class, style, manager, and security), access to rigorously screened, top tier money managers, flexible investment options, and experienced investment management.

Rigorous Manager Due Diligence

Our manager review committee utilizes a rigorous screening process that searches for investment managers and styles that have not only produced above-average returns within acceptable risk parameters, but have the resources and commitment to continue to deliver these results. We have set high standards for our investment managers and funds. This is a highly specialized, time consuming approach dedicated to one goal: competitive and consistent performance.

Flexible Investment Options

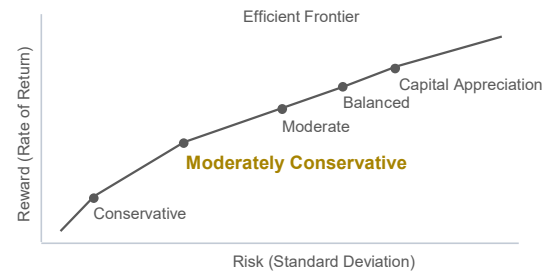
In order to meet the unique needs of our clients, we offer access to flexible implementation strategies: HighMark Plus utilizes actively managed mutual funds while Index Plus utilizes index-based securities, including exchange-traded funds. Both investment options leverage HighMark's active asset allocation approach.

Risk Management

The portfolio is constructed to control risk through four layers of diversification – asset classes (cash, fixed income, equity), investment styles (large cap, small cap, international, value, growth), managers and securities. Disciplined mutual fund selection and monitoring process helps to drive return potential while reducing portfolio risk.

INVESTMENT OBJECTIVE

To provide current income, with capital appreciation as a secondary objective. The major portion of the assets is committed to income-producing securities. Market fluctuations should be expected.



ASSET ALLOCATION — MODERATELY CONSERVATIVE PORTFOLIO

	Strategic Range	Policy	Tactical
Equity	20 - 40%	30%	32%
Fixed Income	50 - 80%	65%	67%
Cash	0 - 20%	5%	1%

ANNUALIZED TOTAL RETURNS (Gross of Investment Management Fees, but Net of Embedded Fund Fees)

HighMark Plus Composite (Active)		Index Plus Composite (Passive)	
Current Quarter*	-0.58%	Current Quarter*	-0.32%
Blended Benchmark**,**	-0.21%	Blended Benchmark**,**	-0.21%
Year To Date*	3.36%	Year To Date*	3.16%
Blended Benchmark**,**	3.25%	Blended Benchmark**,**	3.25%
1 Year	9.83%	1 Year	8.50%
Blended Benchmark**	8.83%	Blended Benchmark**	8.83%
3 Year	7.80%	3 Year	7.52%
Blended Benchmark**	7.57%	Blended Benchmark**	7.57%
5 Year	6.61%	5 Year	6.11%
Blended Benchmark**	6.34%	Blended Benchmark**	6.34%
10 Year	6.64%	10 Year	6.15%
Blended Benchmark**	6.20%	Blended Benchmark**	6.20%

* Returns less than one year are not annualized. **Breakdown for Blended Benchmark: From 10/1/2012 - Present: 15.5% S&P500, 3% Russell Mid Cap, 4.5% Russell 2000, 2% MSCI EM (net), 4% MSCI EAFE (net), 49.25% Bloomberg US Agg, 14% ICE BofA 1-3 Yr US Corp/Gov't, 1.75% ICE BofA US High Yield Master II, 1% Wilshire REIT, and 5% FTSE 1 Mth US T-Bill. From 4/1/2007 - 9/30/2012: the blended benchmark was 25% S&P 500; 1.5% Russell 2000, 3.5% MSCI EAFE (net), 25% ICE BofA 1-3 Year Corp./Gov't, 40% Bloomberg US Agg, 5% FTSE 1 Mth US T-Bill. Prior to April 2007, the blended benchmark was 30% S&P 500, 25% ICE BofA 1-3Yr Corp/Gov, 40% Bloomberg US Agg, and 5% FTSE 1 Mth US T-Bill.

ANNUAL RETURNS (Gross of Investment Management Fees, but Net of Embedded Fund Fees)

HighMark Plus Composite (Active)		Index Plus Composite (Passive)	
2008	-15.37%	2008	-12.40%
2009	18.71%	2009	11.92%
2010	10.46%	2010	9.72%
2011	1.75%	2011	3.24%
2012	10.88%	2012	8.24%
2013	7.30%	2013	6.78%
2014	4.41%	2014	5.40%
2015	0.32%	2015	-0.18%
2016	4.94%	2016	5.42%
2017	9.56%	2017	8.08%
2018	-2.60%	2018	-2.33%
2019	13.73%	2019	13.53%
2020	10.76%	2020	9.74%

PORTFOLIO FACTS

HighMark Plus (Active)
Composite Inception Date 08/2004
No of Holdings in Portfolio 20

Index Plus (Passive)
Composite Inception Date 08/2005
No of Holdings in Portfolio 13

HOLDINGS

HighMark Plus (Active)

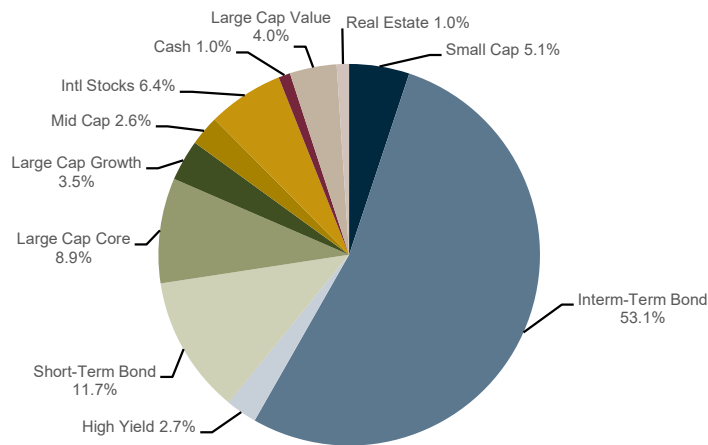
Columbia Contrarian Core I3
 Vanguard Growth & Income Adm
 Dodge & Cox Stock Fund
 iShares S&P 500 Value ETF
 Harbor Capital Appreciation - Retirement
 T. Rowe Price Growth Stock - I
 iShares Russell Mid-Cap ETF
 Vanguard Real Estate ETF
 Undiscovered Managers Behavioral Value-R6
 Victory RS Small Cap Growth - R6
 DFA Large Cap International Portfolio
 Dodge & Cox International Stock
 MFS International Growth - R6
 Hartford Schroders Emerging Markets Eq
 Vanguard Short-Term Invest-Grade Adm
 PIMCO High Yield Instl
 PIMCO Total Return Fund - Inst
 PGIM Total Return Bond - R6
 DoubleLine Core Fixed Income - I
 First American Government Obligations Z

Index Plus (Passive)

iShares Core S&P 500 ETF
 iShares S&P 500 Value ETF
 iShares S&P 500 Growth ETF
 iShares Russell Mid-Cap ETF
 Vanguard Real Estate ETF
 iShares Russell 2000 Value ETF
 iShares Russell 2000 Growth ETF
 iShares Core MSCI EAFE ETF
 Vanguard FTSE Emerging Markets ETF
 Vanguard Short-Term Invest-Grade Adm
 iShares Core U.S. Aggregate
 Vanguard High-Yield Corp Adm
 First American Government Obligations Z

Holdings are subject to change at the discretion of the investment manager.

STYLE



The performance records shown represent a size-weighted composite of tax exempt accounts that meet the following criteria: Accounts are managed by HighMark with full investment authority according to the PARS Moderately Conservative active and passive objectives.

The adviser to the PARS portfolios is US Bank, and HighMark serves as sub-adviser to US Bank to manage these portfolios. US Bank may charge clients as much as 0.60% annual management fee based on a sliding scale. US Bank pays HighMark 60% of the annual management fee for assets sub-advised by HighMark under its sub-advisory agreement with US Bank. The 0.36% paid to HighMark, as well as other expenses that may be incurred in the management of the portfolio, will reduce the portfolio's returns. Assuming an investment for five years, a 5% annual total return, and an annual sub-advisory fee rate of 0.36% deducted from the assets at market at the end of each year, a \$10 million initial value would grow to \$12.53 million after fees (Net-of-Fees) and \$12.76 million before fees (Gross-of-Fees). Gross returns are presented before management and custodial fees but after all trading expenses and reflect the reinvestment of dividends and other income. A client's return will be reduced by the advisory fees and other expenses it may incur as a client. Additional information regarding the firm's policies and procedures for calculating and reporting performance results is available upon request. Performance results are calculated and presented in U.S. dollars and do not reflect the deduction of investment advisory fees, custody fees, or taxes but do reflect the deduction of trading expenses. Returns are calculated based on trade-date accounting.

Blended benchmarks represent HighMark's strategic allocations between equity, fixed income, and cash and are rebalanced monthly. Benchmark returns do not reflect the deduction of advisory fees or other expenses of investing but assumes the reinvestment of dividends and other earnings. An investor cannot invest directly in an index. The unmanaged S&P 500 Index is representative of the performance of large companies in the U.S. stock market. The MSCI EAFE Index is a free float-adjusted market capitalization index designed to measure developed market equity performance, excluding the U.S. and Canada. The MSCI Emerging Markets Index is a free float-adjusted market capitalization index that is designed to measure equity market performance in the global emerging markets. The Russell Midcap Index measures the performance of the mid-cap segment of the U.S. equity universe. The Russell 2000 Index measures the performance of the small-cap segment of the U.S. equity universe. The ICE BofA US High Yield Master II Index tracks the performance of below investment grade U.S. dollar-denominated corporate bonds publicly issued in the U.S. domestic market. Wilshire REIT index measures U.S. publicly traded Real Estate Investment Trusts. The unmanaged Bloomberg U.S. Aggregate Bond Index is generally representative of the U.S. taxable bond market as a whole. The ICE BofA 1-3 Year U.S. Corporate & Government Index tracks the bond performance of the ICE BofA U.S. Corporate & Government Index, with a remaining term to final maturity less than 3 years. The unmanaged FTSE 1-Month U.S. Treasury Bill Index tracks the yield of the 1-month U.S. Treasury Bill.

HighMark Capital Management, Inc. (HighMark), an SEC-registered investment adviser, is a wholly owned subsidiary of MUFG Union Bank, N.A. (MUB). HighMark manages institutional separate account portfolios for a wide variety of for-profit and nonprofit organizations, public agencies, and public and private retirement plans. MUB, a subsidiary of MUFG Americas Holdings Corporation, provides certain services to HighMark and is compensated for these services. Past performance does not guarantee future results. Individual account management and construction will vary depending on each client's investment needs and objectives. **Investments employing HighMark strategies are NOT insured by the FDIC or by any other Federal Government Agency, are NOT Bank deposits, are NOT guaranteed by the Bank or any Bank affiliate, and MAY lose value, including possible loss of principal.**

HIGHMARK CAPITAL MANAGEMENT

350 California Street
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 800-582-4734

ABOUT THE ADVISER

HighMark® Capital Management, Inc. (HighMark) has 100 years (including predecessor organizations) of institutional money management experience with \$9.4 billion in assets under management and \$9.6 billion in assets under advisement*. HighMark has a long term disciplined approach to money management and currently manages assets for a wide array of clients.

ABOUT THE PORTFOLIO MANAGEMENT TEAM

Andrew Brown, CFA®

Senior Portfolio Manager
 Investment Experience: since 1994
 HighMark Tenure: since 1997
 Education: MBA, University of Southern California; BA, University of Southern California

Salvatore "Tory" Milazzo III, CFA®

Senior Portfolio Manager
 Investment Experience: since 2004
 HighMark Tenure: since 2014
 Education: BA, Colgate University

J. Keith Stribling, CFA®

Senior Portfolio Manager
 Investment Experience: since 1985
 HighMark Tenure: since 1995
 Education: BA, Stetson University

Christiane Tsuda

Senior Portfolio Manager
 Investment Experience: since 1987
 HighMark Tenure: since 2010
 Education: BA, International Christian University, Tokyo

Anne Wimmer, CFA®

Senior Portfolio Manager
 Investment Experience: since 1987
 HighMark Tenure: since 2007
 Education: BA, University of California, Santa Barbara

Randy Yurchak, CFA®

Senior Portfolio Manager
 Investment Experience: since 2002
 HighMark Tenure: since 2017
 Education: MBA, Arizona State University; BS, University of Washington

Asset Allocation Committee

Number of Members: 17
 Average Years of Experience: 26
 Average Tenure (Years): 14

Manager Review Group

Number of Members: 8
 Average Years of Experience: 20
 Average Tenure (Years): 9

*Assets under management ("AUM") include assets for which HighMark provides continuous and regular supervisory and management services. Assets under advisement ("AUA") include assets for which HighMark provides certain investment advisory services (including, but not limited to, investment research and strategies) for client assets of its parent company, MUFG Union Bank, N.A.

PARS DIVERSIFIED PORTFOLIOS MODERATE

Q3 2021

WHY THE PARS DIVERSIFIED MODERATE PORTFOLIO?

Comprehensive Investment Solution

HighMark® Capital Management, Inc.'s (HighMark) diversified investment portfolios are designed to balance return expectations with risk tolerance. Key features include: sophisticated asset allocation and optimization techniques, four layers of diversification (asset class, style, manager, and security), access to rigorously screened, top tier money managers, flexible investment options, and experienced investment management.

Rigorous Manager Due Diligence

Our manager review committee utilizes a rigorous screening process that searches for investment managers and styles that have not only produced above-average returns within acceptable risk parameters, but have the resources and commitment to continue to deliver these results. We have set high standards for our investment managers and funds. This is a highly specialized, time consuming approach dedicated to one goal: competitive and consistent performance.

Flexible Investment Options

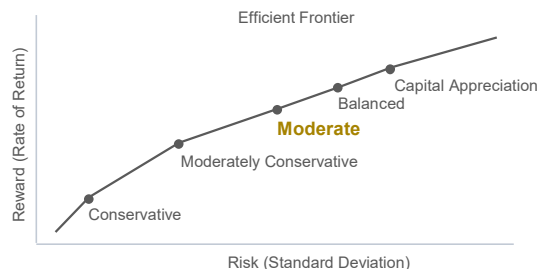
In order to meet the unique needs of our clients, we offer access to flexible implementation strategies: HighMark Plus utilizes actively managed mutual funds while Index Plus utilizes index-based securities, including exchange-traded funds. Both investment options leverage HighMark's active asset allocation approach.

Risk Management

The portfolio is constructed to control risk through four layers of diversification – asset classes (cash, fixed income, equity), investment styles (large cap, small cap, international, value, growth), managers and securities. Disciplined mutual fund selection and monitoring process helps to drive return potential while reducing portfolio risk.

INVESTMENT OBJECTIVE

To provide current income and moderate capital appreciation. It is expected that dividend and interest income will comprise a significant portion of total return, although growth through capital appreciation is equally important.



ASSET ALLOCATION — MODERATE PORTFOLIO

	Strategic Range	Policy	Tactical
Equity	40 - 60%	50%	53%
Fixed Income	40 - 60%	45%	46%
Cash	0 - 20%	5%	1%

ANNUALIZED TOTAL RETURNS (Gross of Investment Management Fees, but Net of Embedded Fund Fees)

HighMark Plus Composite (Active)

Current Quarter*	-1.05%
Blended Benchmark**,**	-0.41%
Year To Date*	6.00%
Blended Benchmark**,**	6.22%
1 Year	15.94%
Blended Benchmark**	15.32%
3 Year	9.54%
Blended Benchmark**	9.40%
5 Year	8.93%
Blended Benchmark**	8.73%
10 Year	8.72%
Blended Benchmark**	8.63%

Index Plus Composite (Passive)

Current Quarter*	-0.54%
Blended Benchmark**,**	-0.41%
Year To Date*	6.19%
Blended Benchmark**,**	6.22%
1 Year	14.77%
Blended Benchmark**	15.32%
3 Year	9.10%
Blended Benchmark**	9.40%
5 Year	8.34%
Blended Benchmark**	8.73%
10 Year	8.35%
Blended Benchmark**	8.63%

* Returns less than one year are not annualized. **Breakdown for Blended Benchmark: From 10/1/2012 – Present: 26.5% S&P500, 5% Russell Mid Cap, 7.5% Russell 2000, 3.25% MSCI EM (net), 6% MSCI EAFE (net), 33.50% Bloomberg US Agg, 10% ICE BofA 1-3 Yr US Corp/Govt, 1.50% ICE BofA US High Yield Master II, 1.75% Wilshire REIT, and 5% FTSE 1 Mth US T-Bill. From 4/1/2007 – 9/30/2012: the blended benchmark was 43% S&P 500; 2% Russell 2000, 5% MSCI EAFE (net), 15% ICE BofA 1-3 Year Corp./Govt, 30% Bloomberg US Agg, 5% FTSE 1 Mth US T-Bill. Prior to April 2007: the blended benchmark was 50% S&P 500, 15% ICE BofA 1-3Yr Corp/Govt, 30% Bloomberg US Agg, and 5% FTSE 1 Mth US T-Bill.

ANNUAL RETURNS (Gross of Investment Management Fees, but Net of Embedded Fund Fees)

HighMark Plus Composite (Active)

2008	-22.88%
2009	21.47%
2010	12.42%
2011	0.55%
2012	12.25%
2013	13.06%
2014	4.84%
2015	0.14%
2016	6.45%
2017	13.19%
2018	-4.03%
2019	17.71%
2020	12.92%

Index Plus Composite (Passive)

2008	-18.14%
2009	16.05%
2010	11.77%
2011	2.29%
2012	10.91%
2013	12.79%
2014	5.72%
2015	-0.52%
2016	7.23%
2017	11.59%
2018	-4.03%
2019	17.52%
2020	11.23%

PORTFOLIO FACTS

HighMark Plus (Active)

Composite Inception Date	10/2004
No of Holdings in Portfolio	20

Index Plus (Passive)

Composite Inception Date	
No of Holdings in Portfolio	13

HOLDINGS

HighMark Plus (Active)

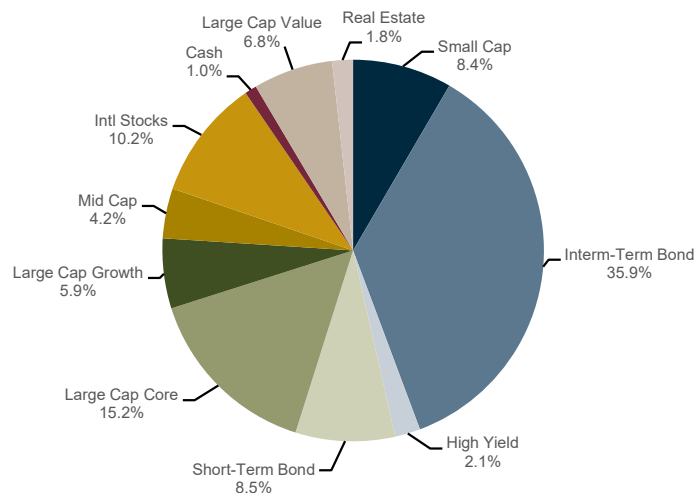
Columbia Contrarian Core I3
 Vanguard Growth & Income Adm
 Dodge & Cox Stock Fund
 iShares S&P 500 Value ETF
 Harbor Capital Appreciation - Retirement
 T. Rowe Price Growth Stock - I
 iShares Russell Mid-Cap ETF
 Vanguard Real Estate ETF
 Undiscovered Managers Behavioral Value-R6
 Victory RS Small Cap Growth - R6
 DFA Large Cap International Portfolio
 Dodge & Cox International Stock
 MFS International Growth - R6
 Hartford Schroders Emerging Markets Eq
 Vanguard Short-Term Invest-Grade Adm
 PIMCO High Yield Instl
 PIMCO Total Return Fund - Inst
 PGIM Total Return Bond - R6
 DoubleLine Core Fixed Income - I
 First American Government Obligations Z

Index Plus (Passive)

iShares Core S&P 500 ETF
 iShares S&P 500 Value ETF
 iShares S&P 500 Growth ETF
 iShares Russell Mid-Cap ETF
 Vanguard Real Estate ETF
 iShares Russell 2000 Value ETF
 iShares Russell 2000 Growth ETF
 iShares Core MSCI EAFE ETF
 Vanguard FTSE Emerging Markets ETF
 Vanguard Short-Term Invest-Grade Adm
 iShares Core U.S. Aggregate
 Vanguard High-Yield Corp Adm
 First American Government Obligations Z

Holdings are subject to change at the discretion of the investment manager.

STYLE



The performance records shown represent size-weighted composites of tax exempt accounts that meet the following criteria: Accounts are managed by HighMark with full investment authority according to the PARS Moderate active and passive objectives.

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Blended benchmarks represent HighMark's strategic allocations between equity, fixed income, and cash and are rebalanced monthly. Benchmark returns do not reflect the deduction of advisory fees or other expenses of investing but assumes the reinvestment of dividends and other earnings. An investor cannot invest directly in an index. The unmanaged S&P 500 Index is representative of the performance of large companies in the U.S. stock market. The MSCI EAFE Index is a free float-adjusted market capitalization index designed to measure developed market equity performance, excluding the U.S. and Canada. The MSCI Emerging Markets Index is a free float-adjusted market capitalization index that is designed to measure equity market performance in the global emerging markets. The Russell Midcap Index measures the performance of the mid-cap segment of the U.S. equity universe. The Russell 2000 Index measures the performance of the small-cap segment of the U.S. equity universe. The ICE BofA US High Yield Master II Index tracks the performance of below investment grade U.S. dollar-denominated corporate bonds publicly issued in the U.S. domestic market. Wilshire REIT index measures U.S. publicly traded Real Estate Investment Trusts. The unmanaged Bloomberg U.S. Aggregate Bond Index is generally representative of the U.S. taxable bond market as a whole. The ICE BofA 1-3 Year U.S. Corporate & Government Index tracks the bond performance of the ICE BofA U.S. Corporate & Government Index, with a remaining term to final maturity less than 3 years. The unmanaged FTSE 1-Month U.S. Treasury Bill Index tracks the yield of the 1-month U.S. Treasury Bill.

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HIGHMARK CAPITAL MANAGEMENT

350 California Street
 Suite 1600
 San Francisco, CA 94104
 800-582-4734

ABOUT THE ADVISER

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ABOUT THE PORTFOLIO MANAGEMENT TEAM

Andrew Brown, CFA®

Senior Portfolio Manager
 Investment Experience: since 1994
 HighMark Tenure: since 1997
 Education: MBA, University of Southern California; BA, University of Southern California

Salvatore "Tory" Milazzo III, CFA®

Senior Portfolio Manager
 Investment Experience: since 2004
 HighMark Tenure: since 2014
 Education: BA, Colgate University

J. Keith Stribling, CFA®

Senior Portfolio Manager
 Investment Experience: since 1985
 HighMark Tenure: since 1995
 Education: BA, Stetson University

Christiane Tsuda

Senior Portfolio Manager
 Investment Experience: since 1987
 HighMark Tenure: since 2010
 Education: BA, International Christian University, Tokyo

Anne Wimmer, CFA®

Senior Portfolio Manager
 Investment Experience: since 1987
 HighMark Tenure: since 2007
 Education: BA, University of California, Santa Barbara

Randy Yurchak, CFA®

Senior Portfolio Manager
 Investment Experience: since 2002
 HighMark Tenure: since 2017
 Education: MBA, Arizona State University; BS, University of Washington

Asset Allocation Committee

Number of Members: 17
 Average Years of Experience: 26
 Average Tenure (Years): 14

Manager Review Group

Number of Members: 8
 Average Years of Experience: 20
 Average Tenure (Years): 9

*Assets under management ("AUM") include assets for which HighMark provides continuous and regular supervisory and management services. Assets under advisement ("AUA") include assets for which HighMark provides certain investment advisory services (including, but not limited to, investment research and strategies) for client assets of its parent company, MUFG Union Bank, N.A.

PARS DIVERSIFIED PORTFOLIOS BALANCED

Q3 2021

WHY THE PARS DIVERSIFIED BALANCED PORTFOLIO?

Comprehensive Investment Solution

HighMark® Capital Management, Inc.'s (HighMark) diversified investment portfolios are designed to balance return expectations with risk tolerance. Key features include: sophisticated asset allocation and optimization techniques, four layers of diversification (asset class, style, manager, and security), access to rigorously screened, top tier money managers, flexible investment options, and experienced investment management.

Rigorous Manager Due Diligence

Our manager review committee utilizes a rigorous screening process that searches for investment managers and styles that have not only produced above-average returns within acceptable risk parameters, but have the resources and commitment to continue to deliver these results. We have set high standards for our investment managers and funds. This is a highly specialized, time consuming approach dedicated to one goal: competitive and consistent performance.

Flexible Investment Options

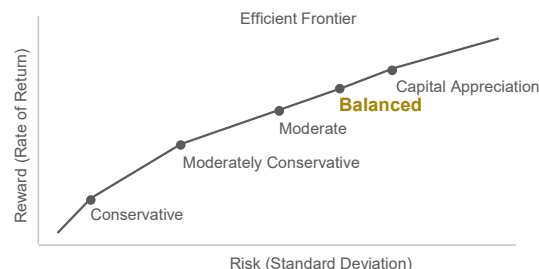
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Risk Management

The portfolio is constructed to control risk through four layers of diversification – asset classes (cash, fixed income, equity), investment styles (large cap, small cap, international, value, growth), managers and securities. Disciplined mutual fund selection and monitoring process helps to drive return potential while reducing portfolio risk.

INVESTMENT OBJECTIVE

To provide growth of principal and income. While dividend and interest income are an important component of the objective's total return, it is expected that capital appreciation will comprise a larger portion of the total return.



ASSET ALLOCATION — BALANCED PORTFOLIO

	Strategic Range	Policy	Tactical
Equity	50 – 70%	60%	63%
Fixed Income	30 – 50%	35%	36%
Cash	0 – 20%	5%	1%

(Gross of Investment Management Fees, but Net of Embedded Fund Fees)

ANNUALIZED TOTAL RETURNS

HighMark Plus Composite (Active)

Current Quarter*	-1.30%
Blended Benchmark*, **	-0.52%
Year To Date*	7.34%
Blended Benchmark*, **	7.71%
1 Year	19.24%
Blended Benchmark**	18.65%
3 Year	10.30%
Blended Benchmark**	10.30%
5 Year	10.11%
Blended Benchmark**	9.94%
10 Year	9.83%
Blended Benchmark**	9.87%

Index Plus Composite (Passive)

Current Quarter*	-0.66%
Blended Benchmark*, **	-0.52%
Year To Date*	7.68%
Blended Benchmark*, **	7.71%
1 Year	17.93%
Blended Benchmark**	18.65%
3 Year	9.89%
Blended Benchmark**	10.30%
5 Year	9.45%
Blended Benchmark**	9.94%
10 Year	9.44%
Blended Benchmark**	9.87%

* Returns less than one year are not annualized. **Breakdown for Blended Benchmark: From 10/1/2012 – Present: 32% S&P500, 6% Russell Mid Cap, 9% Russell 2000, 4% MSCI EM (net), 7% MSCI EAFE (net), 27% Bloomberg US Agg, 6.75% ICE BofA 1-3 Yr US Corp/Gov't, 1.25% ICE BofA US High Yield Master II, 2% Wilshire REIT, and 5% FTSE 1 Mth US T-Bill. From 4/1/2007 – 9/30/2012: the blended benchmark was 51% S&P 500; 3% Russell 2000, 6% MSCI EAFE (net), 5% ICE BofA 1-3 Year Corp./Gov't, 30% Bloomberg US Agg, 5% FTSE 1 Mth US T-Bill. Prior to April 2007: the blended benchmark was 60% S&P 500, 5% ICE BofA 1-3Yr Corp/Gov, 30% Bloomberg US Agg, and 5% FTSE 1 Mth US T-Bill.

ANNUAL RETURNS

(Gross of Investment Management Fees, but Net of Embedded Fund Fees)

HighMark Plus Composite (Active)

2008	-25.72%
2009	21.36%
2010	14.11%
2011	-0.46%
2012	13.25%
2013	16.61%
2014	4.70%
2015	0.04%
2016	6.81%
2017	15.46%
2018	-4.88%
2019	19.85%
2020	14.06%

Index Plus Composite (Passive)

2008	-23.22%
2009	17.62%
2010	12.76%
2011	1.60%
2012	11.93%
2013	15.63%
2014	6.08%
2015	-0.81%
2016	8.25%
2017	13.39%
2018	-5.05%
2019	19.59%
2020	12.07%

PORTFOLIO FACTS

HighMark Plus (Active)

Composite Inception Date	10/2006
No of Holdings in Portfolio	20

Index Plus (Passive)

Composite Inception Date	
No of Holdings in Portfolio	13

HOLDINGS

HighMark Plus (Active)

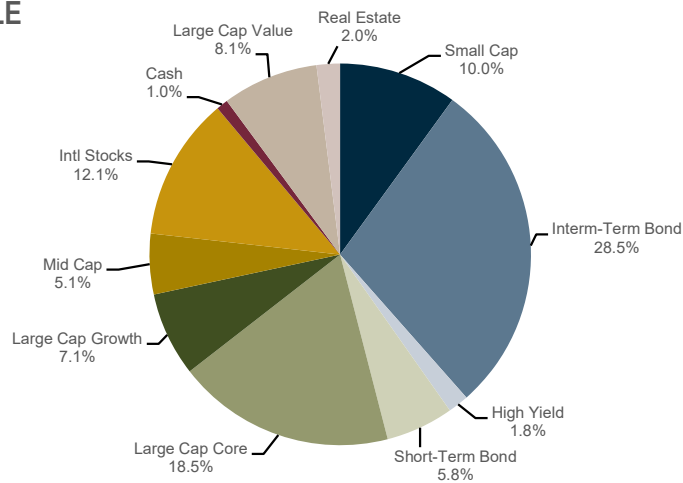
Columbia Contrarian Core I3
 Vanguard Growth & Income Adm
 Dodge & Cox Stock Fund
 iShares S&P 500 Value ETF
 Harbor Capital Appreciation - Retirement
 T. Rowe Price Growth Stock - I
 iShares Russell Mid-Cap ETF
 Vanguard Real Estate ETF
 Undiscovered Managers Behavioral Value-R6
 Victory RS Small Cap Growth - R6
 DFA Large Cap International Portfolio
 Dodge & Cox International Stock
 MFS International Growth - R6
 Hartford Schroders Emerging Markets Eq
 Vanguard Short-Term Invest-Grade Adm
 PIMCO High Yield Instl
 PIMCO Total Return Fund - Inst
 PGIM Total Return Bond - R6
 DoubleLine Core Fixed Income - I
 First American Government Obligations Z

Index Plus (Passive)

iShares Core S&P 500 ETF
 iShares S&P 500 Value ETF
 iShares S&P 500 Growth ETF
 iShares Russell Mid-Cap ETF
 Vanguard Real Estate ETF
 iShares Russell 2000 Value ETF
 iShares Russell 2000 Growth ETF
 iShares Core MSCI EAFE ETF
 Vanguard FTSE Emerging Markets ETF
 Vanguard Short-Term Invest-Grade Adm
 iShares Core U.S. Aggregate
 Vanguard High-Yield Corp Adm
 First American Government Obligations Z

Holdings are subject to change at the discretion of the investment manager.

STYLE



The performance records shown represent size-weighted composites of tax exempt accounts that meet the following criteria: Accounts are managed by HighMark with full investment authority according to the PARS Balanced active and passive objectives.

The composite name has been changed from PARS Balanced/Moderately Aggressive to PARS Balanced on 5/1/2013. The adviser to the PARS portfolios is US Bank, and HighMark serves as sub-adviser to US Bank to manage these portfolios. US Bank may charge clients as much as 0.60% annual management fee based on a sliding scale. US Bank pays HighMark 60% of the annual management fee for assets sub-advised by HighMark under its sub-advisory agreement with US Bank. The 0.36% paid to HighMark, as well as other expenses that may be incurred in the management of the portfolio, will reduce the portfolio's returns. Assuming an investment for five years, a 5% annual total return, and an annual sub-advisory fee rate of 0.36% deducted from the assets at market at the end of each year, a \$10 million initial value would grow to \$12.53 million after fees (Net-of-Fees) and \$12.76 million before fees (Gross-of-Fees). Gross returns are presented before management and custodial fees but after all trading expenses and reflect the reinvestment of dividends and other income. A client's return will be reduced by the advisory fees and other expenses it may incur as a client. Additional information regarding the firm's policies and procedures for calculating and reporting performance results is available upon request. Performance results are calculated and presented in U.S. dollars and do not reflect the deduction of investment advisory fees, custody fees, or taxes but do reflect the deduction of trading expenses. Returns are calculated based on trade-date accounting.

Blended benchmarks represent HighMark's strategic allocations between equity, fixed income, and cash and are rebalanced monthly. Benchmark returns do not reflect the deduction of advisory fees or other expenses of investing but assumes the reinvestment of dividends and other earnings. An investor cannot invest directly in an index. The unmanaged S&P 500 Index is representative of the performance of large companies in the U.S. stock market. The MSCI EAFE Index is a free float-adjusted market capitalization index designed to measure developed market equity performance, excluding the U.S. and Canada. The MSCI Emerging Markets Index is a free float-adjusted market capitalization index that is designed to measure equity market performance in the global emerging markets. The Russell Midcap Index measures the performance of the mid-cap segment of the U.S. equity universe. The Russell 2000 Index measures the performance of the small-cap segment of the U.S. equity universe. The ICE BofA US High Yield Master II Index tracks the performance of below investment grade U.S. dollar-denominated corporate bonds publicly issued in the U.S. domestic market. Wilshire REIT index measures U.S. publicly traded Real Estate Investment Trusts. The unmanaged Bloomberg U.S. Aggregate Bond Index is generally representative of the U.S. taxable bond market as a whole. The ICE BofA 1-3 Year U.S. Corporate & Government Index tracks the bond performance of the ICE BofA U.S. Corporate & Government Index, with a remaining term to final maturity less than 3 years. The unmanaged FTSE 1-Month U.S. Treasury Bill Index tracks the yield of the 1-month U.S. Treasury Bill.

HighMark Capital Management, Inc. (HighMark), an SEC-registered investment adviser, is a wholly owned subsidiary of MUFG Union Bank, N.A. (MUB). HighMark manages institutional separate account portfolios for a wide variety of for-profit and nonprofit organizations, public agencies, and public and private retirement plans. MUB, a subsidiary of MUFG Americas Holdings Corporation, provides certain services to HighMark and is compensated for these services. Past performance does not guarantee future results. Individual account management and construction will vary depending on each client's investment needs and objectives. **Investments employing HighMark strategies are NOT insured by the FDIC or by any other Federal Government Agency, are NOT Bank deposits, are NOT guaranteed by the Bank or any Bank affiliate, and MAY lose value, including possible loss of principal.**

HIGHMARK CAPITAL MANAGEMENT

350 California Street
 Suite 1600
 San Francisco, CA 94104
 800-582-4734

ABOUT THE ADVISER

HighMark® Capital Management, Inc. (HighMark) has 100 years (including predecessor organizations) of institutional money management experience with \$9.4 billion in assets under management and \$9.6 billion in assets under advisement*. HighMark has a long term disciplined approach to money management and currently manages assets for a wide array of clients.

ABOUT THE PORTFOLIO MANAGEMENT TEAM

Andrew Brown, CFA®

Senior Portfolio Manager
 Investment Experience: since 1994
 HighMark Tenure: since 1997
 Education: MBA, University of Southern California; BA, University of Southern California

Salvatore "Tory" Milazzo III, CFA®

Senior Portfolio Manager
 Investment Experience: since 2004
 HighMark Tenure: since 2014
 Education: BA, Colgate University

J. Keith Stribling, CFA®

Senior Portfolio Manager
 Investment Experience: since 1985
 HighMark Tenure: since 1995
 Education: BA, Stetson University

Christiane Tsuda

Senior Portfolio Manager
 Investment Experience: since 1987
 HighMark Tenure: since 2010
 Education: BA, International Christian University, Tokyo

Anne Wimmer, CFA®

Senior Portfolio Manager
 Investment Experience: since 1987
 HighMark Tenure: since 2007
 Education: BA, University of California, Santa Barbara

Randy Yurchak, CFA®

Senior Portfolio Manager
 Investment Experience: since 2002
 HighMark Tenure: since 2017
 Education: MBA, Arizona State University; BS, University of Washington

Asset Allocation Committee

Number of Members: 17
 Average Years of Experience: 26
 Average Tenure (Years): 14

Manager Review Group

Number of Members: 8
 Average Years of Experience: 20
 Average Tenure (Years): 9

*Assets under management ("AUM") include assets for which HighMark provides continuous and regular supervisory and management services. Assets under advisement ("AUA") include assets for which HighMark provides certain investment advisory services (including, but not limited to, investment research and strategies) for client assets of its parent company, MUFG Union Bank, N.A.



Staff Report

TO: City Council
FROM: Jeff Hart, Public Works Director
DATE: January 18, 2022
SUBJECT: **Traffic Signal Update for the First Street and Highway 79 Intersection, and the Sixth Street and Beaumont Avenue Intersection**

Project: First Street/Highway 79 Traffic Signal

Summary:

The current phase of Capital Improvement Project R-11 - Citywide Traffic Signal Upgrade includes signal modifications at two locations: Beaumont Ave at First Street and Beaumont Ave at Sixth Street.

First Street and Beaumont Avenue:

Project Scope: Install protected left turn lanes for east/west traffic flow.

Design Status: Plans submitted to Caltrans for final approval. Bidding to occur upon Caltrans plan approval.

Construction Status: Light poles have been ordered as authorized by City Council (estimated delivery 10-12 weeks).

Budget: \$150,000

Funding Source: Traffic Signal DIF

Location Map: Beaumont Avenue/First Street



Sixth Street and North Beaumont Avenue:

Project Scope: Install protected left turn lanes for east/west traffic flow.

Design Status: Plans tentatively approved. Preparation of bid documents are underway. Project Bidding scheduled for March 2022.

Construction Status: Light poles have been ordered as authorized by City Council (estimated delivery 10-12 weeks).

Budget: \$150,000

Funding Source: Traffic Signal DIF

Location Map: Beaumont Avenue/Sixth Street



Fiscal Impact:

The cost associated with preparing this staff report is \$350.00.

Recommended Action:

Receive and File the Traffic Signal Update for the First Street and Highway 79 Intersection, and the Sixth Street and Beaumont Avenue Intersection Project.



Staff Report

TO: City Council
FROM: Jeff Hart, Public Works Director
DATE: January 18, 2022
SUBJECT: Capital Improvement Drainage Projects Update

Project: Beaumont Master Drainage Plan Line 2, Stage 1 (CIP2019-019)

Summary:

The Beaumont Master Drainage Plan Line 2, Stage 1 project (Project) remains in the research and feasibility phase. Downstream constraints limit the amount of stormwater that can be safely discharged. A detention basin is proposed to attenuate the ultimate design stormwater flow to a safe level with a required size of approximately four acres. On December 16, 2021, City staff met with Riverside County Flood Control to discuss reallocating funds from the future Beaumont Master Drainage Line 2, Stage 2 project to this Project in order to acquire land and develop the basin site. The meeting also included a discussion of probable basin sites. City staff will prepare a future agenda item to discuss the probable sites and obtain City Council’s direction.

Budget: \$5,000,000 Funding Source: Riverside County

Location Map:



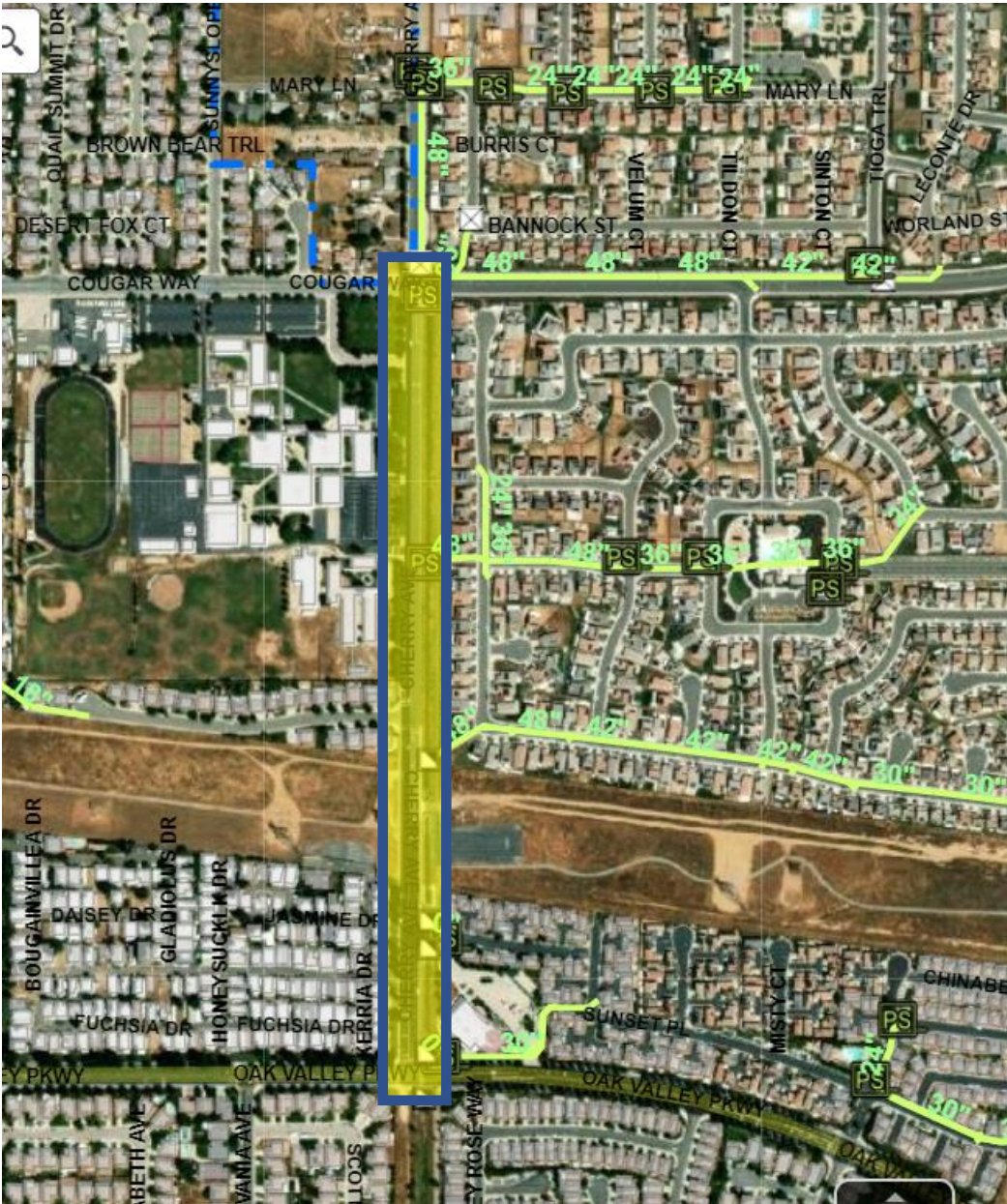
Project: Cherry Channel Drainage Project (R-07)

Summary:

The Cherry Channel Drainage Project (Project) is in the request for proposal (RFP) development phase. City staff has received a quote for geotechnical services needed to support the development of the RFP and intends to engage consultant to have requested services completed within 4-6 weeks. Release of RFP is scheduled for March 2022.

Budget: \$500,000 Funding Source: General Fund

Location Map:



Fiscal Impact:

The cost associated with preparing this staff report is \$350.

Recommended Action:

Receive and file the Capital Improvement Drainage Projects Update.



Staff Report

TO: City Council
FROM: Christina Taylor, Community Development Director
DATE January 18, 2022
SUBJECT: Community Development Department Update

Background and Analysis:

Housing Element Update (Project No. CD-02): The Draft Housing Element, Safety Element Update and Affirmatively Furthering Fair Housing (AFFH) appendix are nearing completion. The State of California requires review of the draft document prior to approval by the governing body. Unfortunately, the State has about a four month back up on review of these documents and the City is still awaiting final comments. City staff anticipates the documents to be reviewed before Planning Commission and City Council in April 2022.

Zoning Code Updates (Project No. CD-01): Consistency analysis and zoning code changes related to the General Plan Update were completed and took effect in January 2021. Housing Element Update related zoning code amendments will be presented in April 2022 in conjunction with the Housing Element Update. Zoning Code Amendments such as the Accessory Dwelling Unit (ADU) Ordinance and Objective Design Guidelines will follow approval of the Housing Element Update in May or June 2022.

Regional Housing Needs Assessment (RHNA): The State mandated Annual Progress Report guidelines for reporting were released on January 4, 2021. The reporting requires submission for all residential permit information from 2020 as it pertains to permits issued, permit finals, location, income eligibility level, zone changes (if applicable) and loss of residential units. This information will be presented to City Council in March 2022 and will be submitted to the State Department of Housing and Community Development the submission deadline of by the April 1, 2022.

City Council Directed Items:

Food Trucks: City staff presented an informational item to City Council in December 2021. Based on City Council direction, City staff has done research and is preparing code recommendations for City Council review in February 2022.

Special Events/Temporary Uses: In November 2021, City staff presented an informational item to City Council regarding temporary uses and special event processes. At City Council's direction, Planning staff has been researching and working with other departments to prepare recommendations for City Council review in March 2022.

Sign Code: City staff is engaged in ongoing review of the sign code related to political signs as well as general sign standards and sign program standards. Planning staff continues to work with the City Clerk's office and the City Attorney to develop standards for each of these areas which will meet the intent of relevant laws while meeting the needs of the City, residents and businesses. A draft sign code reflecting the direction given by Council has been provided to staff from the City Attorney's office and recommendations will be prepared for City Council by March 2022.

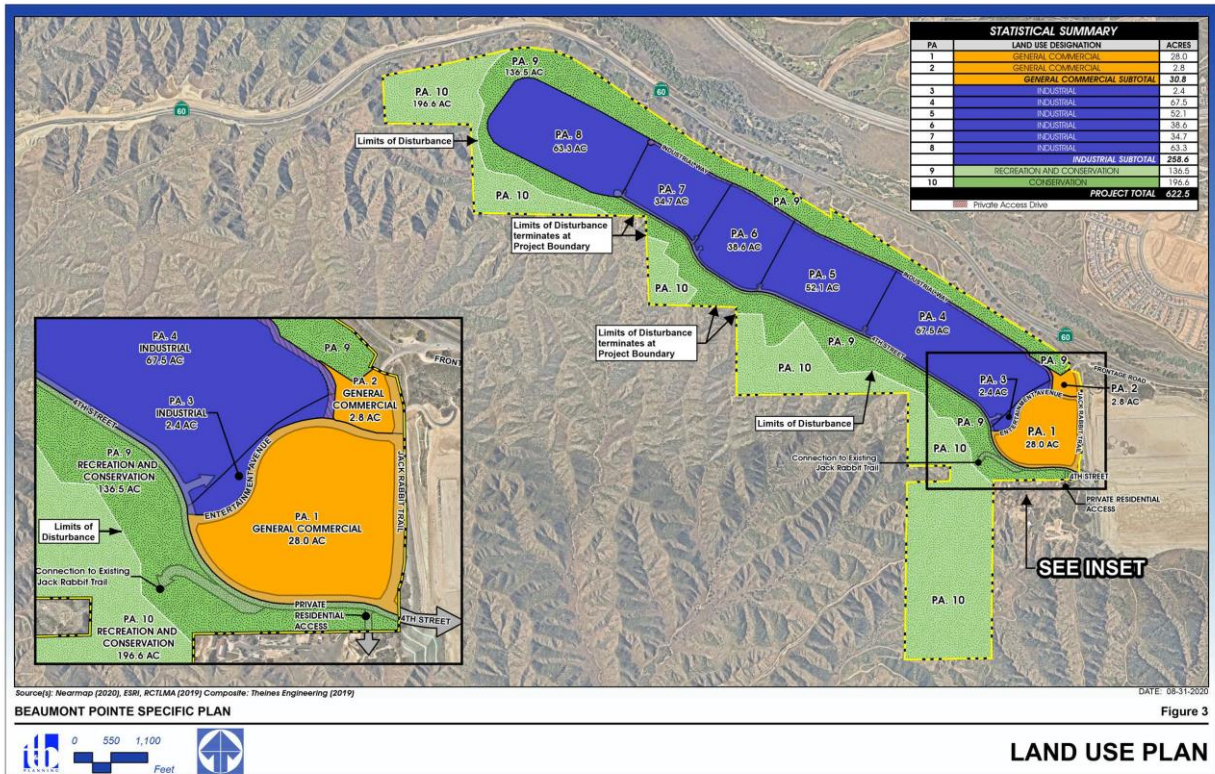
Design Guidelines/Standards: City Council has recently expressed interest in evaluating the need for design guidelines/standards. City staff has begun compiling the current guidelines in place in various areas throughout the City as well as researching what is in place in other jurisdictions. City staff intends to focus this discussion into three distinct categories: Downtown, Non-residential and Residential. A presentation will be prepared for City Council in March 2022, starting with discussion on downtown standards.

Notable Developer Initiated Projects:

Summit Station Specific Plan (ENV2021-0017, PLAN2021-0656, PM2021-0009, PP2021-0388-0391, SP2021-0005) This project was filed on August 20, 2021, and is bounded by Brookside Avenue on the south and Cherry Valley Boulevard on the north, east of I-10. This project is a specific plan change from residential to commercial, industrial and open space at the site formerly known as the SunnyCal Specific Plan. The project includes an environmental impact report (EIR), specific plan and general plan amendment, a parcel map and plot plan application. A Scoping Meeting was held for the project on October 7, 2021, and preparation of the EIR and specific plan are underway. City staff meets bi-weekly with the applicants and project team and anticipates this project to be presented for public hearings by August 2022.



Beaumont Pointe Specific Plan (SP2019-0003, PLAN2019-0283, PLAN2019-0284, ENV2019-0008) This project was filed on April 8, 2019, and is located west of Jack Rabbit Trail, south of SR-60 in the City's sphere of influence in unincorporated Riverside County. The project includes an annexation, specific plan, general plan amendment, EIR, parcel map and plot plan reviews for development of 622 acres. A Scoping Meeting was held for the project on September 17, 2020, and preparation of the EIR is underway along with the Specific Plan. City staff meets bi-weekly with the applicants and project team as this project has significant environmental and site constraints. City staff does not anticipate this project being presented for public hearings before the end of 2022.

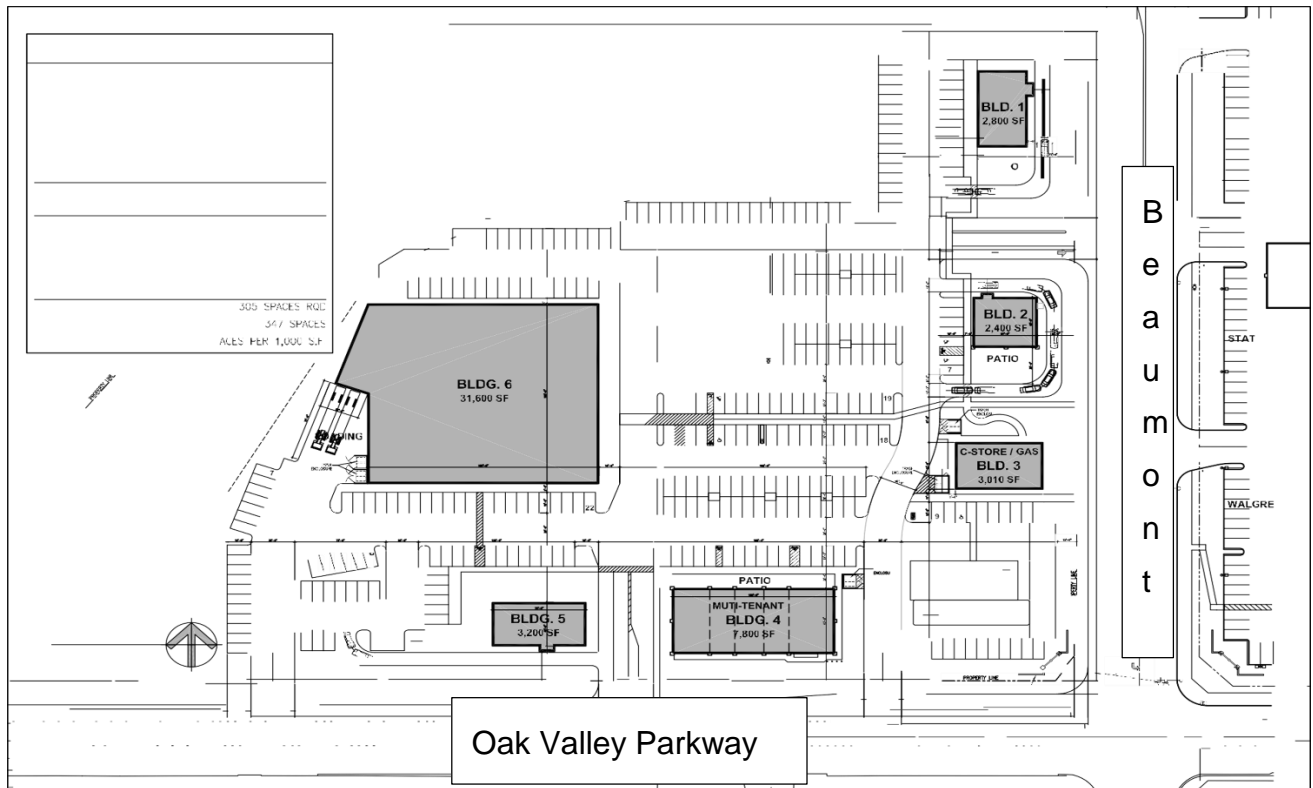


Potrero Logistics Center: (PP2020-0273, ENV2020-0009) This project was filed in March 2020 and includes applications for a general plan amendment, annexation, pre-zoning/re-zoning, environmental review and plot plan. The project is located on 32 acres on the southwest corner of Potrero Boulevard and SR-60 and proposes to construct a 500k square foot warehouse/distribution center. A scoping meeting for the EIR was held on June 4, 2020. The EIR was subsequently prepared and a Notice of Availability of the DEIR was published December 15, 2021. The DEIR and associated documents are available for review and comment through January 28, 2022, and is anticipated to be at the Planning Commission meeting in March 2022.



Beaumont Village: (PP2019-0222, CUP2017-0010) This project was originally filed in 2017 and has subsequently been revised several times. It is located at the northwest corner of Beaumont Avenue and Oak Valley Parkway and includes a plot plan and conditional use permits for a commercial shopping center with six (6) buildings comprised of three (3) quick service drive-throughs restaurants, a gas station, convenience store and retail uses on 7.16 acres. The project location has constraints from both habitat conservation areas and earthquake faulting and is currently being

revised to address these concerns. There is no anticipated timeline for presenting this project for public hearing.



Other Items:

Planning staff consist of the Planning Manager and Community Development Director. Throughout calendar year 2021, Planning staff received and processed the following applications:

- 5 Plot Plans (new development),
- 9 Minor Plot Plans,
- 21 Residential Administrative Plot Plans,
- 58 Administrative Plot Plans (New Business Applications),
- 6 Conditional Use Permits,
- 13 Variance Applications,
- 2 Parcel Maps,
- 4 Environmental Review Applications,
- 26 Pre-Application Reviews, and

534 Plan Checks.

Planning staff has fifteen projects pending filing.

Code Enforcement:

Code Enforcement staff consists of two full-time officers and the Community Development Director. Code Enforcement had 2 full-time officers through April 2021. Since April 2021 Code Enforcement has had 1 full-time officer. During 2021, Code Enforcement engaged in the following:

2 administrative appeals hearings,
284 inspections resulting in cases opened,
281 inspections resulting in cases closed, and
718 Acres (90 parcels) weed abated.

Fire Safety Specialist:

The City has one Fire Safety Specialist who handles plan check and inspection. The data for 2021 is below:

102 Fire plan reviews,
481 Building plan reviews,
31 Public Works plan reviews,
161 Planning case reviews,
875 Construction inspections,
59 Non-State mandated life safety inspections,
112 State mandated life safety inspections, and
12 Special event permit inspections.

Fiscal Impact:

City staff estimates the cost to prepare this report to be \$731.

Recommended Action:

Receive and file.



Staff Report

TO: City Council

FROM: Doug Story, Assistant Director of Community Services

DATE: January 18, 2022

SUBJECT: **Adoption of a Resolution Authorizing the City Manager to Accept the Offer of Dedication for Park Purposes and Approve a Park Dedication Agreement between the City of Beaumont and SDC Fairway Canyon, LLC, for Mickelson Park (APN 413-801-012)**

Background and Analysis:

Mickelson Park is a 6.68-acre community park located in Fairway Canyon on Mickelson Drive, west of Tukwet Canyon Parkway, Assessor Parcel Number (APN) 413-801-012. Amenities at this park include a restroom, playground with a zip line, pavilion and multi-use sports fields.

Construction of this new park was completed in June 2020 and has been maintained by the developer for the past year, in accordance with an agreement between the City and the developer.

In June of 2021, City staff met with representatives and conducted a site walk with the intent of creating a final punch list of items that needed to be addressed. Since then, all items on the punch list have been resolved. Additionally, the Health and Safety Code requires a playground safety inspection, which was conducted by the developer and a certification of compliance is on file with the City.

The final step in the acceptance of this park is an executed park dedication agreement, including notarized grant deeds, and a resolution of the City Council authorizing the City Manager to accept the offer of dedication for park purposes. Government Code Section 27281 provides that instruments conveying an interest in real property to the City may not be recorded without a certificate of acceptance approved by the City Council. Furthermore, it provides that the City Council may, by a resolution, authorize one or more officers to accept instruments conveying an interest in real property by executing a certificate of acceptance, such as the City Manager.

One issue that was brought to light during this acceptance process was the fact that Lot 149, APN 413-801-012 was not exempt in the Covenants, Conditions, and Restrictions (CC&Rs) from Homeowner Association (HOA) monthly assessments and or the ability of the HOA to assess fines regarding maintenance or landscaping violations. When this discovery was brought to the attention of the City Attorney's office the recommendation was to have the developer amend the CC&Rs to exempt Lot 149. The developer has indicated that amending the CC&Rs is extremely difficult and the likelihood of receiving enough votes to do so would be highly unlikely. To amend the CC&Rs would require more that 50% of the homeowners to submit votes and the HOA does not feel they would receive enough of the required participation from homeowners for the vote to take place. The current HOA board did provide a non-binding notarized letter indicating their intent to not assess any monthly dues pertaining to Lot 149 and they would exempt the park from maintenance and landscape rules.

Staff is recommending that the acceptance of the park moves forward. This acceptance will add the fourth community park within the Fairway Canyon development that the City will be responsible for maintenance and upkeep.

Attached is a resolution authorizing the City Manager to accept the offers of dedication for park purposes (Attachment A).

Fiscal Impact:

Funding to maintain this park is included in the current budget. Under Government Code Sections 6103 and 27383, the City of Beaumont is exempt from paying recordation fees to record the certificates of acceptance. City staff estimates the cost to prepare this staff report to be \$4,900.

Recommended Action:

Waive the full reading and adopt by title only, "A Resolution of the City of Beaumont Authorizing the City Manager to Accept the Offers of Dedication for Park Purposes,"

Authorize City staff to record the certificate of acceptance of an interest in real property by the City of Beaumont, and

Authorize a Park Dedication Agreement between the City of Beaumont and SDC Fairway Canyon, LLC, for Mickelson Park (APN 413-801-012) and authorize the City Manager to execute the agreement on behalf of the City of Beaumont.

Attachments:

- A. Resolution
- B. Park Dedication Agreement
- C. Certificate of Acceptance
- D. HOA Notarized Exempt Letter

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY OF BEAUMONT AUTHORIZING
THE CITY MANAGER TO ACCEPT THE OFFER OF
DEDICATION FOR PARK PURPOSES**

WHEREAS, SDC Fairway Canyon, LLC a Delaware corporation executed offers of dedication by the following instrument: Tract Map Number 31462-7 filed September 28, 2015 in Book 447 of Maps at Pages 17-23 for park purposes with regards to lot “149”; and

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that the City of Beaumont does authorize accepting offers of dedication under the following instruments: Tract Map Number 31462-7 filed September 28, 2015 in Book 447 of Maps at Pages 17-23 for park purposes with regards to lot “149” (“Property”) and Grant Deed for such Property:

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

MOVED, PASSED AND ADOPTED this ___ day of September 2021.

AYES:

NOES:

ABSTAIN:

ABSENT:

By: _____
_____, Mayor, City of Beaumont

ATTEST:

Steven Mehlman
CITY CLERK

By: _____

PARK DEDICATION AGREEMENT

This Park Dedication Agreement ("Agreement") is made as of September __, 2021, by and between the City of Beaumont, a municipal corporation organized and existing under the laws and constitution of the State of California (the "City"), and SDC FAIRWAY CANYON, LLC, AND WOODSIDE 05S, LP, a California limited partnership (collectively "Developer"). The City and Developer are each sometimes referred to in this Agreement individually as a "Party," and collectively as the "Parties." The City and Developer are entering into this Agreement with reference to the following facts:

RECITALS

- A. Developer is the developer of certain real property located in the City which includes parcel as more particularly described in the Grant Deeds attached hereto as **Exhibit "A"** attached hereto and incorporated herein which has been improved as Mickelson Park (the "**Property**" or the "Park").
- B. The Property is in good operating condition and repair.
- C. Tract Map 31462-7 requires Developer to offer for dedication the Property and City is willing to accept the dedication of the Property subject to the terms of this Agreement.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual promises and covenants set forth below, the Parties hereto agree as follows:

1. Recitals. The above recitals are true and correct and are incorporated herein and become a part of this Agreement.
 - 2.1 Obligations of Developer. Developer has designed, obtained all permits for, contracted for the construction of, constructed and paid all costs associated with the acquisition and improvement of the Parks in accordance with applicable law including the prevailing wage laws in the Labor Code. All of the improvements to the Properties were completed in a good and workman like manner and condition.
 - 2.2 There are no, and there shall be no, mechanic's liens or monetary encumbrances recorded against the Property. Developer will convey title to the Property to the City by executing the Grant Deeds attached hereto as Exhibit "A" and deliver Policies of Title Insurance applicable to each Property for the estimated fair market value of the Property as determined by City showing no monetary encumbrances of any kind in such form and content as required by the City. Developer shall pay all property taxes, assessments, fees and monetary encumbrances through the Acceptance Date.
 - 2.3 The following changes shall be made to the following Preliminary Report applicable to the Property:

MICKELSON PARK: PRELIMINARY REPORT DATED July 6, 2021, at 7:30 a.m.
(Order No.: 989-30070481-BAM) – NO CHANGES REQUIRED

3. City Obligations. Upon receipt of the duly recorded Grant Deeds for the Property in form and substance satisfactory to City and the Policy of Title Insurance as required by Section 2.2, and compliance with all terms of this Agreement City shall record a Certificate of Acceptance for each of the Properties in the form attached hereto as **Exhibit “A”**. The date of recordation of said Certificate of Acceptance shall be the “Acceptance Date”.

4. Maintenance and Warranties. The Developer shall maintain or cause to be maintained the Properties in good and safe condition until the Acceptance Date for the Property in question. Prior to the Acceptance Date, the Developer shall be responsible for performing any required maintenance. On or before the Acceptance Date the Developer shall assign to the City all of the Developer’s rights in any warranties, guarantees, maintenance obligations or other evidence of contingent obligations of third persons with respect to such Property. For each Property to be owned by the City, the Developer shall provide a warranty bond reasonably acceptable in form and substance to the Director to remain in effect for a period of one year from the date of acceptance of each Property. The City shall be responsible for maintenance of each Property from and after the Acceptance Date thereof, except that with respect to landscaping improvements, the Developer shall maintain or cause to be maintained such landscape improvements for a period of one year following the Acceptance Date thereof or shall provide a bond reasonably acceptable in form and substance to the Director for such period and for such purpose (for landscaping improvements only, and for the posting of a warranty bond to remain in effect for one year as to other improvements), to insure that defects, which appear within said period will be repaired, replaced, or corrected by the Developer, at its own cost and expense, to the satisfaction of the City. The Developer shall commence to repair, replace or correct any such defects within thirty (30) days after written notice thereof by the City to the Developer, and shall complete such repairs, replacement or correction as soon as practicable. Any warranties, guarantees or other evidences of contingent obligations of third persons with respect to the Properties to be acquired by the City shall be delivered to the Director as part of the transfer of title.

5.1 Insurance Requirements. The Developer shall, at all times prior to the final Acceptance Date of all Properties, maintain and deliver to the City evidence of and keep in full force and effect, not less than the following coverage and limits of insurance, which shall be maintained with insurers and under forms of policies satisfactory to the Director: (i) Workers Compensation and Employer’s Liability - Workers’ Compensation - coverage as required by law; Employer’s Liability - limits of at least \$1,000,000.00 per occurrence; (ii) Comprehensive General Liability - Combined Single Limit - \$2,000,000.00; (iii) Automobile Liability - Combined Single Limit - \$1,000,000.00; and (iv) Errors and Omissions Insurance - Combined Single Limit - \$2,000,000.00.

All of the Developer’s insurance policies shall contain an endorsement providing that written notice shall be given to the City at least 30 calendar days prior to termination or cancellation of coverage of the policy.

The Comprehensive General Liability and Bodily Injury and Property Damage Liability policies shall contain the following:

(a) An endorsement extending coverage to the City and its agents as an additional insured, as respects liabilities arising out of the performance of any work related to the Properties. Which insurance shall be primary insurance as respects the interest of the City, and any other insurance maintained by the City shall be excess and not contributing insurance with the insurance required hereunder.

(b) Severability of interest clause.

(c) Provision or endorsement stating that such insurance, subject to all of its other terms and conditions, applies to contractual liability assumed by the Developer.

(d) Written on an occurrences basis.

Promptly on execution of this Agreement by the Developer, the Developer shall deliver to the Director copies of all required certificates of insurance and endorsements thereto on forms which are acceptable to the Director and the City Attorney.

The Developer shall require and verify similar insurance on the part of its contractors and subcontractors.

The foregoing requirements as to the types, limits and City approval of insurance coverage to be maintained by the Developer are not intended to and shall not in any manner limit or qualify the liabilities and obligations assumed by the Developer under this Agreement.

5.2 Standards Applicable. The Developer may effect such coverage under blanket insurance policies, provided, however, that (i) such policies are written on a per occurrence basis, (ii) such policies comply in all other respects with the provisions of Section 5.1, and (iii) the protection afforded the City under any such policy shall be no less than that which would be available under a separate, policy relating only to this Agreement. All policies of insurance shall be with companies licensed or approved by the State of California Insurance Commissioner and rated (i) A or better with respect to primary levels of coverage, and (ii) B+12 or better with respect to excess levels of coverage, in the most recent edition of Best's Insurance Guide and shall be issued and delivered in accordance with State law and regulations.

5.3 Evidence of Insurance. Prior to the Acceptance Date, the Developer shall furnish to the City, from time to time upon request of the City, a certificate of insurance regarding each insurance policy required to be maintained by the Developer hereunder.

6. Indemnification. Developer shall defend, indemnify, and hold harmless City, its elected officials, City Council members, employees, and agents from any and all actual or alleged claims, demands, causes of action, liability, loss, damage, or injury to property or persons, including wrongful death, whether imposed by a court of law or by administrative action of any federal, state, or local governmental agency, arising out of or incident to any acts, omissions, negligence, or willful misconduct of Developer, its employees, contractors, or agents in connection with the performance of this Agreement or arising out of or in any way related to or caused by the condition of the Property, the design and construction of the of improvements on the Property ("Claims") including, but not limited to, claims under the California Labor Code concerning prevailing wages and with respect to claims for hazardous substances on or under the Property. This indemnification includes, without limitation, the payment of all penalties, fines, judgments, awards, decrees, attorneys' fees, and related costs or expenses, and the reimbursement

of City its elected officials, City Council members, employees, and/or agents for all legal expenses and costs incurred by each of them. This indemnification excludes only such portion of any Claim which is caused solely and exclusively by the negligence or willful misconduct of City and its employees, contractors or agents as determined by a court or administrative body of competent jurisdiction. Developer’s obligation to indemnify shall survive the expiration or termination of this Agreement, and shall not be restricted to insurance proceeds, if any, received by City, its elected officials, City Council members, employees, or agents.

7. General Provisions.

(a) If any dispute arises out of or concerning this Agreement, the prevailing Party shall be entitled to recover, in addition to any damages and/or equitable relief, its reasonable attorneys’ fees in that dispute.

(b) This Agreement shall be interpreted, enforced and governed by the laws of the State of California.

(c) This Agreement shall be construed as if prepared jointly by the Parties and any uncertainty or ambiguity shall not be interpreted against any one Party.

(d) If any provision of this Agreement shall be deemed unenforceable for any reason, the remaining provisions will be given full force and effect.

(e) This Agreement may be executed in counterparts which when taken together constitute the entire agreement among the Parties hereto.

(f) The person(s) signing this Agreement on behalf of any specified Party represents that he or she has full authority to execute this Agreement on behalf of such Party and that such Party is authorized to enter into this Agreement.

(g) This Agreement shall inure to the benefit of, and be binding upon, the heirs, successors in interest, and assignees of the respective Parties. All heirs, successors and assignees shall be bound by the rights, duties and obligations of the Parties arising under this Agreement.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the date and year first above written.

DEVELOPER:

SDC FAIRWAY CANYON, LLC, a Delaware limited liability company

By: _____
Dale Strickland, Authorized Signatory

WOODSIDE 05S, LP, a California limited partnership

By: _____
WDS GP, Inc.
A California Corporation
Its General Partner
Chris Chambers, Vice President

CITY OF BEAUMONT

By: _____
Todd Parton, City Manager

ATTEST:

By: _____

Its: _____

EXHIBIT "A"

**RECORDING REQUESTED BY
AND WHEN RECORDED RETURN
TO AND MAIL TAX STATEMENTS
TO:**

City of Beaumont - Deputy City Clerk
550 E 6th Street
Beaumont, CA 92223

APN 413-801-012

SPACE ABOVE THIS LINE FOR RECORDER'S USE

Transfer Tax Not Applicable: R&T Code 11922

Exempt from Recording Fees: Gov. Code 27383

GRANT DEED

(Public Park, Lot 149 of Tract No. 31462-7)

FOR VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, WOODSIDE 05S, LP, a California limited partnership ("**Grantor**"), hereby GRANTS to the City of Beaumont, a municipal corporation ("**Grantee**"), the following described real property in the City of Beaumont, County of Riverside, State of California, together with (i) all rights, privileges and appurtenances belonging or appertaining thereto and (ii) all right, title and interest of Grantor in and to any street or alley, opened or proposed, abutting such real property:

See **Exhibit "A"** attached hereto and incorporated herein by reference

TOGETHER WITH:

1. All tenements, hereditaments and appurtenances, including easements and water rights, if any, thereto belonging or appertaining, and any mineral rights, reversions, remainders, rents issues or profits thereof; and

2. All rights, title and interests of Grantor in and under all covenants, conditions, restrictions, reservations, easements and other matters of record.

DATED: _____ WOODSIDE 05S, LP, a California limited partnership
By: _____
Print Name: _____
Title: _____

By: _____
Print Name: _____
Title: _____

Grantor

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

STATE OF CALIFORNIA
COUNTY OF _____

On _____, _____, before me,

_____ (here insert name and title of the
officer)
personally appeared

,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

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

WITNESS my hand and official seal.

_____ (Seal)
Signature

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

STATE OF CALIFORNIA
COUNTY OF _____

On _____, _____, before me,

_____ (here insert name and title of the
officer)
personally appeared

,

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

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

WITNESS my hand and official seal.

_____ (Seal)
Signature

**EXHIBIT "A"
TO
GRANT DEED**

LEGAL DESCRIPTION

LOT 149 OF TRACT 31462-7, IN THE CITY OF BEAUMONT, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN ON MAP FILED IN BOOK 447, PAGES 17 THROUGH 23, INCLUSIVE, OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

**When Recorded Return
Original To:**

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

NO RECORDING FEE REQUIRED PER GOVERNMENT CODE SECTIONS 6103 AND 27383

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

This is to certify that the fee interest in real property conveyed by the following instruments: Tract Map Number 31462-7 filed September 28, 2015 in Book 447 of Maps at Pages 17-23 for park purposes with regards to lot "149" ("Property") to the City of Beaumont, a general law city in the State of California, is hereby accepted by order of City Council of the City, pursuant to the authority conferred by City Council Resolution No. 2021-_____ adopted on September __, 2021, and the City as grantee further consents to its recordation thereof by its duly authorized officer, the City Manager.

City of Beaumont, a general law city

Dated

By: _____
Todd Parton, City Manager

ATTEST:

Steven Mehlman, City Clerk

APPROVED AS TO FORM:

John Pinkney, City Attorney



11/10/2021

Elizabeth Gibb, Kristine Day, and Doug Story
City of Beaumont

Dear Mrs. Gibb,

We understand that the City of Beaumont will take ownership of Lot 149 of Tract 31462-7, also known as Mickelson Park. We understand that the park will not be a part of the Fairway Canyon Community Association and will not be assessed any monthly Association dues. The Mickelson Park is exempt from landscaping rules and any fines regarding maintenance, etc.

Should you have any questions, please feel free to contact Jose Orozco, Assistant General Manager at 951-846-7244 or jose.orozco@fsresidential.com.

Sincerely,

On Behalf of The Fairway Canyon Board of Directors,

Cherryl Thompson  Date: 11/10/21

Brett Hughes  Date: 11/10/21

See Attached Certificate

Attached: letter to City of Beaumont on behalf of
Fairway Canyon

ACKNOWLEDGMENT

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

State of California
County of Riverside

On 11/10/2021 before me, Coral Guerrero, Notary Public,
(here insert name and title of the officer)

personally appeared Cherryl Thompson and Brett Hughes

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

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

WITNESS my hand and official seal.

Signature 



(Seal)



Staff Report

TO: City Council
FROM: Sean Thuilliez, Chief of Police
DATE: January 18, 2022
SUBJECT: Homeless Outreach Approach for Beaumont

Background and Analysis:

Homelessness exists in virtually every community across the nation including the City of Beaumont. According to a recent estimate, there are approximately 1,600 homeless individuals living in Riverside County on any given day. Many homeless suffer from various conditions, such as mental illness and substance abuse that limit their abilities to seek resources on their own. The homeless population is also more prone to be victimized by criminal activity and less likely to report their abuse to police.

The Beaumont Police Department's (BPD) Homeless Outreach Program liaisons with other agencies of Riverside County as well as the Riverside County Continuum of Care Network (COC). The COC consists of private and countywide public sector homeless service providers and was created to promote community-wide planning and the strategic use of resources to address homelessness.

The Homeless Outreach Team is tasked with identifying homeless individuals throughout the community of Beaumont and to help coordinate the delivery of resources available to homeless individuals throughout the Pass Area, focusing on those most at risk and to include the homeless veteran population.

The program works alongside members of Riverside County's Department of Public Social Services (DPSS), Department of Public Health and local public safety partners to effectively engage homeless individuals coming into contact with law enforcement and the criminal justice system.

For several years the BPD has been assisting the homeless population within the City of Beaumont. However, since July 15, 2017, members of the BPD comprised of Patrol, Community Oriented Policing and Problem Solving (COPPS) and the Multiple Enforcement Team (MET), participated in the first of many Homeless Outreach Program

events funded by a grant. The purpose of the program is to identify homeless individuals, help them obtain needed resources, and reduce the victimization of criminal activity in homeless encampments.

First, the homeless issue from a global approach is addressed, recognizing the necessity to become better educated in dealing with this population while striving to achieve updated training. As such, this grant funding allowed officers to participate in Crisis Intervention Training (CIT) to better understand and address mental health issues associated with the homeless population. Furthermore, each member of the BPD attended de-escalation training in an effort to reduce and mitigate potential use-of-force matters.

Seconded, to further the effort in addressing homelessness in the community, the BPD develops goals and objectives to effectively and strategically coordinate police resources. This is accomplished by completing comprehensive crime analysis and prevention plans to better understand specific homeless issues that may affect businesses and property owners. As an organization, understanding the philosophy and recognizing the importance of “buy-in” from stakeholders in order to foster collaborative efforts with community partners is most effective to address these matters.

Each year the BPD participates in the countywide “Point-in-Time” count. These efforts are coordinated through the Riverside County Housing, Homelessness Prevention and Workforce Solutions Department, a subdivision of COC. The purpose of this program is to identify and count the homeless population in each city within the County of Riverside and offer resources based on their individual needs. In 2021, the total homeless count in the City of Beaumont was 16. Each homeless person contacted was offered resources which included housing, drug/alcohol rehabilitation, and vocational training. None of these resources were accepted.

The department has taken the lead on crafting a comprehensive approach for the San Gorgonio Pass area in efforts to solving the problem of regional homelessness in a way that respects the inherent worth and dignity of every person. The BPD has entered in a partnership with the Riverside County Department of Public Health to partner a mental health clinician with a police officer, creating the Community Behavioral Assessment Team (CBAT).

CBAT’s purpose is to intercede with persons experiencing a mental health crisis and find long-term solutions to the on-going mental health issues encountered within the community. CBAT’s resources will include partnerships with the Banning Police

Department and Riverside County Sheriff's Department within the City of Calimesa and Cabazon community.

CBAT's mission is to develop a multi-agency partnership to increase collaboration of service providers to assist the homeless in becoming self-sufficient. Provide ongoing personal contact between the Homeless Outreach Team officers and homeless individuals to increase trust and make referrals to service providers. CBAT and the COPPS Team will work closely with county resources and local outreach organizations to coordinate housing, employment, and medical and mental health services.

In addition, the Beaumont Police Department Outreach Program performs the following tasks:

- Identify homeless encampments within the City;
- Identify and establish working relationship with the homeless individuals;
- Coordinate with non-profit agencies (example: Riverside County Health to Hope Healthy bus);
- Coordinate with the Veterans Administration in locating veterans amongst the homeless;
- Liaison with the Department's Corrections Division on inmates being released from custody with a potential of being homeless to offer re-entry methods preventing homelessness;
- Provide free transportation to area resources centers when requested;
- Develop a program to pay for bus/train tickets for individuals to reunite with family members, must have family who will receive them (Project Reunite);
- Coordinate with other allied agencies to discuss homeless liaison duties and methods;
- Continual follow-up with governmental agencies dealing with homeless individuals' status to find permanent housing as well as individuals who have already been placed;
- Preparation/execution of the annual "Point in Time" (PIT) countywide count of homeless event;
- Attend countywide homeless related meetings including the COC (Continuum of Care);
- Attend homeless related events (example: US VETS led "Stand Down" events);
- Give presentations to City groups to help educate the sensitive issues related to homelessness;
- Ensure panhandlers are aware of City and County ordinance violations in all affected areas;
- Visit homeless encampments to ensure inhabitants are not violating trespass laws;

- Provide a safe environment by identifying and removing the criminal element from homeless encampments;
- Provide escort to encampments for outreach services to be offered;
- Monitor areas that have been cleared of homeless encampments;
- All participating personnel shall receive training to ensure an understanding of the program, resources available, and how to effectively deliver services to the homeless;
- Research viability to eliminate sales of single liquor/ beer cans; and
- Ensure priority is given to all homeless that are identified to be:
 - At risk,
 - Families with children,
 - Military Veterans,
 - Sufferers of mental illness, and
 - Victims of abuse.

Fiscal Impact:

The police officer assigned as the Homeless Outreach Officer/CBAT is budgeted annually at a cost of \$164,696. City staff estimates the cost to prepare this report to be \$1,170.

Recommended Action:

Receive and file.



Staff Report

TO: City Council

FROM: Kari Mendoza, Administrative Services Director

DATE: January 18, 2022

SUBJECT: Request City Council to Approve the Memorandum of Understanding between the City of Beaumont and Managers/Professional/Technical as Individuals.

Background and Analysis:

The current Memorandum of Understanding (MOU) between the City of Beaumont and the Managers/Professional/Technical as Individuals expired December 31, 2021, the individual parties began to meet and confer on terms and condition for a new MOU.

On January 13, 2022, the City and Managers/Professional/Technical as individuals reached a tentative agreement with the major changes in the following areas:

1. Term: January 1, 2022 – June 30, 2026;
2. Salary Market Adjustments: scale adjustments based on compensation study conducted;
3. Cost of Living Adjustment: July 2023 and July 2025 based on two-year CPI;
4. Cost of Living Adjustment: If City general fund revenues exceed budgeted general fund revenues by 10% for any fiscal year, the City will offer a one-time 2.5% base salary lump sum;
5. Salary Step Increases: Merit steps reduced from 5% to 2.5%;
6. Salary Step Increases: One-time 2.5% base salary lump sum payment for those who have reached top step; and
7. Administrative/Personal Leave: 40 hours of leave annually with a maximum of 80 hours.

Fiscal Impact:

Total impact to the remainder of the FY2022 budget is approximately \$166,300. City staff estimates the cost to prepare this report to be \$75.

Recommended Action:

Approve the Memorandum of Understanding between the City of Beaumont and Managers/Professional/Technical as Individuals and authorize the City Manager to execute the agreement.

Attachments:

- A. Memorandum of Understanding

MEMORANDUM OF UNDERSTANDING
BETWEEN
CITY OF BEAUMONT
AND
MANAGERS/PROFESSIONAL/TECHNICAL
AS INDIVIDUALS

EFFECTIVE JANUARY 1, 2022 THROUGH June 30, 2026

**Memorandum of Understanding
Between
City of Beaumont
and
Managers/Professional/Technical as Individuals**

This Memorandum of Understanding (“Agreement”) is entered into between the City of Beaumont, a Municipal Corporation, (the “CITY”), and the Manager/Professional/Technical as Individuals (the “UNIT”), relative to wages, hours and other terms and conditions of employment. This Agreement shall become effective January 1, 2022, and remain in full force and effect until June 30, 2026.

The CITY recognizes the following classifications:

Administrative Services Manager	Information Services Manager
Assistant Director of Community Services	Principal Engineer
Assistant Director of Finance	Public Works Manager
Budget Specialist	Senior Accountant
Building Grounds Maintenance Supervisor	Planning Manager
Chief Building Official	Solid Waste Recycling Manager
Chief Plant Operator	Special Projects / PIO
Community Services Manager	Street Maintenance Supervisor
Deputy City Clerk	Transit Operations Supervisor
Economic Development Manager	Wastewater Plant Supervisor
Executive Assistant	Wastewater Collections Supervisor
Environmental Compliance Manager	Vehicle Maintenance Supervisor

ARTICLE I: ADOPTION OF HANDBOOK

It is understood and agreed that there is an Employees’ Handbook (also referred to as the Personnel Manual) and the Employer-Employee Relations Resolution (Resolution No. 1978-16), which are incorporated by reference unless hereafter modified by mutual agreement. The provisions of this Agreement prevail when there is an inconsistency between this Agreement and the Personnel Manual. All previous Memoranda of Understanding and agreements, whether written or verbal, are superseded by this Agreement.

ARTICLE II: MANAGEMENT RIGHTS

The UNIT members recognize and agree that the CITY and its representatives have the exclusive responsibility and authority for managing and directing all operations and activities of the CITY, including, but not limited to, the exclusive right to determine the composition of its constituent departments, commissions and boards, the processes and the material to be employed: to subcontract any work or operation; to expand or diminish services; the procedures and standards of selection for employment and promotion; determine classification, direct its employees; take disciplinary action (for just cause following any probation period); relieve its employees from duty because of lack of work or for

other legitimate reasons; maintain the efficiency of governmental operations; determine the methods, means and personnel by which governmental operations are to be conducted and to assign work to employees, make reasonable assignments outside normal job classifications when mandated by reduction of personnel, to establish and change work schedules and assignments, to determine the days and hours when the employees shall work; take all necessary actions to carry out its mission in emergencies; and exercise complete control and discretion over its organization and the technology of performing its work.

ARTICLE III: NON-DISCRIMINATION CLAUSE

The provisions of this Agreement shall apply to all persons covered by this Agreement without discrimination on account of race, religion (including religious dress and grooming practices), color, sex (including pregnancy, childbirth, breastfeeding and/or related medical conditions), sexual orientation, national origin (including language use restrictions), ancestry, citizenship status, uniformed service member or veteran status, marital status, age, medical condition (genetic characteristics, cancer related), physical or mental disability (including HIV and AIDS), gender, gender identity, or gender expression, nor will there be any discrimination with respect to hiring, retention or any conditions of employment because of membership or activities in the Managers/Professional/Technical as Individuals unit.

The Managers/Professional/Technical as Individuals unit will accept into membership all eligible persons of the bargaining unit without regard to any protected class under federal, state or local law.

The Harassment, Discrimination and Retaliation Prevention Policy of the CITY is incorporated herein by this reference.

ARTICLE IV: UNIT SPECIFIC BENEFITS

- A. PROFESSIONAL DEVELOPMENT:** The CITY hereby agrees to budget and to pay the dues, subscription, travel and subsistence expenses for professional and official travel, meetings, and occasions adequate to continue the professional development and to adequately pursue necessary official and other functions for the CITY, local service clubs and such other national, regional, state, and local government groups and committees thereof on which a Manager serves as a member, as may be approved by the City Manager. The CITY also agrees to budget and to pay for the travel and subsistence expenses of the Manager for short courses, institutes and seminars that are necessary for his/her professional development, which are not POST reimbursed courses, as may be approved by the City Manager.
- B. CELL PHONE:** With City Manager approval, the CITY shall provide a cell phone for use by a Manager who is subject to 24-hour call back or a monthly cell phone allowance of \$100.
- C. SAFETY BOOTS AND SHOES:** The CITY shall provide each eligible employee with an annual allowance of up to one hundred and fifty dollars (\$150.00) per calendar year for reimbursement of

the purchase of safety boots and/or shoes. The type of acceptable footwear will be defined in the CITY's Dress Code Policy. Employees in the following classification series, which require the wearing of durable, reinforced protective work boots or shoes for personal safety to help protect against the impact or punctures due to the nature of the job duties, are eligible:

Assistant Director of Community Services
 Building/Grounds Maintenance Supervisor
 Chief Building Official
 Chief Plant Operator
 Public Works Manager
 Street Maintenance Supervisor
 Transit Operations Supervisor
 Vehicle Maintenance Supervisor
 Wastewater Collections Supervisor
 Wastewater Plant Supervisor

It will be the responsibility of the employee to submit receipts with his/her request for reimbursement to the Human Resources department in order to receive reimbursement. The CITY shall provide this reimbursement on a quarterly basis in January, April, July, and October for the preceding three (3) month period. In years of hire and separation, the amount will be prorated and overpayment to the employee will be refunded to the CITY by date of separation.

- D. VEHICLE ALLOWANCE:** With City Manager approval, the CITY shall provide a vehicle for use by a member to travel during the course of employment or a monthly vehicle allowance the sum of Three Hundred Fifty Dollars (\$350.00) per month. The employee shall be responsible for paying for liability, property damage and comprehensive insurance coverage on employee's personal vehicle and shall further be responsible for all expenses attendant to the purchase, operation, maintenance, repair and regular replacement of employee's personal vehicle.

ARTICLE V: SALARY AND BENEFITS

- A. UNIFORM COMPENSATION PLAN:** The CITY agrees to maintain a Uniform Compensation Plan and shall place employees within monthly salary ranges or the equivalent hourly rate if the employee is permanent part-time.
- B. SALARY MARKET ADJUSTMENT:** The CITY has completed and accepted a compensation study conducted by Ralph Andersen and Associates. Effective January 7th and after ratification of this MOU, the City agrees to increase salary ranges for all classifications in the bargaining unit to the median of the agencies compared in the study. The median shall be determined at top step of each range, and all steps below top step will be adjusted accordingly. Salary table attached for reference.

- C. COST OF LIVING ADJUSTMENT (“COLA”):** Beginning July 1, 2023, increase salaries by CPI (with a minimum of 2% and a maximum of 5%) using the Inland Empire/Riverside index for general costs, for the two years ending the previous December 31. (Example: increase on July 1, 2023, shall be based on the increase in CPI for the two-year period ending November 30, 2022.)

Beginning July 1, 2025, increase salaries by CPI (with a minimum of 2% and a maximum of 5%) using the Inland Empire/Riverside index for general costs, for the two years ending the previous November 30.

If the City’s general fund revenues exceed the budgeted general fund revenues by 10% for any fiscal year, as determined by the City’s annual financial audit, the City will offer a one-time 2.5% of base salary, lump sum, with the first payroll distribution in the calendar month beginning after publication of the City’s audited financial statements.

The parties agree that if there is no successor MOU in place as of June 30, 2026 the City will have no obligation to continue to grant additional increases based on CPI or otherwise. The City will be obligated to provide only those increases (if any) agreed to by the parties in a successor MOU or imposed by the City after impasse procedures are exhausted.

- D. SALARY STEP INCREASE:** Each employee may (until reaching the maximum step for a salary range), on his/her anniversary date, be eligible for a 2.5% salary step increase within the approved salary range. The CITY retains the right to approve or deny any salary step increase, for reasonable cause, after formal evaluation of said employee, which shall occur every year on or about the employee's anniversary date

Once an employee reaches top step, each following year with a meets standards or higher evaluation will receive a 2.5% base salary lump sum payment.

- E. RATE OF PAY HIGHER THAN STARTING:** When an employee is hired to fill a specific position within the CITY, and his/her qualifications and/or experience justifies a rate of pay higher than the posted starting pay, the City Manager may at his/her sole discretion approve a starting pay anywhere within the salary range for that position. The City Manager may also at his/her discretion offer credit for previous experience in another agency for the purpose of vacation accrual calculations.
- F. PUBLIC EMPLOYEES RETIREMENT SYSTEM (PERS) ELIGIBILITY:** The CITY provides employees with retirement benefits through the California Public Employees Retirement System (CalPERS). Such benefits are subject to applicable law and regulations, including but not limited to the Public Employees’ Retirement Law (PERL), the Public Employees’ Pension Reform Act (PEPRA) of 2013, and CalPERS. For the purpose of retirement benefits, employees are defined as either a “classic” or “new” member of CalPERS as follows:

1. CalPERS Definitions

- (a) “Classic” Member: Any employee hired by the City prior to January 1, 2013; or any employee previously employed by a CalPERS participating public agency, or an agency participating in a reciprocal California public retirement system hired by that agency prior to January 1, 2013, and who becomes employed by the City with less than a six (6) month break in service; or any transit employee hired by the City prior to December 29, 2014; or any employee, regardless of hire date, who is eligible for reciprocity with another California public retirement system.
- (b) “New” Member: Any employee meeting the definition of New Member set forth in Government Code section 7522.04(f)

2. RETIREMENT FORMULAS AND CALCULATIONS

Retirement formulas and calculations are based upon a combination of the employee’s age, years of service, and annual pensionable compensation.

- (a) “Classic” Members: “3% at 60” and single highest year.
- (b) “New” Members: “2% at 62” and three-year average. Pensionable compensation cap on annual salary used to calculate final compensation.

3. RATES OF CONTRIBUTION

- (a) “Classic” Members: The CITY shall pay one hundred percent (100%) of the effective employer’s obligation. The employee shall pay one hundred percent (100%) of the statutorily required employee obligation currently eight percent (8%) for miscellaneous (non-public safety) employees. There shall be no Employer Paid Member Contributions (EPMC).”
- (b) “New” Members: The CITY and employee will participate in equal sharing of normal costs, with the employee paying fifty percent (50%) of normal costs, or the rate as it may be changed from time to time by CalPERS.

4. ELIGIBILITY FOR PART-TIME EMPLOYEES

Part-time employees shall be eligible for CalPERS membership if he/she meets any of the criteria set forth in Government Code section 20305, which include but are not limited to, membership on the first day of the pay period in which the employees complete one thousand (1,000) hours of service during any fiscal year (July 1 through June 30).

The CITY provides part-time and seasonal employees, who are not eligible to participate in CalPERS, with retirement benefits through an alternate 457 FICA program.

5. CALPERS SERVICE CREDIT FOR VESTED SICK LEAVE

In accordance with the provisions set forth in section V.K.3, the CITY agrees to a service credit of unused sick leave for CalPERS retirement when an employee retires from CITY employment.

G. OVERTIME: Overtime will be compensated for actual hours worked at the rate of time and one-half (1½) for overtime in accordance with federal regulations. FLSA exempt employees are not eligible for overtime. Overtime is based on hours actually worked and does not include paid or unpaid leave time such as vacation, holiday, and sick leave.

H. COMPENSATORY TIME: At the option of the employee, the employee may elect to bank overtime hours at the rate of time and one-half (1½) hours for each overtime hour. Overtime will be calculated as stated in Section E herein. FLSA exempt employees are not eligible for compensatory time.

Compensatory time off shall reduce the compensatory time banked on an hour-for-hour basis, since the time worked is banked at time and one-half (1½) times the hours worked. An employee may not be required, but may elect, to take less than eight (8) hours of compensatory time off on any given day. Compensatory time off shall be scheduled by mutual agreement between the employee and supervisor. Time off shall be granted within a reasonable time after requested unless it would disrupt the operation of the CITY. Each year on the last payroll of the year, the employee will receive cash out of all compensatory time left in their compensatory time bank from that year. Compensatory time will be cashed out at the employee's rate of pay at the time of payment. Compensatory time may be accrued up to the maximum limits allowed per FLSA regulations, after which overtime will be paid for the hours worked.

I. ASSIGNMENT TO A HIGHER JOB CLASSIFICATION: When an employee is assigned to a higher job classification for more than ninety (90) consecutive days, he/she shall receive an additional five (5%) percent differential pay, retroactive to the first day of service in the higher classification. Such assignments shall not exceed six (6) consecutive months in length without mutual agreement of the City Manager and the appropriate unit representative or individual.

J. CAFETERIA PLAN: Effective January 1, 2020, the CITY shall contribute one-thousand six hundred seventy-five dollars (\$1,675.00) per month to each unit member for the cafeteria benefit plan detailed in this section.

1. Said contribution shall be used to provide for health insurance for the employee. Employee shall be covered by health insurance with a City approved health plan unless the employee provides proof to the City the employee is covered by another acceptable health plan as determined by the City's Human Resource Department.
2. The balance may be used for any of the following or any combination thereof:

- a. Health Insurance for employee's spouse and/or dependents;
 - b. Dental Insurance for employee's, spouse and/or dependents; and
 - c. Eye care plan for employee, spouse and/or dependents.
3. There is no cash-back of the remaining contributions amount, if any, to the employee after payment of the selected premiums(s). The employee shall be responsible for the remaining payments(s) through payroll deduction, of any premiums selected which are in excess of the monthly contribution amount.
 4. If an employee elects to not participate in the Health Insurance coverage and can show adequate proof of an approved health plan, the employee shall have the option to have an amount equal to the most current Kaiser employee only (single) monthly premium rate [as of January 1, 2022, the single rate is \$727.26] paid to the employee. If taken as cash payment, the amount is not to be considered as pensionable compensation for the purposes of CalPERS. Such alternative health plan coverage must be verified initially and thereafter on an annual basis by signing a verification that complies with the Affordable Care Act, which will be provided to the City. Alternative health plan coverage must be maintained until the next available CITY open enrollment period. The balance may be used for any of the following or any combination thereof:
 - a. Health Insurance for employee's spouse and/or dependents;
 - b. Dental Insurance for employee's, spouse and/or dependents; and
 - c. Eye care plan for employee, spouse and/or dependents;
 5. Cafeteria Plan Reopener: If the combined premiums for Healthcare, Dental, and Vision insurance increase more than 5% from their January 2022 rates, then the parties agree to meet and confer about increasing the Cafeteria Plan Contribution. The parties agree to hold additional reopeners in this regard if, subsequent to triggering the initial meet and confer, measuring the combined premium increases (cumulative to the triggering date) for the subsequent year(s) shows subsequent premium increases of more than 5%.

K. SICK LEAVE:

1. Sick leave shall accrue at the rate of 3.69 hours per bi-weekly pay period for full-time employees.
2. The CITY agrees to a one thousand (1,000) sick leave hours accumulation cap. Employees will no longer accrue sick hours once they have reached the cap.
3. The CITY agrees to a service credit of unused sick leave for PERS retirement when an employee retires from CITY employment. If an employee leaves the CITY with at least seven (7) years of service, the employee may elect to receive a lump sum payment of the

value of the unused sick leave. If the employee leaves the CITY prior to completing seven (7) years of service, then the employee is eligible for sick leave cash out using the following guidelines. This payment will be determined by a graduating scale that increases by fifteen percent (15%) per year for each year completed, through the first six (6) years of service ninety percent (90%) and an additional ten percent (10%) after completion of the seventh (7th year of service (100%). All sick leave vesting levels shall begin after the completion of probation and the second (2nd) year of service thirty percent (30%). A year of service will be considered completed when the employee reaches the anniversary date of their initial employment. . Any accumulated sick leave that is cashed out shall not also be eligible to obtain additional CalPERS service credit.

See scale provided below.

Year Completed	1	2	3	4	5	6	7
Percent Vested	0%	30%	40%	60%	70%	90%	100%

Previously accrued and unused sick leave that was not paid out at the time of separation will be reinstated if an employee leaves employment and is then re-hired within one year.

4. Employees who are laid off as a result of a reduction in force shall receive, at the option of the employee, either a lump sum payment equal to one hundred percent (100%) of accrued sick leave or the one hundred percent (100%) service credit towards retirement if the employee chooses to retire immediately following layoff.
5. All employees may use accrued paid sick leave for the purposes set forth in Labor Code section 246.5(a).
6. Accrued paid sick leave shall carry over to the following year, but no additional paid sick pay will accrue until the employee’s accrued paid sick leave falls below the one thousand (1,000) hour cap.
7. The City will provide all employees with a written notice of the amount of paid sick leave available. The notice will be provided on the designated pay date with the employee’s payment of wages. Sick pay will be paid at employee’s hourly rate of pay when the sick leave is taken. Sick pay will be paid by the payday for the next regular payroll period after the sick leave is taken.
8. Employees can use accrued paid sick leave upon a written or oral request. If the need to use paid sick leave is foreseeable, the employee must give reasonable advance notice. If the need to use paid sick leave is unforeseeable, notice must be given as soon as practicable.

9. On July 1st of every year, part-time, seasonal temporary employees will be credited 3 days (24 hours) or 3 times their normal shift of sick leave. It shall not be carried over but is available for cash out upon termination pursuant to section IV.I.10.
10. Accumulated sick leave hours can be paid at the time of separation from service at the employee's hourly rate at the time of separation or the CITY agrees to a service credit of unused sick leave for CalPERS retirement when an employee retires from CITY employment.
11. An employee may make an irrevocable election each December to receive payment of up to eighty (80) hours of the sick leave to be accrued in the following calendar year. The employee is eligible to make the request provided that the employee is fully vested (7 years) and has a minimum of 160 sick hours in the sick hours bank at the time the irrevocable election is made in December. Such payments will be made by separate check with the payroll distribution for the first full pay period in July unless the employee requests equal quarterly payments. Cash payment shall only be made for sick leave accrued that has not yet been used by the employee by the payment date. The City will provide the form for the employee to make the irrevocable election. The form shall be submitted to the City's Human Resources Department no later than December 15 of each year or employee will waive his/her right to elect to cash out sick leave for the following year. The only exception to this deadline is if the employee experiences an unforeseeable event after the deadline. In those circumstances, the employee can seek to make an initial election, or increase the number of hours elected (subject to all the other requirements and limitations as set forth herein) by submitting the City's election form to the City's Human Resources Department. The City Manager shall make a determination if the exception applies and the City Manager determination shall be final and not subject to any grievance procedure or appeal process.
- L. LIFE INSURANCE:** The CITY agrees to provide group term life insurance up to fifty thousand dollars (\$50,000) for each employee.
- M. SHORT-TERM DISABILITY INSURANCE:** The CITY agrees to maintain the short-term disability coverage at the levels in effect on January 1, 2018 for full-time employees.
- N. BILINGUAL PAY:** Employees who have been certified using a City designated language proficiency test as being fluent in sign language or other secondary language shall receive a dollar fifty (\$1.50) per hour. Once certified, an employee shall not be required to be recertified as a condition of continued receipt of premium pay.
- O. WELLNESS REIMBURSEMENT:** An employee who voluntarily joins a health or fitness club, purchases pre-approved exercise equipment, or visits a chiropractor shall be eligible for reimbursement of the fee up to but not exceeding fifty dollars (\$50) for each full month the employee has been employed. It will be the responsibility of the employee to submit requests for reimbursement to the Human Resources department in order to receive reimbursement. The CITY shall pay this reimbursement bi-annually under the CITY reimbursement policy. Each participating

employee is solely liable and responsible for any and all personal injuries, and shall fully indemnify the CITY. The CITY assumes no liability for injury or compensation for employee participation in this program, nor is this a mandated program or a job requirement.

- P. DIRECT DEPOSIT:** As a general rule, all employees shall be paid by direct deposit of their payroll check into an account of their choice at a financial institution. An employee may elect to receive payment via live check due to personal circumstances.
- Q. DEPENDENT CARE FLEXIBLE SPENDING ACCOUNT:** The CITY agrees to provide a Dependent Care Flexible Spending Account. A Dependent Care Flexible Spending account will let an employee’s set aside a portion of their paycheck tax free (up to IRS Limits) to pay for dependent care in conformance with IRS Tax Law requirements.

ARTICLE VI: HOURS AND WORKING CONDITIONS

A. HOLIDAY ACCRUAL: Holidays for employees in the UNIT are as follows:

- New Year’s Day
- Martin Luther King Jr. Day
- Presidents’ Day
- Memorial Day
- Independence Day
- Labor Day
- Columbus Day
- Veterans Day
- Thanksgiving Day
- Day after Thanksgiving
- Christmas Eve
- Christmas Day
- Day after Christmas
- New Year’s Eve

- 1. Employees assigned to the Police Department who are required to work Holidays will be allowed to bank their Holiday time.

B. VACATION ACCRUAL: Vacation time shall be accrued on the following basis and shall be credited for subsequent use each pay period.

Hire date - Three (3) years	two (2) weeks per year	3.077 hours per pay period
Three (3) years 1 day - Seven (7) years	three (3) weeks per year	4.615 hours per pay period
Seven (7) years 1 day - Nineteen (19) years	four (4) weeks per year	6.153 hours per pay period

Nineteen (19) years 1 day	five (5) weeks per year	7.692 hours per pay period
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Total vacation accrual for any employee shall not exceed the equivalent of two (2) years' accrual at the current accrual rate for that employee. Employees will no longer accrue vacation hours once they have reached the cap.

An employee may make an irrevocable election each December to receive payment of up to eighty (80) hours of vacation leave to be accrued in the following calendar year. Such payments will be made by separate check with the payroll distribution for the first full pay period in July unless the employee requests equal quarterly payments. Cash payment shall only be made for vacation leave accrued that has not yet been used by the employee by the payment date. The City will provide the form for the employee to make the irrevocable election. The form shall be submitted to the City's Human Resources Department no later than December 15 of each year or employee will waive his/her right to elect to cash out vacation leave for the following year. The only exception to this deadline is if the employee experiences an unforeseeable event after the deadline. In those circumstances, the employee can seek to make an initial election, or increase the number of hours elected (subject to all the other requirements and limitations as set forth herein) by submitting the City's election form to the City's Human Resources Department. The City Manager shall make a determination if the exception applies and the City Manager determination shall be final and not subject to any grievance procedure or appeal process.

- C. **ADMINISTRATIVE/PERSONAL LEAVE:** SALARY EMPLOYEES shall be allocated a maximum of forty (40) hours of administrative/personal leave on July 1st of each CITY fiscal year. The maximum amount of administrative/personal leave that EMPLOYEE may accrue at any given time may not exceed eighty (80) hours total. EMPLOYEE may request payment of up to forty (40) hours banked administrative leave pay, to be paid by separate check, per calendar year. Requests for payment of banked administrative leave pay should be submitted in accordance with the procedure stated in the Managers Group MOU.

- D. **PROMOTION PROBATIONARY PURPOSES:** During the probationary in paid status following a promotion or transfer, a regular employee who held permanent status at the time of the promotion or transfer shall, upon the employee's request, be returned to a position in the previously held classification in the former employing department. If the return involves a change in classification, the salary step shall be the same step that the employee held or would have received immediately prior to the promotion or transfer. Computation of the probationary period in a paid status does not include overtime, stand-by, on-call or military leave of absence.

- E. **BIDDING FOR OPEN POSITIONS:** In the event any position becomes open, it will be the responsibility of the Human Resources Department to notify permanent full-time and permanent part-time CITY employees of the opening prior to outside recruitment. Such responsibility shall include posting of a notice in a conspicuous place within each regular work location for a period

of ten (10) working days prior to outside recruitment. This notice will include the rate of pay ranges, hours to be worked, and any special requirements and conditions. An eligible and qualified employee interested in an open position shall submit an application and supporting documentation within ten (10) working days of the announcement's posting to be considered for the position prior to outside recruitment. If an eligible and qualified represented employee is selected to fill an open position, the employee will maintain his/her seniority, but will be required to accept the salary step range applicable to the job. Placement of an individual on a step higher than starting pay will be at the discretion of the department administrator of the job applied for and the City Manager. Seniority within the CITY will prevail over similar qualifications. If an individual believes that he/she was unfairly evaluated for the position bid for, he/she may utilize the formal grievance procedure.

Employees shall meet all requirements, qualifications and training, and pass any and all examinations that may be required for such position before being appointed.

ARTICLE VII: SAVINGS CLAUSE

Should any provision of this Agreement or any application thereof, be made unlawful by virtue of any Federal, State or local law and/or regulation, including judicial decisions, such provision shall be effective and implemented only to the extent permitted by such laws, regulations and decisions. In all other respects the provisions of this Agreement shall continue in full force and effect for the term thereof.

ARTICLE VIII: COMPLETE AGREEMENT CLAUSE

This written Agreement is the complete Agreement negotiated between the parties. Nothing excluded from this Agreement is agreed to unless it is put in writing, signed by all parties and attached to the Agreement as an amendment hereto.

ARTICLE IX: SKELLY PROCEDURE

Before imposing a long-term suspension, demotion or termination, the employee shall be entitled to the following so-called Skelly rights:

- A. SERVICE OF WRITTEN NOTICE:** The affected employee shall be served with a written Notice of Intent to Discipline. The Notice of Intent shall describe the violation(s), the proposed discipline to be imposed, the reasons for the proposed discipline, a statement advising the employee of his/her right to request a *Skelly* hearing within two work days after service of the Notice of Intent, and copies of any charges and materials upon which the proposed discipline is based, which copies shall be attached to the Notice of Intent.
- B. SERVICE OF THE NOTICE OF INTENT TO DISCIPLINE:** The Notice of Intent shall be served whenever possible personally, or by first class mail to the last known address of the employee.

Attached to the Notice of Intent shall be a Proof of Service, the original of which shall be kept in the employee's personnel file.

- C. REQUEST FOR HEARING:** The proposed disciplinary action shall not be imposed until the end of the second full business day following the day the Notice of Intent was personally served, or at the end of the fifth full business day following the day the Notice of Intent was mailed. During that period, the employee's salary shall be continued to be paid, and he/she may be terminated at the end of the second (or fifth, as the case may be) business day if no *Skelly* hearing has been requested by the affected employee. In the event a hearing is requested, the employee shall continue to be paid until a final decision is made.
- D. THE SKELLY HEARING:** If the employee requests a hearing, it shall be conducted by a neutral third party, such as the Department Head, the Human Resources Manager, the Assistant City Manager, the Chief of Police or his/her designee, or the City Manager or his/her designee. The hearing shall be conducted as soon as possible after it is requested, usually no later than two business days following the request. The hearing is to be conducted informally for the purpose of giving the employee an opportunity to provide an explanation or mitigation, or to correct mistakes of fact. Neither the neutral third party nor the employee shall be represented by counsel or by union representatives (unless a labor agreement provides otherwise). Normally, such hearings are concluded within a short period of time; however, the affected employee should be given such additional time as may be reasonably necessary to produce new information or to substantiate his/her explanation or mitigation. The hearing may be continued to a later time in the same day or the next day or such other day as may reasonably be necessary for such purpose. The neutral third party shall issue his/her decision within two business days after the conclusion of the hearing, either approving, disapproving or modifying the intended discipline. The resulting decision shall be implemented immediately.
- E. BINDING ARBITRATION:** Permanent employees who receive a long-term suspension or are demoted or terminated may, after the *Skelly* hearing, appeal the discipline by submitting it to binding arbitration. Arbitration shall be conducted as follows: If the parties cannot mutually choose an arbitrator, the parties will select the names of five (5) arbitrators from the Federal Mediation and Conciliation Service. The parties will flip a coin. The winner shall choose the first name and so on until one name is left who shall be the arbitrator. The arbitrator must decide each and every dispute in accordance with the laws of the State of California, and all other applicable laws. Limited discovery may be conducted in the arbitration proceeding upon a showing of good cause and the approval of the arbitrator. Unless the employee and the City stipulate to the contrary, prior to the appointment of the arbitrator, all disputes shall first be submitted to non-binding mediation, conducted by a neutral mediator. The parties shall split the cost of all fees charged for such mediation and arbitration proceedings. The arbitrator's decision is final and binding.

- F. DISCIPLINARY ACTIONS IN EMERGENCY SITUATIONS:** Under emergency circumstances, where the health and safety of co-workers or the public is threatened, an employee may be immediately disciplined without prior notice and hearing. In such a case, the affected employee's supervisor shall promptly document the circumstances which justified the immediate disciplinary action. After the emergency has passed, the supervisor shall initiate the *Skelly* procedures, above.

ARTICLE X: GRIEVANCE PROCEDURE—NON-SKELLY

- A. PURPOSE:** When an employee has a complaint or problem concerning his/her job, or the interpretation or application of this Agreement, and the complaint or problem cannot be resolved by informal discussion with his/her immediate supervisor, they may be brought to the attention of management through the grievance procedure.
- B. MATTERS EXCLUDED FROM THE GRIEVANCE PROCEDURE:** Certain matters and issues are not a proper subject of the grievance process. Improper matters or issues are those that fall into two categories:
1. Matters that have their own appeal process, such as the *Skelly* disciplinary action; or
 2. Matters and issues that are solely within the discretion of management, such as staff reorganizations and reductions in the workforce (budgetary layoffs).
- C. TIME LIMIT FOR PURSUING GRIEVANCE PROCEDURE:** To ensure timely resolution of grievances, they shall be pursued within 10 business days after the employee became aware of the grievance, or reasonably should have been aware of it. All other grievances shall be deemed untimely and may be rejected unless the City Manager, in his/her sole discretion, determines that there is good cause for the late filing of a grievance.

Grievance Procedure: There are four steps to the grievance procedure.

Step 1: Informal Discussion with Immediate Supervisor: Employee shall first take his/her grievance up informally with his/her immediate supervisor. If the grievance is not resolved by informal discussion, the employee may formally submit, in writing, the grievance to his/her immediate supervisor. The employee shall briefly describe the grievance and, when possible, a suggested solution. The immediate supervisor shall forward the grievance within two (2) working days to the Department Head.

Step 2: Department Head: The Department Head shall meet with the employee within three (3) working days after receiving the written grievance and shall deliver his/her answer in writing to the employee within two (2) working days thereafter. The employee shall have the right to present the grievance to the Department Head with or without a representative.

Step 3: Human Resources Director or Assistant City Manager: If the grievance is not resolved in Step 2, the employee may submit it in writing to the Human Resources Director (or Assistant City Manager) within three (3) working days after the Department Head's answer is received by the employee. The Human Resources Director (or Assistant City Manager) shall meet with the employee within three (3) working days after having received the written grievance and shall deliver his/her response to them in writing within three working days after such meeting.

Step 4: City Manager: If the grievance is not resolved in Step 3, the employee may submit it in writing to the City Manager within three (3) working days after the decision of the Human Resources Manager/Assistant City Manager is received. The City Manager shall meet with the employee within five (5) working days after having received the grievance and shall deliver his or her response in writing within five (5) working days after such meeting, or subsequent meeting(s), if any. The decision of the City Manager shall be binding and conclusive on all parties.

ARTICLE XI: NEGOTIATING

For purposes of renegotiating the Agreement, either party may submit a written request to the other party to renegotiate this Agreement **no earlier than January 1 and no later than March 31** prior to the scheduled date of expiration of the Agreement.

The parties shall meet and confer in good faith in an endeavor to reach agreement prior to the adoption of the CITY's final budget for the ensuing fiscal year. As set forth in the Employer-Employee Relations Resolution, good faith shall consist of, among other things, the meeting of the parties at reasonable times and places, the exchange of information, the exchange of proposals and counter proposals; however, it shall not require the granting of a concession, nor the incorporation of permissive items into the final agreement. In the event an agreement is reached, the parties shall reduce the matter to writing in the form of a Memorandum of Understanding, which shall not be binding, and shall submit the matter for consideration before the City Council during a public meeting.

[SIGNATURES ON THE FOLLOWING PAGE.]



Staff Report

TO: City Council
FROM: Dustin Christensen, Principal Engineer Public Works
DATE: January 18, 2021
SUBJECT: **Approve the Draft Request for Proposal for Landscape Architecture and Engineering Design Services and Construction Documents for Stewart Park Improvement Project**

Background and Analysis:

On November 2, 2021, City Council directed City staff to return to City Council with a more detailed design plan for Stewart Park including items such as elevations, drainage plans, grading plan, a budget, and bid documents. City Council directed City staff to secure professional services to prepare these plans. City staff has drafted a Request for Proposal (RFP) for Landscape Architecture and Engineering Design Services and Construction Documents for the Stewart Park Improvement Project.

RFP for Landscape Architecture and Engineering Design Services and Construction Documents

The attached RFP has been drafted for City Council discussion and direction (Attachment A). Various scope items are included in the RFP in order to provide a complete architectural and engineering design for the park. These scope items include the following:

- Hydrological assessment of the park area and drainage basin,
- Completion of Environmental documentation required by the California Environmental Quality Act (CEQA),
- Preliminary Title Reports and Boundary Surveys on project parcels,
- Coordination with Southern California Edison (SCE) for electrical services for proposed park amenities,
- Architectural renderings of proposed park improvements, and
- Detailed Engineers Construction Cost Estimates.

The attached RFP includes the preparation of detailed construction bid documents including construction drawings and specifications. The proposed construction drawings will include the following:

- Grading plans and elevations,
- Drainage plans,
- Erosion control plans,
- Architectural design plans,
- Landscape planting and irrigation plans, and
- Lighting and electrical plans.

After advertisement of the RFP and receipt of proposals the selected firm and price will be presented to the City Council for award and timeline of work. The preliminary timeline for advertisement and award as provided below:

Event	Date
RFP Issued	January 19, 2022
Questions submitted on Public Purchase deadline	February 02, 2022 @ 11:00 a.m.
Answers to Questions on Public Purchase will be posted	February 11, 2022
Proposals Due	February 23, 2022 @ 11:00 a.m.
Interviews (if required)	March 1 – 4, 2022
Award Date	March 15, 2022

City staff will work closely with the chosen consultant to successfully complete the project design. Upon completion of the design, the City will advertise the bid documents for construction.

Fiscal Impact:

The cost to prepare this staff report is approximately \$500.

Recommended Action:

Approve the draft Request for Proposals for Landscape Architecture and Engineering Design Services and Construction Documents for Stewart Park Improvement Project and direct City staff to publish the document on PublicPurchase.com.

Attachments:

- A. Request for Proposals for Professional Landscape Architecture and Engineering Design Services and Construction Documents for Stewart Park Improvement Project



Website:
www.beaumontca.gov

Address:
550 E. 6th Street
Beaumont, CA 92223

Phone:
951.769.8530

Request for Proposals Professional Landscape Architecture and Engineering Design Services and Construction Documents for Stewart Park Improvement Project

Questions Due By:
11:00 a.m.
February 02, 2022

Proposals Due By:
11:00 a.m.
February 23, 2022

Contacts:

Kristine Day
Assistant City Manager
kday@beaumontca.gov

Doug Story
Assistant Director Parks & Rec
dstory@beaumontca.gov

Dustin Christensen
Principal Engineer Public Works
dchristensen@beaumontca.gov

RFP Available:

www.publicpurchase.com or
<https://www.beaumontca.gov/949/Bids-and-RFPs>

INTRODUCTION

The City of Beaumont (City) is requesting written responses to this REQUEST FOR PROPOSAL (RFP) for selection of a qualified firm (Consultant) to provide Professional Landscape Architecture and Engineering Design services and Construction Documents solely for the interest of the City.

This RFP is for professional landscape architecture and engineering design of various new park amenities and improvements to existing park amenities at Stewart Park, including the following:

- A new splash pad
- Concrete walking trails throughout the length of the park
- Picnic pavilions throughout the park
- New playground equipment with shade structures
- A new bandshell
- A gaga ball courts
- Upgraded skate park
- New parking facilities
- Connection of the park across Ninth and Tenth Streets
- Landscaping and lighting improvements throughout the park
- Incorporate Existing Drainage into the Park Layout

The existing park is located between Eighth and Eleventh Streets and Orange and Maple Avenues. The pool facility and park pavilion have been demolished. The northern most section of park between 10th and 11th streets is a flood control basin originally constructed by the Riverside County Flood Control and Water Conservation District (RCFC&WCD). The City owns the property and maintains the basin according to the agreement established when it was constructed (agreement provided for reference). A hydrological assessment of the existing drainage will be incorporated into all aspects of the park layout and design.



All services provided by the Consultant shall be performed by individuals who meet the qualifications, education, and certification/licensing requirements for the position. The successful Consultant shall also have the resources to provide cost effective and timely services, including providing customer service to the City.



Qualified firms that submit a proposal will be evaluated in accordance with the requirement defined within this RFP. Upon successful negotiations with the City, the selected firm will provide professional landscape architecture and engineering design services for the Stewart Park Improvement Project as described in the scope of this RFP.

BACKGROUND

The City of Beaumont was incorporated in November 1912. The city is in the western portion of Riverside County and is bounded on the west by Calimesa and unincorporated areas, on the north by the unincorporated County areas (Cherry Valley), on the south by unincorporated County areas and the City of San Jacinto, and on the east by the City of Banning. The land area within the City's boundaries is approximately 26 square miles.

At the center of the historic area of the City of Beaumont is Stewart Park, home to the annual Cherry Festival and Freedom Festival. Stewart Park expands three city blocks and is located between Eighth and Eleventh Streets between Orange and Maple Avenues. The Cherry Festival is a four-day event that draws thousands of park patrons each year in June, and includes a carnival, food booths, games, live entertainment, and a beer garden. The Freedom Festival is a one-day event with live music, food vendors, kids' activities, and a fireworks display.

The top two portions of the park between Ninth Street and Eleventh Street act as detention basins during rain events. The City recently approved a continuous park concept by vacating Tenth Street which historically divided Stewart Park. The street areas of Ninth and Tenth Streets are planned to be included in a continuous park space. The conceptual plan for Stewart park can be found on the City's website and is attached to this RFP for reference.

SCOPE OF SERVICES

The Scope of Services for the Stewart Park Improvement Project is attached as Exhibit A.

ADDITIONAL RESPONSIBILITIES

The Consultant shall be responsible for completing the specified services in accordance with the City's Professional Services Agreement by Independent Contractor, a sample of which is attached (Exhibit B).

TERM

The term of the agreement shall be determined upon need of services and consistent with the



City's policies. The initial period of the contract is for the duration of the project or three years, with two one-year extensions as approved by City Council, subject to agreement terms and the Beaumont Municipal Code.

PROPOSAL REQUIREMENTS

The proposal shall clearly address all the information requested herein. To achieve a uniform review process and obtain the maximum degree of comparability, it is required that proposals be organized and contain all information as specified below:

- A. Cover Letter: Maximum of two (2) pages serving as an Executive Summary, which shall include an understanding of the Scope of Services. The RFP shall be transmitted with a cover letter that must be signed by an official authorized to bind the Consultant contractually. The letter accompanying the RFP shall also provide the name, title, address, and telephone number of individuals with the authority to negotiate and contractually bind the Consultant. The cover letter constitutes certification by the Consultant, under penalty of perjury, that the Consultant complies with nondiscrimination requirements of the State and Federal Government. An unsigned proposal or one signed by an individual unauthorized to bind the Consultant may be rejected.
- B. Introduction/Information: Introduction of the service proposal, including a statement of understanding for the types of services proposed. Provide a discussion on how the objectives of the Scope of Services will be accomplished. Provide the name of the firm submitting the proposal, its mailing address, telephone number, and the name of the individual to contact if further information is required. Any participating firms and proposed sub-Consultants shall be identified and included in the proposal (all sub-Consultants must be approved by City prior to signing the agreement with City).
- C. Approach: Provide the firm's approach to delivering the scope of services. Include a description of the firm's approach to communicating effectively with City staff and officials, other jurisdictional stakeholders, and the public, to facilitate successful delivery of assigned tasks.
- D. Firm Profile: Provide a description of the firm, including number of professional personnel, years in business, office location(s), organizational structure (e.g., corporation, partnership, sole practitioner, etc.), areas of expertise, and relevant experience. Include any other information which should be considered, such as any special services or customer service philosophy which define your firm's practice.



- E. Location: Location of principal office that will be responsible for the implementation of this contract.
- F. Organization, Key Personnel, and Resumes: Provide an organization chart and a summary description of the key personnel who will be involved in this project, their roles and responsibilities, and their experience in similar past projects. The proposal must name a project manager. In addition to this summary, full resumes should be provided.
- G. Project Experiences: Provide a list of at least three projects related to the scope of the work within the last five years.
- H. References: Three to five references to include: name, address, contact person and phone number of the company, length of time services were provided, and a description of the services provided.
- I. Scope of Services: Provide a description of the tasks, sub-tasks, and deliverables that will be provided. The Scope of Services should include a detailed description of all work described in Exhibit A, as well as any additional work items identified by the Consultant as necessary to the completion of the project design. The Scope of Services should be presented in a logical format that can be easily attached to the Professional Services Agreement (Exhibit B).
- J. Project Schedule: Create a detailed timeline for the tasks outlined in the Scope of Services.
- K. Cost Proposal: The cost proposal (including hourly rate) shall be submitted in a separate sealed envelope. This should include a fee schedule, a not-to-exceed fee estimate broken down and itemized based on the Scope of Services, and hourly billable costs for the itemized Scope of Services. All hourly fee schedules should be based on the consultant's current fee schedule rates. Rates shall be fixed for the duration of the project. The costs proposal shall clearly identify the estimated man-hours by classification and expenses required for each task, separated by team members, including all sub-consultants and contractors required to complete the Scope of Services.
- L. Additional Information: Any other information which should be considered, such as any special services or customer service philosophy which define your firm's practice.
- M. Insurances: The selected Consultant will be required to provide insurance certificates as listed in draft copy of "Professional Services Agreement" (Exhibit B). Consultant should refer specifically to the draft agreement, Section 6 and 7, for specific language, amounts,



and information.

SUBMITTAL

Five (5) bound copies, one (1) unbound copy and one (1) color digital PDF copy of the proposal must be submitted no later than **11:00 a.m., February 23, 2022. The cost proposal shall be submitted in a separate sealed envelope.** Postmarks and faxes are not acceptable. Proposal must be titled "Landscape Architecture and Engineering Design Services and Construction Documents for Stewart Park Improvement Project." Request for Clarifications (RFCs) or questions regarding this RFP shall be directed in writing to:

Dustin Christensen
Principal Engineer Public Works
dchristensen@beaumontca.gov

No RFC or questions will be accepted after 11:00 a.m. on February 02, 2022. All RFC responses will be posted on PublicPurchase.com by February 11, 2022.

No postmarked proposals will be accepted. Once submitted, proposals, including the composition of the consulting staff, cannot be altered without prior written consent of the City.

All costs associated with the preparation of any proposal shall be the sole responsibility of the proposer. Each proposal shall be limited to a maximum of 20 pages single spaced (not including resumes or addenda), using a minimum 12-point font size.

SCHEDULE

The City's tentative schedule for the proposal and selection are as follows:

Event	Date
RFP Issued	January 19, 2022
Questions submitted on Public Purchase deadline	February 02, 2022 @ 11:00 a.m.
Answers to Questions on Public Purchase will be posted	February 11, 2022
Proposals Due	February 23, 2022 @ 11:00 a.m.



Interviews (if required)	March 1 – 4, 2022
Award Date	March 15, 2022

CONFIDENTIALITY

Prior to the proposal submittal deadline, all proposals will be designated confidential to the extent permitted by the California Public Records Act. After the proposal submittal deadline, all responses will be regarded as public record and will be subject to review by the public. Any language purported to render confidential all or portions of the proposals will be regarded as non-effective and will be disregarded.

AMENDMENTS TO REQUEST FOR PROPOSALS

The City reserves the right to amend the RFP by addendum prior to the final proposal submittal date. Addenda will be posted on PublicPurchase.com.

NON-COMMITMENT TO CITY

The City reserves the right to reject any and all proposals and to waive informalities and minor irregularities in any proposal reviewed. The City may reject any proposal that does not conform to the instructions provided in this RFP. Additionally, the City reserves the right to negotiate all final terms and conditions of any proposal received before entering final contract.

CONFLICT OF INTEREST

The Consultant shall disclose any personal or professional financial, business, or other relationships with the City that may have an impact on the outcome of this contract or any resulting project. The Consultant shall also list current clients who may have a financial interest in the outcome of this contract.

PROPOSAL EVALUATION/SELECTION

The City intends to engage the most qualified Consultant available that demonstrates a thorough understanding of the City's needs. City staff will use the following criteria to evaluate the proposals:



Criteria & Scoring	Points
Project Approach and Understanding of the Scope of Services	25
Project Team Organization and Qualifications	20
Related Experience and Past Projects	25
References	20
Proposed Fee	10
Total	100

The City may request a qualification interview with the highest ranked Consultant(s) prior to determining the final ranking. The City reserves the right to reject any and all proposals.

REFERENCE INFORMATION

Links to applicable design standards can be found on the City’s website. The following reference information has been provided specifically for this project and can be found on the public portal website together with this RFP:

- Stewart Park Conceptual Plan
- Splash Pad Preliminary Site Plan
- Previous Geotechnical Report
- 10th Street Vacation document
- Basin Topo
- Wastewater and Storm Drain utilities ([City GIS](#))
- Flood Control Documents:
 - Stewart Park Retention Basin Plans (RCFC&WCD)
 - Stewart Basin Operation & Maintenance Agreement
 - Master Drainage Plan for Beaumont Area
 - Master Drainage Plan Exhibit
 - Master Drainage Plan Boundary Map #1
 - Master Drainage Plan Boundary Map #2

EXHIBITS

- A. Scope of Services
- B. Professional Services Agreement

City of Beaumont
Request for Proposal



Landscape Architecture and Item 17.
Engineering Design Services and
Construction Documents for Stewart
Park Improvement Project

-----END OF REQUEST FOR PROPOSAL-----

EXHIBITS TO FOLLOW



EXHIBIT A Scope of Services

GENERAL

The intent of this Request for Proposals (RFP) is to secure the services of a qualified Landscape Architecture and Engineering Design consultant to conduct design engineering services for the Stewart Park Improvement Project. Services shall generally include the following tasks:

1. Project Management
2. Data Gathering and Analysis
3. Investigations
 - Surveying and utility potholing
 - Geotechnical Investigation
 - Hydrological Assessment
4. Environmental Services
 - CEQA Compliance
5. Preliminary Design
 - Architectural Renderings
 - 30% level engineering design drawings and cost estimate
6. Property, Easement & Right-of-way Support
 - Preliminary Title Report & Boundary Survey
 - Parcel Merging
7. Jurisdictional Coordination
 - RCFC&WCD
 - Local Utilities in vacated streets (9th and 10th)
8. SCE Electrical Plan of Service
9. Final Design and Contract Documents
 - Preparation of Contract Documents: 60%, 90%, 100%, Final (Plans and Specs)
 - Preparation of Construction Cost Estimates and Construction Schedules

The following Scope of Services is provided as a guideline and is intended to identify the City's expectations and requirements associated with the Final Design effort. Consultants may suggest modifications to the proposed Scope of Services and are encouraged to expand the scope to include additional and/or optional tasks if deemed necessary to execute and facilitate the final design of the Project. At a minimum, the following specific tasks are to be included in the proposed Scope of Services.



DETAILED SCOPE OF SERVICES

Task 1 – Project Management

- Prepare and lead the Project kick-off meeting with the City to discuss and review the following:
 - Project background, goals, constraints, and approach
 - Project reporting/communication protocols/coordination
 - Project schedule
 - Critical/High Priority Scope
- Provide electronic project design schedule (baseline and monthly progress updates) in searchable pdf format. At a minimum, schedule shall include all submittals, meetings, and milestones. Schedule should incorporate a minimum 3-week period for each City submittal review.
- Schedule and lead weekly coordination and progress meetings with the City. Consultant shall prepare agenda, meeting minutes, and PowerPoint presentations (as necessary) for all meetings for the duration of the project.
- Coordination meetings with other agencies and developers as necessary.
- Conduct and demonstrate effective quality assurance and quality control procedures.
 - Review of all notes and design calculations, along with design drawings and specifications, by an appropriate reviewer independent of the Project design team prior to each design submittal.
 - Constructability and operational review of the design submittals.
- Consultant shall notify the City of any out-of-scope work items and obtain City approval prior to proceeding, no exceptions. Consultant will not be compensated for at risk work.
- **Deliverables:** Consultant shall submit all meeting agendas and presentations to the City a minimum of one (1) week prior to meetings, and all meeting minutes shall be submitted within three (3) working days following each meeting. City comments shall be incorporated, and final minutes published for distribution and record.



Task 2 – Data Gathering and Analysis

- Gather, review, and understand information on the City’s previous planning and design efforts for the Project, including the detailed review of all associated reference documents.
- Conduct field visits, inquiries, and investigations to acquire and review all relevant records of existing and proposed utilities including review of record drawings, property boundaries and right-of-way, environmental and geologic information, as well as to document physical conditions, features, and constraints within the Project area.
- Acquire mapping, record drawings, and relevant information (aerial, utility, topographic, geologic, environmental, etc.) from City, County, USGS, and other agency sources.
- Compile base mapping and identify jurisdictional limits (e.g. city/county agencies, community districts, etc.) and requirements.
- Review the conditions of the existing park space and the best options and ways to integrate the proposed new facilities.
- Review Edison service needs and electrical capacity requirements. Coordinate with Edison to verify circuit capacity and number of new services required for all new park facilities.
- Complete an independent review of all provided reference documents to either confirm the design recommendations or suggest alternatives. Alternative recommendations shall be identified and discussed early in the design. At a minimum, consultant review shall include the following:
 - Potential environmental concerns
 - Potential Jurisdictional requirements and permits
 - Potential utility conflicts and concerns
 - Hydrology Concerns
 - Preliminary Design Recommendations and Architectural Renderings
- Meet with City staff and discuss standards, expectations, project approach, and results of data gathering and analysis.
- **Deliverables:** Consultant shall summarize the results of this task into a Technical Memorandum (TM) and submit three (3) hard copies and one (1) electronic copy (searchable pdf), for City review. City comments shall be incorporated into the final technical memorandum.



Task 3 - Investigations

Task 3.1 Surveying and Utility Potholing

- Consultant shall perform a topographical survey of the project area including the full width of the adjacent rights-of-way with 1-foot contours. The survey shall identify all existing easements, assessor parcel numbers, and existing utilities on or adjacent to the proposed project area. The surveying consultant or sub consultant shall be a Registered Professional Land Surveyor in the State of California.
- Define the quantity and location of utility potholing efforts required for final design, including potholing the existing utilities in 9th and 10th Street and other utilities in the immediate vicinity of the park as needed. Upon the City's review and acceptance of Consultant's proposed utility potholing plan, all utility potholing efforts shall be coordinated with field surveying and final base mapping efforts.
- **Deliverables:** Results of all surveying activities shall be incorporated into the final contract documents. Results of all potholing activities shall be summarized in a report or technical memorandum submitted to the City. Submit three (3) hard copies and one (1) electronic copy (searchable pdf) for City review. City comments shall be incorporated into the final report or technical memorandum.

Task 3.2 Geotechnical Investigation

- Perform a geotechnical investigation of the proposed project area to include regional seismicity, seismic parameters, fault line evaluation, liquefaction, site preparation and earthwork, trench stability, suitability of onsite materials for backfill, trench excavation, shoring, dewatering, pipeline bedding and backfill recommendations, structural sections for concrete and asphalt, and all other necessary information required for a complete design.
- Consultant shall secure the services from a qualified sub consultant. As an option, the Consultant may utilize in-house resources for geotechnical services provided they can demonstrate sufficient experience/qualifications.
- **Deliverables:** Consultant shall summarize results and recommendations into a report. Three (3) hard copy and one (1) electronic copy of the draft geotechnical report shall be submitted for review. City comments shall be incorporated. Three (3) hard copies and one (1) electronic copy of the final geotechnical report shall be submitted. Results of the geotechnical investigation shall be incorporated into the final contract documents.



Task 3.3 – Hydrological Assessment

- The northern most section of park between 10th and 11th streets is a flood control basin originally constructed by the Riverside County Flood Control and Water Conservation District (RCFC&WCD). Plans are attached for reference. The City owns the property and maintains the basin according to the agreement established when it was constructed (agreement provided for reference). During significant rain events this basin fills with water and overflows to the south through the 18-inch drainpipe to the park between 9th and 10th Street. Water flows from there to the corner of 9th Street and Maple Avenue, and then down Maple Avenue and into the flood control basin south of 8th Street.
- The consultant shall perform a hydrological assessment of the exiting park and tributary area in order to quantify the potential impact of floodwater within the project boundary. This shall include a risk assessment of the current flood capacity of the park, as well as an assessment of how proposed additions to the park from this project will not alter or increase surface flows. Varying storm events should be modeled, including the 100 year storm event. All proposed park improvements shall be mitigated to prevent inundation and flooding.
- If the hydrological assessment or any proposed improvements to the park result in recommendations to alter the existing grades of the storm water basin between 10th street and 11th street, these changes shall be coordinated, reviewed, and approved by RCFC&WCD.
- **Deliverable:** Consultant shall summarize the results of this task into a Hydrology Report and submit three (3) hard copies and one (1) electronic copy (searchable pdf) for City review. The consultant shall present the results of the report in a focused meeting with City staff. City comments on the Draft Report shall be incorporated into a Final Hydrology Report. Recommendations and mitigations from the report shall be incorporated into the final drawings and contract documents.

Task 4 – Environmental Services

- Consultant shall perform all work necessary to meet the requirements of the California Environmental Quality Act (CEQA). Work shall include determination of the necessary level of environmental documentation, surveying, studies, and mitigation based on the project area and scope. The consultant shall prepare the required negative declaration (ND), Mitigated Negative Declaration (MND), or Environmental Impact Report (EIR) for public review and comment. The consultant will assist the City in responding to any public comments received.



- The Consultant will prepare the final documentation, including all required mitigation measures. The consultant will assist the City in preparation and documentation of the final Notice of Determination (NOD).
- **Deliverables:** Three (3) hard copy and one (1) electronic copy of the draft environmental documents for City review. City comments shall be incorporated prior to public notification period. Three (3) hard copies and one (1) electronic copy of the final approved environmental documents. All mitigation measures shall be incorporated into the final contract documents.

Task 5 – Preliminary Design

- The Consultant shall provide preliminary designs for all proposed project elements based on the results from tasks 2 and 3, including the following:
 - Demolition of vacated streets and sidewalks
 - New splash pad design
 - Concrete walking trail design and locations
 - Picnic pavilion design and locations
 - New playground equipment design with shade structures
 - New bandshell design and location
 - Gaga ball court design and location
 - Upgraded skate park design
 - New parking facilities design
 - Connection of the park across Ninth and Tenth Streets
 - Landscape planting and irrigation design
 - Lighting improvement plan design throughout the park
 - Incorporate Existing Drainage into the Park Layout
- During preliminary design, prepare comprehensive architectural concept renderings for the park and proposed new facilities. The renderings will consist of bird's eye views and street views of the proposed park layout including representative landscaping. Renderings should also be provided for some of the individual park elements such as the new splash pad, new band shell, and new playgrounds and picnic pavilions.
- Complete a lighting analysis for the proposed lighting improvement plan to ensure lighting is sized correctly and appropriately illuminates surroundings.
- Complete a preliminary plant evaluation and planting plan in accordance the approved City planting standards.



- Upon completion of the architectural renderings and preliminary (30%) design drawings, the consultant shall conduct a preliminary design review meeting to present the preliminary design recommendations and architectural renderings to city staff. All comments from city staff shall be incorporated into the final design.
- **Deliverables:** All preliminary architectural engineering renderings shall be provided to the City. Plans, specifications, and engineer's estimates shall be submitted at 30% design level for City review. The consultant shall submit three (3) hard copy sets of drawings (two half size on 11 x 17 and one full size on 24 x 36), specifications, and construction cost estimates; and one (1) electronic copy of all documents (searchable pdf files). All hard copy sets shall be wet signed and stamped by a licensed engineer in the State of California.

Task 6 – Property, Easement and Right-of-way Support

- Consultant shall pull preliminary title reports on all project parcels. Consultant shall make certain that all permanent facilities and construction activities are to be located within City property, City easements, temporary construction easements, or within city street right-of-way.
- The public street ROW on 9th Street and 10th Street between Orange Avenue and Maple Avenue has been vacated. The consultant shall work with the City to verify that all necessary documentation and recording of these Street ROW vacations has been complete, and assist the City as needed with any remaining items.
- Various utilities remain in place and active within the vacated streets, including 8-inch and 10-inch water lines, gas, cable, and other dry utilities. The consultant shall coordinate with existing utilities to provide permanent easements for continued access and maintenance of existing utilities. The consultant will be responsible for the preparation of legal descriptions, plats, and the dedication of all required easements.
- The park strip is currently divided into three separate City parcels and two separate vacated streets. The consultant shall prepare necessary documentation for merging all parcels into one continuous City parcel, and assist the City in recording these changes. A final boundary survey shall be conducted, and documentation and recording of the boundary survey shall be provided to the City.
- **Deliverables:** Consultant shall prepare legal descriptions and plats for all required easements. Legal descriptions and plats shall be prepared in accordance with City guidelines. All additional documentation necessary for vacation of public ROW and merging of city parcels shall be provided.



Task 7 – Jurisdictional Coordination

- The Consultant shall coordinate with Southern California Edison for service needs and electrical capacity requirements. Coordinate with Edison to verify circuit capacity and number of new services required for all new park facilities.
- The northern most section of park between 10th and 11th streets is a flood control basin originally constructed by the Riverside County Flood Control and Water Conservation District (RCFC&WCD). The City owns the property and maintains the basin according to the agreement established when it was constructed (agreement provided for reference). Coordination with RCF&WCD will be required for any changes within the basin. The consultant will shall include in their scope the submittal of plans to RCFC&WCD for review and approval, as well as addressing any review comments. The application and approval of any required RCFC&WCD permits shall be included.
- Various utilities remain in place and active within the vacated streets, including 8-inch and 10-inch water lines, gas, cable, and other dry utilities. The consultant shall coordinate with existing utilities to provide permanent easements for continued access and maintenance of existing utilities. The consultant will shall include in their scope the submittal of plans to the Water District and other utilities for review, as well as addressing any review comments.
- **Deliverables:** Consultant shall prepare all permit plans for submittal, incorporate comments from all jurisdictional Agencies, and revise the Contract Documents as necessary.

Task 8 – SCE Electrical Plan of Service

- New electrical services at multiple locations will be required for the splash pad pumps, pavilion lights, lighting improvements, new band shell, and other proposed improvements. Consultant shall coordinate all activities with Southern California Edison (SCE) to obtain an electrical plan of service for all new park facilities. The consultant shall include in their scope of work the application for all required SCE permits, preparation and submittal of plans to SCE, and addressing all SCE comments. The Contract Documents shall include the final approved electrical plan of service. The SCE permit application shall be submitted in the early stages of preliminary design to allow sufficient time for SCE to prepare the plan of service.

Task 9 – Final Design and Contract Documents

- The principal design components of this project include the following:



- Demolition of vacated streets and sidewalks
 - New splash pad design
 - Concrete walking trail design and locations throughout park
 - Picnic pavilion design and locations
 - New playground equipment design with shade structures
 - New bandshell design and location
 - Gaga ball court design and location
 - Upgraded skate park design
 - New parking facilities design
 - Connection of the park across Ninth and Tenth Streets
 - Landscape planting and irrigation design
 - Lighting improvement plan design throughout the park
 - Incorporate Existing Drainage into the Park Layout
- Consultant shall prepare Contract Bid Documents in a single bid package consisting of detailed design plans and specifications. The plans shall include (at a minimum):
 - General plans
 - Grading plans
 - Drainage & Storm Drain Plans
 - Erosion control plans
 - Demolition plans
 - Architectural Plans
 - Landscape planting and irrigation plans
 - Mechanical plans
 - Structural plans
 - Lighting and Electrical plans
 - The consultant shall prepare complete specifications, including General Provisions (provided by the City), Special Conditions, Supplemental Special Conditions, Technical Specifications, and detailed Bidding Sheets including estimated costs.
 - Contract Documents, including detailed design plans and specifications, shall be prepared in accordance with the City of Beaumont Standards, Riverside County Transportation Department (RCTD) Road Improvement Standards & Specification, Riverside County Flood Control Standards, and the Standard Specifications for Public Works Construction, current edition.
 - Plans shall be prepared consistent with NAD83 and NAVD88 survey standards.
 - Specifications shall include a detailed anticipated sequence of work. Sequence of work shall include sequencing for all demolitions and abandonments of City facilities. Sequence of work shall include all construction phasing requirements as necessary for the proper construction of all proposed park facilities.



- Coordinate with all local utilities and agencies including SCE, Beaumont Cherry Valley Water District, Riverside County Flood Control, gas, telephone, cable TV, etc. for utility locations. All existing and proposed utilities shall be identified on the plans. Locate, identify and show City facilities and appurtenances on the drawings, including storm drains, sewer lines, force mains, vaults, manholes, and other appurtenances. Final contract documents shall include a final electrical utility plan of service approved for construction.
- Provide all final detailed design calculations including hydrology calculations, structural calculations, calculations for equipment sizing and selection, etc.
- Prepare a detailed and itemized opinion of probable construction cost. Each design level submittal shall include an appropriate engineer's cost estimate.
- Prior the 60% design submittal, the project team shall conduct a field review with plans in hand to review the proposed site improvements to determine the conditions of the surrounding environment, discuss pertinent project information, and develop a final opinion of possible impacts, mitigation measures, and alternatives. The Consultant's Project Manager and other appropriate members of the project team, accompanied by City Staff shall participate in this effort. This field walk/review shall be repeated again prior to the 90% design submittal to confirm if any changes occurred during the design process and to ensure any changes are reflected on the final drawings.
- Conduct a focus meeting with City staff at the 60% design level to review all architectural design details. The consultant should anticipate a minimum of eight to ten detailed renderings (photorealistic quality) to be provided to supplement the 60% architectural design review. The renderings will consist of bird's eye views and street views of the park and the various proposed facilities, including representative landscaping. Comments from the 60% architectural design review will be incorporated into the final design.
- **Deliverables** – Plans, Specifications, and engineer's estimates shall be submitted for City review at the 60%, 90% and 100% progress levels. At each design level the consultant shall submit three (3) hard copy sets of drawings (two half size on 11 x 17 and one full size on 24 x 36), specifications, and construction cost estimates; and one (1) electronic copy of all documents (searchable pdf files). All hard copy sets shall be wet signed and stamped by a licensed engineer in the State of California. The final bid document submittal shall include one (1) full size set of Mylars, two (2) hard copies of the final bid specifications, and electronic (PDF) copies of the final drawings and specifications for bidding.

City of Beaumont
Request for Proposal



Landscape Architecture and Item 17.
Engineering Design Services and
Construction Documents for Stewart
Park Improvement Project

EXHIBIT B

Professional Services Agreement



Staff Report

TO: City Council
FROM: Todd Parton, City Manager
DATE January 18, 2022
SUBJECT: Rangel Park Update

Background and Analysis:

At its meeting of January 4, 2022, City Council directed City staff to provide a project status report on the Rangel Park improvement project at this scheduled meeting (January 18, 2022). City staff immediately began preparing a detailed comprehensive report as directed. Work on this report was still underway as of the date of this memorandum and City staff will present a detailed report at this meeting. Included in the report will be a project history, project status, and review of outstanding issues for discussion and direction.

Fiscal Impact:

City staff estimates the cost to prepare this report to be \$1,755.

Recommended Action:

Receive and provide direction to City staff.



Rangel Park Project Overview

January 18, 2022

RANGEL PARK

Item 18.

WHAT WE HAVE ACCOMPLISHED:

- ✓ Park Concept Plan commissioned 2018
- ✓ Approved March 2019
- ✓ New restroom /concession facility
- ✓ Electrical evaluation complete

1/18/22, 1:37 PM

Google Maps

Google Maps



Rangel Park Today



1/18/22, 1:31 PM

333 W 4th St - Google Maps

Google Maps 333 W 4th St



Item 18.

https://www.google.com/maps/@33.9263053,-116.9844358,3a,88.6y,12.89h,94.37t/data=!3m6!1e1!3m4!1sYiss2gZiah4WG9y1F_vu/w/2e0/7/1638488192

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1/18/22, 1:32 PM

245 B St - Google Maps

Google Maps 245 B St



https://www.google.com/maps/@33.9267426,-116.9845163,3a,75y,184.09h,91.33t/data=!3m6!1e1!3m4!1sL_ggFk7Gg27EjLqDnOq2e0/7/1638488192

1/1

Concept Plan 03-2019

Rangel Park Conceptual Plan

Standard Amenities

- Seating
- Trash receptacles
- Drinking fountain
- Landscaping
- Lighting
- ADA compliance

Street Buffer

- If street width allows, consider bumping curb/sidewalk out, or install striping/buttons

Remove Ex. Restroom

- Remove bldg. and replace flatwork
- Replace ex. bleacher with 2 narrow bleachers to save space

Replace Field Fencing

- 18'+ ht. from left field corner to right-center
- Support fence accordingly (proper poles/hardware)
- 12'+ ht. from right-center to right field corner
- Install foul poles
- Replace foul line fences, as needed

Tree Protection

- Retain all trees on site
- Protect large conifer dripline during all construction *

Field/Backstop/Dugouts

- Consider 1) replacing backstop with larger hood, 2) dugout canopies and fencing, 3) scoreboard
- Rework infield surface

Picnic Area

- Consider permeable surface

Restroom w/ Concession

Playground

- Modular unit
- Consider "Railroad" theme
- Poured-in-place fall zone
- Low-fenced
- Shade canopy w/ seating

Splashpad

- Pumphouse/storage
- Buried Tanks
- Shade canopy w/ seating
- Low-fenced
- Masonry wall for safety and signage

Basketball

- 1/2 court
- High-fenced

Info Kiosk

- Park information
- Historic Barrio Railroad District info

Budget Funding

\$500K – DIF

\$500K – CFD

\$367K - CDBG



Original Project Estimate

2018:

Playground Structure	
Safety Surfacing	\$ 100,000
Restrooms	\$ 150,000
Covered Picnic/Pavilion/ Basketball/BBQ Area	\$ 100,000
New Fencing/Landscaping/ Lighting	\$ 50,000
Splash Park	\$ 150,000
Ballfield Improvements	\$ 150,000
Total Park Improvements	\$ 700,000

Shade Sails Park Bench Wood Porcelain Pavers Painted Basketball Half Court Painted Basketball Half Court

Themed Concrete Wall Example for Monument Signage Wood Porcelain Pavers Train Themed Playground Example 1 Train Themed Playground Example 2

Historic Beaumont Train Historic Beaumont Rail Yard and Water Tower Train Themed Play Signage Train Themed Play Signage Train Themed Play

Historic Beaumont Train Station Historic Beaumont Train Station and Water Tower Train and Tracks in Rubberized Surfacing Train Water Tower Play

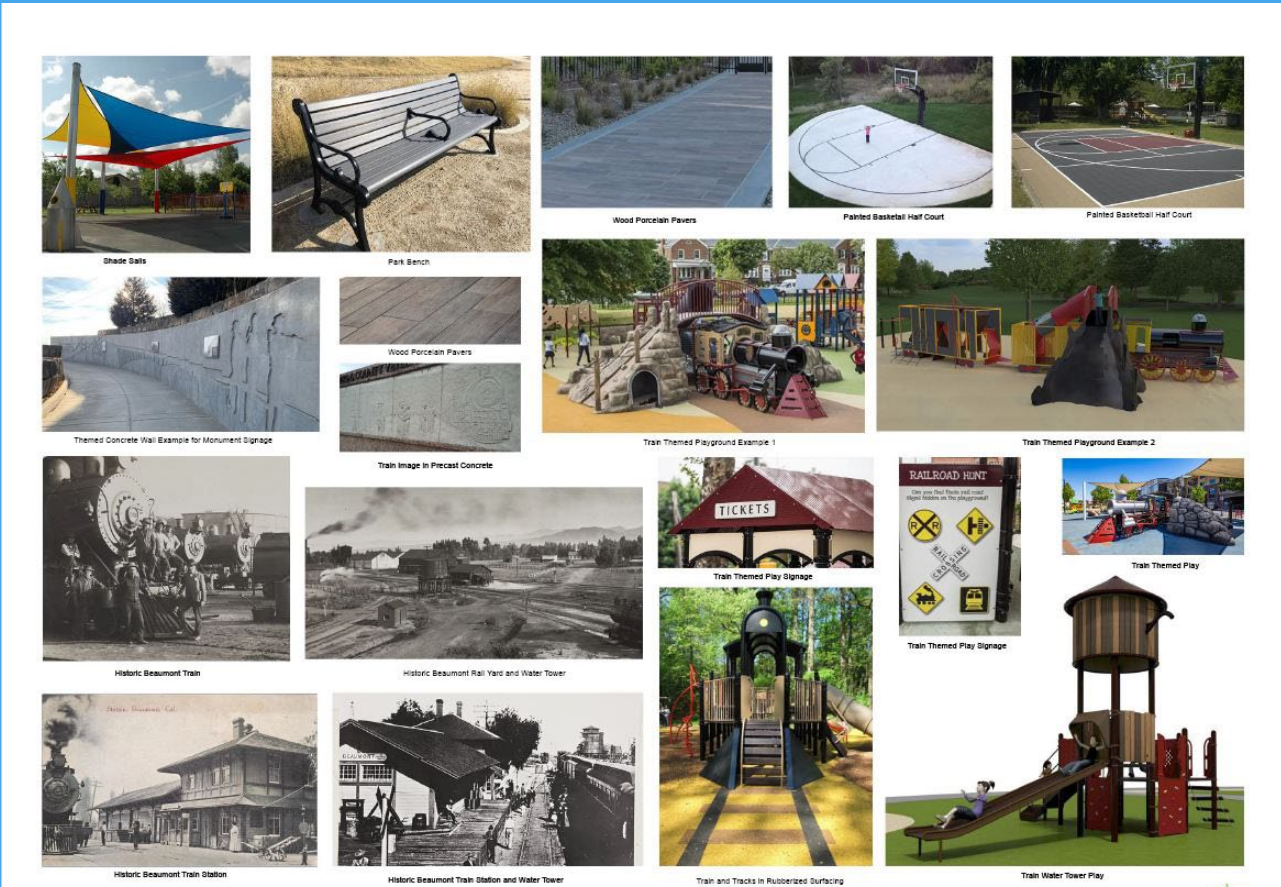
CITY OF BEAUMONT
RANGEL PARK - MATERIAL IMAGE BOARD
204 B STREET BEAUMONT, CALIFORNIA

Original Project Estimate (Rev).

Item 18.

2020:

Playground Structure	
Safety Surfacing	\$ 100,000
Covered Picnic/Pavilion/ Basketball/BBQ Area	\$ 317,213
New Fencing/Landscaping/ Lighting	\$ 50,000
Splash Park	\$ 500,000
Ballfield Improvements	\$ 400,000
Total Park Improvements	\$1,367,213



CITY OF BEAUMONT
RANGEL PARK - MATERIAL IMAGE BOARD
204 B STREET BEAUMONT, CALIFORNIA



Proposed Concept Plan



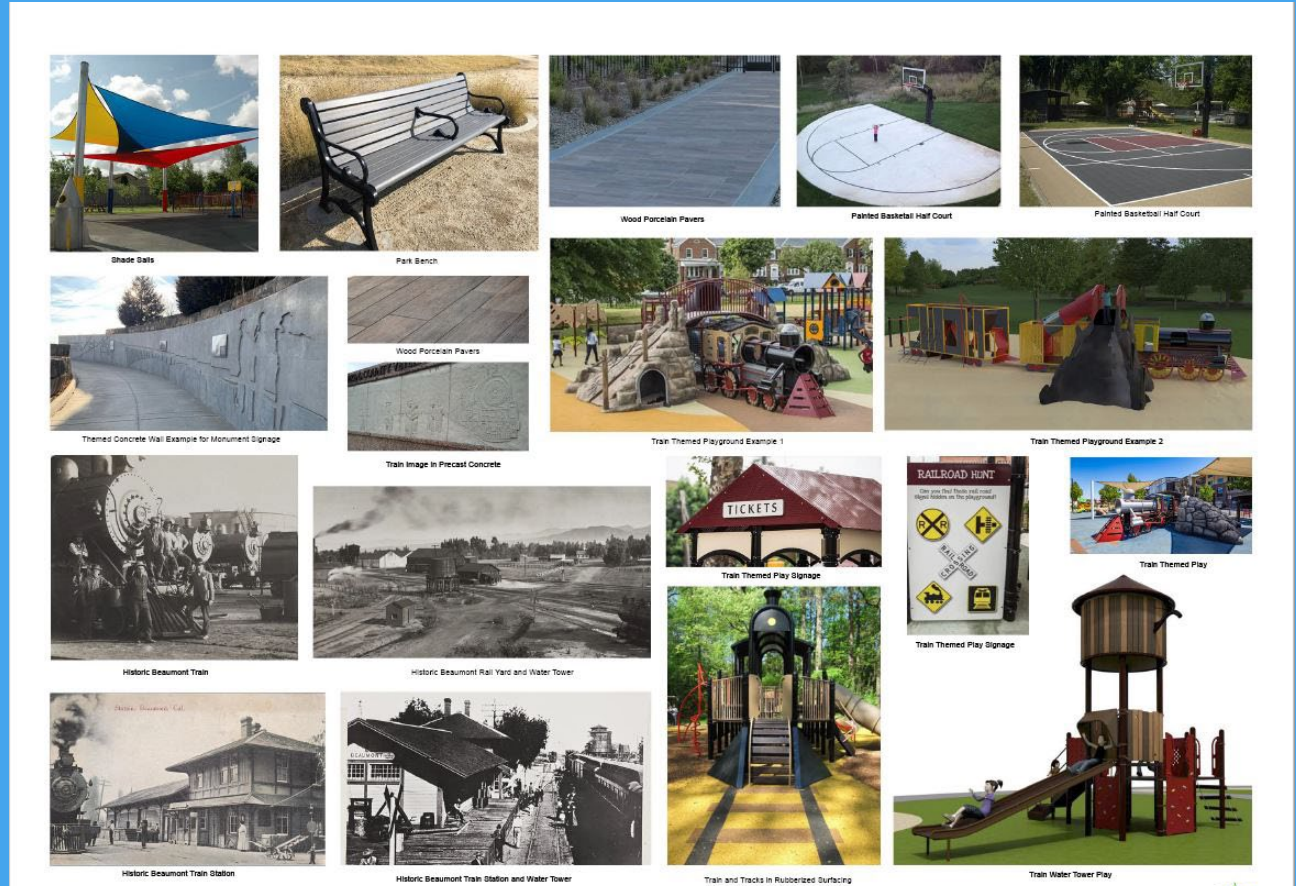
RANGEL PARK IMPROVEMENTS
CITY OF BEAUMONT



Probable Construction Cost

As of November 2021:

Demolition	\$ 337,950
Field Improvements	\$ 716,132
Play Area / Plaza Improvements	\$1,720,625
Electrical Upgrades SEC	\$ 300,000
<u>Musco Field Lighting</u>	<u>\$ 500,000</u>
Total Park Improvements	\$3,574,707



CITY OF BEAUMONT
 RANGEL PARK - MATERIAL IMAGE BOARD
 204 B STREET BEAUMONT, CALIFORNIA





Questions and Direction



Staff Report

TO: City Council

FROM: Lloyd White, Mayor

DATE January 18, 2022

SUBJECT: Discussion and Direction to City Staff Regarding Updates to the City of Beaumont Development Impact Fee (DIF) Program

Background and Analysis:

In late 2017 the Beaumont City Council adopted an updated development impact fee (DIF) program. The impact fees imposed prior to 2017 had been based on nexus studies that were extremely dated, resulting in significant increases to some of the fees. An important part of the discussion in 2017 was that the DIFs needed to keep pace with inflationary trends and that the entire program needed to be evaluated periodically to ensure that they were consistent with the City's evolving needs and costs.

Beaumont's DIFs have been adjusted annually based on prior year inflation as specified in the adopting ordinances. This ensures that the dollar value of each fee stays current. In some instances, fees have been increased while in other instances fees have been decreased, based upon the applicable consumer price index.

Since the current DIF program is entering its fifth year, the City Council needs to consider conducting new nexus studies and adopting a revised DIF program pursuant to those studies. In considering these new nexus studies, the City Council should consider the types of capital improvements and services that it would like analyzed.

One major area of concern throughout the community is the existing level of traffic and the need for the City to initiate proactive measures to mitigate traffic impacts borne by new development. Future traffic impacts will result directly from the types and intensities of the development that actually occurs, and it will be important for the new/updated nexus studies to consider current trends, market conditions, and City plans/policies.

Beaumont is expected to see continued growth in its single-family and retail sectors. However, the City should also expect to see continued interest in certain industrial sectors, primarily in the logistics and distribution center industries.

By their very nature, logistics and distribution centers rely on surface transportation and may have unique impacts on local and state roadway systems. This was demonstrated via a Logistics Center Mitigation Fee Nexus Study prepared by the Riverside County Transportation Commission (RCTC) in 2019. This study was prepared as a result of the litigation initiated by Riverside County pertaining to the World Logistics Center (WLC) development in the City of Moreno Valley. A copy of this nexus study is included as Attachment A to this memorandum.

It is important to note that pursuant to the WLC settlement agreement, approval of at least 75% of the cities within a supervisory district would have to have occurred in order for a regional fee of \$0.50/square foot to be implemented. Riverside County could have adopted this fee unilaterally. Neither approvals happened and the fee was never adopted.

There are other economic trends and issues that should be considered as well. For example, Beaumont is also evolving as more of a regional center for retail, commercial, and parks/recreation services due directly to growth within the neighboring cities. This results in a greater consumption of existing infrastructure capacities as well as assumptions for their upgrade and expansion.

Fiscal Impact:

City staff estimates it cost approximately \$1,316 to prepare this report.

Recommended Action:

- Direct City staff to begin preparing requests for proposals (RFPs) for the impact fee nexus studies;
- Direct City staff to include updates to the DIF nexus studies and the DIF program in the FY2022-2023 budget; and
- Add an item on the next City Council agenda to discuss updates to the City's DIF program.

Attachments:

A. Logistics Center Mitigation Fee Nexus Study – Riverside County Transportation Commission, May 8, 2019

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	May 8, 2019
TO:	Riverside County Transportation Commission
FROM:	Lorelle Moe-Luna, Multimodal Services Director John Standiford, Deputy Executive Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Approval of the Logistics Mitigation Fee Nexus Study

STAFF RECOMMENDATION:

This item is for the Commission to approve the Logistics Mitigation Fee Nexus Study.

BACKGROUND INFORMATION:

Purpose of the Study

In 2015, the Commission and the County of Riverside (County) filed a lawsuit against the city of Moreno Valley and Highland Fairview, the developer of the World Logistics Center (WLC) project. The lawsuit challenged the environmental impact report to ensure adequate mitigation to impacts created by the WLC project. The WLC is proposed to be located in the eastern portion of the city, southerly of State Route 60, between Redlands Boulevard and Gilman Springs Road as shown in Figure 1 below. The project would encompass over 2,610 acres with 40 million square feet for a large-scale logistics operation and is estimated to attract over 14,000 truck trips and 68,721 trips daily.

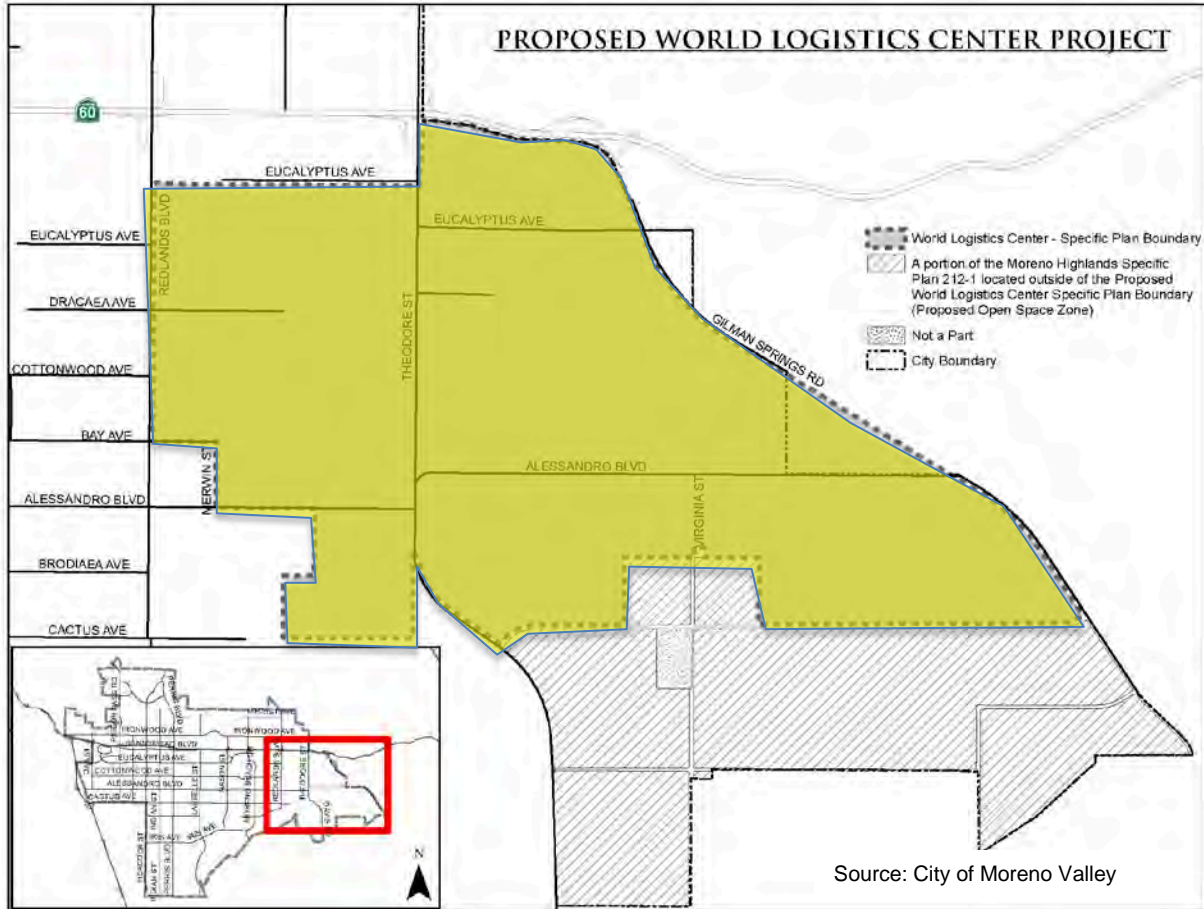
In July 2016, a settlement agreement was reached between the Commission, the County, the city of Moreno Valley, and Highland Fairview. A key provision of the settlement required that the four parties each contribute \$250,000, for a total of \$1 million, for the Commission to conduct a regional transportation study to evaluate a logistics-related regional fee, including the fee structure and implementing mechanism.

A result of the study could be a new fee program that would, for example, set a fee on new distribution center warehouses, based on facility size, to help pay for highway improvements. This fee would differ from existing Transportation Uniform Mitigation Fee (TUMF) Programs in that it would only focus on highway projects, as compared to the regional TUMF Programs, which collect funds for regional arterials and local streets.

Per the settlement agreement, if the County or at least 75 percent of the Commission’s member cities adopt a regional warehouse fee within two years after a final court judgment is issued, Highland Fairview will pay 65 cents per square foot for each operating warehouse within the WLC. If no regional fee is adopted, the fee would be 50 cents per square foot. Proceeds would be used for projects identified as part of the regional truck study.

The purpose of this item and staff’s recommendation is to approve the study. Implementing a fee program would require additional action by the Commission and local jurisdictions.

Figure 1: Location of Project



Summary of Completed Tasks

At its January 2017 meeting, the Commission approved the award for a regional truck study and development and implementation of a regional logistics mitigation fee to WSP USA, formerly Parsons Brinckerhoff, Inc. The study was kicked off in spring 2017 and a study advisory team was created to review and discuss the data and deliverables provided by the consultant team. The study advisory team consisted of staff representatives from the Commission, County, city of Moreno Valley, Highland Fairview, Western Riverside Council of Governments (WRCOG), Coachella Valley Association of Governments, Caltrans, South Coast Air Quality Management District (SCAQMD), Southern California Association of Governments (SCAG), and NAIOP Commercial Real Estate Development Association.

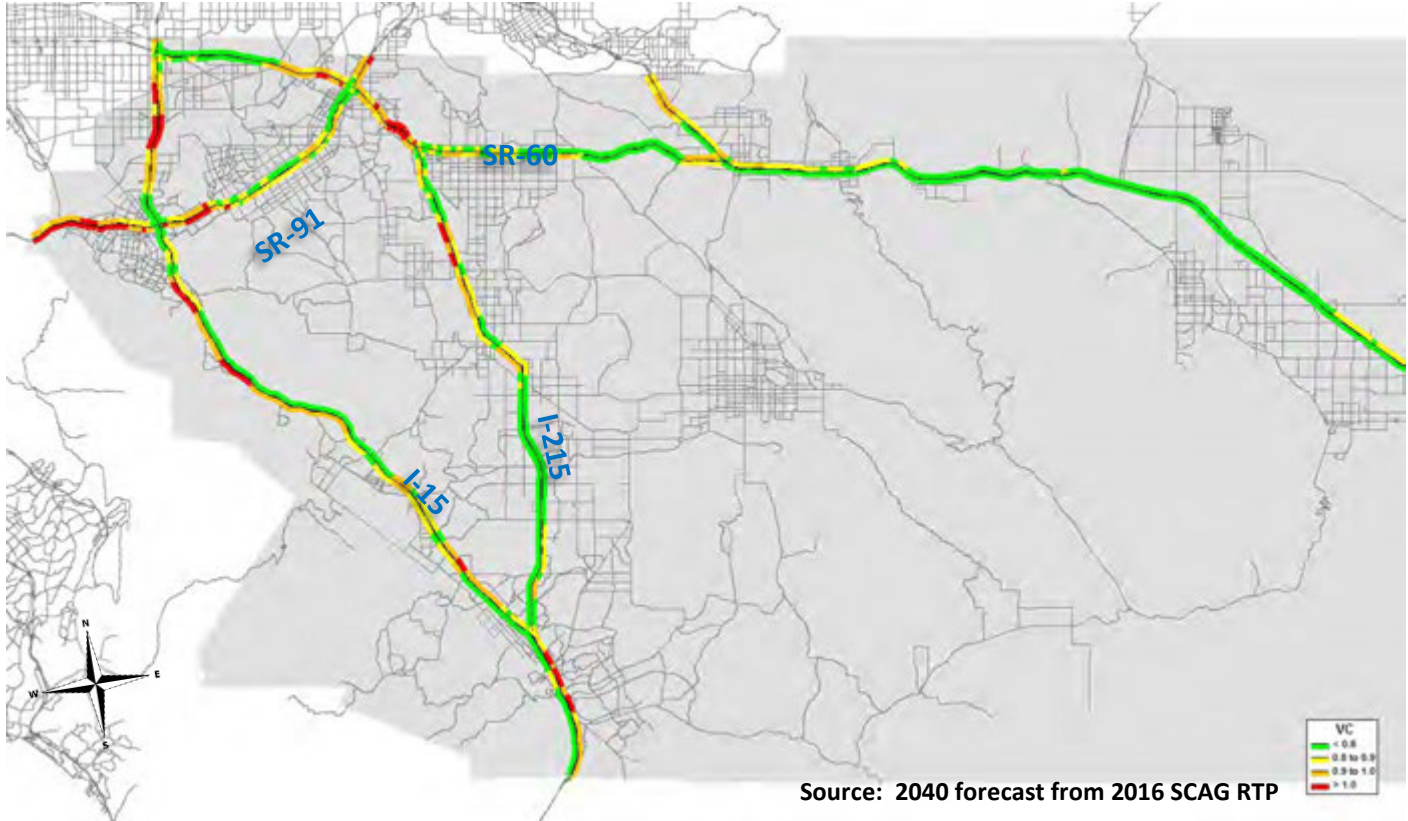
Existing and Future Conditions Analysis and Funding and Cost Analysis

At its June 2018 Commission meeting, staff and the project consultant provided an update on the study. At that time, the Existing and Future Conditions Analysis and Funding and Cost Analysis were completed and concluded the following:

- Existing and future warehousing related land use inventory was needed to forecast trips for each type of warehousing activity (i.e. high-cube such as fulfillment centers/parcel hubs, industrial parks, etc);
- Sufficient data sources are available to justify the completion of a Nexus Study;
- The SCAG 2016 Regional Transportation Plan (RTP) and its forecasted modeling was found to be the most comprehensive data source to evaluate existing and future conditions;
- Other datasets such as SCAQMD's Warehouse Study and ITE's Trip Generation Model were evaluated but had limitations such as lack of forecasting data and concentrations on certain warehousing activities such as high-cube;
- Diagnostic tests using Caltrans' truck count data were conducted to check that the SCAG model provided reasonable forecasts and were found to be pretty accurate;
- Origin-destination patterns were also collected using cellphone GPS data to analyze patterns within the County and between other regions;
- Origin-destination data reveals that about half of the heavy-duty truck trips in Riverside County either begin or end in the County, about two-thirds of the medium heavy-duty truck trips begin or end in the County, and highways in the County have the largest share of truck traffic for both heavy-duty and medium-duty trips in the SCAG region;
- The SCAG 2016 RTP model was used to determine traffic flows in the AM and PM peak hours, which is critical to identifying the attributable deficiencies by logistic activities;
- Logistics warehousing is estimated to grow in Riverside County by about 37.3 million square feet by 2040; and
- Future deficiencies in the highway network caused by logistics growth were identified in western county (see Figure 2).

Figure 2 identifies deficiencies based on new warehousing development as forecasted in the 2016 SCAG RTP.

Figure 2: Identified Deficiencies Based on New Warehousing Development



Cost Estimation Methodology

Proposed projects to mitigate the logistics growth could range from the addition of an auxiliary lane at on-and-off ramps, or, the widening of a mainline. Conceptual costs were developed based on the quantification of construction elements in conceptual designed using Google imaging data. Existing capacity deficiencies, pass-through trips in Riverside County, and infrastructure improvements that are already planned or have been completed (i.e. SR-91 Capital Improvement Program or French Valley Parkway Projects) were excluded from the calculation of the potential fee.

Total cost of infrastructure improvements is estimated at \$383.3 million (Table 1), of which the attributable share to logistics growth is about \$47.8 million, or 12 percent (Table 2).

Table 1: Total Conceptual Cost Estimate

RCTC Truck Study and Regional Logistics Mitigation Fee Capacity Improvement Project Conceptual Cost Estimate Summary						
ID	Route Name	Dir	Beginning	End	Total Conceptual Project Cost	Findings
1	I-15	NB	SR-79 S	Rancho California Rd	\$36,237,000	Cost reduced by TUMF inclusion of I-15 at Rancho California
			Rancho California Rd	Winchester Rd		
2			Winchester Rd	Lane Add south of I-15/I-215 Split	-	Mitigated by French Valley Parkway Project
3			Clinton Keith Rd	Baxter Rd	\$7,406,000	Cost reduced by TUMF inclusion of I-15 at Baxter
4			El Cerrito Rd	Ontario Ave	-	Mitigated by I-15 Tolled Express Lanes (TEL)
5		Norco Dr/6th St	Limonite Ave	-	Mitigated by I-15 Tolled Express Lanes (TEL)	
6		SB	Cantu Galeano Ranch Rd	Limonite Ave	-	Mitigated by I-15 Tolled Express Lanes (TEL)
			Limonite Ave	Norco Dr/6th		
7	Cajalco Rd		Indian Truck Trail	\$37,825,000	Cost reduced by TUMF inclusion of I-15 at Temescal Canyon	
8		El Cerrito Rd	Cajalco Rd	\$10,408,000	Cost reduced by TUMF inclusion of I-15 at Cajalco	
9	SR-60	EB	Rubidoux Blvd	Market St	\$40,234,000	
			Market St	Main St		
10	I-215	NB	Box Springs Rd	Central Ave/Watkins Dr	\$26,513,000	
			Central Ave/Watkins	Martin Luther King		
10c			Martin Luther King Blvd	SR-91	\$55,081,000	
11		Center St Off-Ramp	Riverside County Line/Iowa	\$42,212,000	Cost reduced by TUMF inclusion of I-215 at Highgrove/Center	
12		Martin Luther King Jr	Sycamore Canyon Rd	\$13,403,000		
13		SB	Van Buren Blvd	Case Rd	\$95,365,000	Cost reduced by TUMF inclusion of I-215 at Perris, Nuevo, Placentia (MCP), Ramona and Harley Knox
14	SR-91	NB	Riverside County Line	Green River Rd Off-Ramp	-	Mitigated by SR-91 Express Lane Extension Project
			Green River Rd Off-Ramp	SR-71		
			SR-71	Serfas Club Dr Off-Ramp		
15			Serfas Club Dr Off-Ramp	Grand Blvd Rd Off-Ramp	-	Mitigated by SR-91 Express Lane Extension Project
16		On-Ramp from SB-I-15	On Ramp from NB- I-15	\$7,611,000		
17		McKinley St Off Ramp	Pierce St	-	Mitigated by SR-91 Express Lane Extension Project	
18		Pierce St	Magnolia St	\$13,040,000		
19		SB	Serfas Club Dr Off-Ramp	Lane Add at SR-71	-	Mitigated by SR-91 Express Lane Extension Project
			Lane Add at SR-71	Riverside County Line/Iowa	-	
Sum Total:					\$385,335,000	

Table 2: Total Logistics Cost Share

RCTC Truck Study and Regional Logistics Mitigation Fee Capacity Improvement Project Adjusted Conceptual Cost Share Summary							
ID	Route Name	Dir	Beginning	End	Total Conceptual Project Cost	Logistics Attributable Share	Logistics Cost Share
1	I-15	NB	SR-79 S	Rancho California Rd	\$36,237,000	0.7%	\$258,000
3			Rancho California Rd	Winchester Rd			
7		SB	Clinton Keith Rd	Baxter Rd	\$7,406,000	0.3%	\$19,000
8			Cajalco Rd	Indian Truck Trail	\$37,825,000	2.2%	\$820,000
			El Cerrito Rd	Cajalco Rd	\$10,408,000	1.4%	\$142,000
9	SR-60	EB	Rubidoux Blvd	Market St	\$40,234,000	31.8%	\$12,802,000
			Market St	Main St			
10	I-215	NB	Box Springs Rd	Central Ave/Watkins Dr	\$26,513,000	30.0%	\$7,963,000
			Central Ave/Watkins	Martin Luther King			
10c			Martin Luther King Blvd	SR-91			
11		SB	Center St Off-Ramp	Riverside County Line/Iowa	\$42,212,000	11.8%	\$4,978,000
12			Martin Luther King Jr	Sycamore Canyon Rd	\$13,403,000	57.1%	\$7,658,000
13		Van Buren Blvd	Case Rd	\$95,365,000	4.4%	\$4,235,000	
16	SR-91	NB	On-Ramp from SB-I-15	On Ramp from NB- I-15	\$7,611,000	7.5%	\$571,000
18			Pierce St	Magnolia St	\$13,040,000	8.3%	\$1,078,000
Sum Total:					\$385,335,000	12.4%	\$47,841,000

A potential fee could be up to \$1.28 per square foot (SF) of gross floor area based on the projected growth of about 37.3 million square feet of new warehousing anticipated by 2040 per the 2016 SCAG RTP.

Nexus Study

The California Mitigation Fee Act requires that an impact fee program fulfill the following:

- ✓ Establish a rational nexus/reasonable relationship between the infrastructure need and development impact
- ✓ Fees must be roughly proportional with the impacts of development and the cost of the infrastructure; and
- ✓ A development does not have to exclusively benefit from the infrastructure but can substantially benefit from the overall improvement in regional mobility.

The Nexus Study fulfills these requirements and builds upon the data compiled from the Existing and Future Conditions Analysis and Cost Analysis to establish the relationship between growth related to logistics facilities and truck traffic and the improvements needed to mitigate such growth. The study process includes the confirmation of expected growth in population and employment in the region, and specifically growth in warehousing and logistics uses in the county, applies the regional travel demand model to generate traffic data outputs to identify future capacity deficiencies in the highway network (Table 1 above), and then determines the proportion of those deficiencies that are attributable to new warehousing and logistics related development (Table 2 above). The resultant information is then cross-referenced with project cost information to determine the overall cost of mitigating logistics impacts as the basis for estimating a fee. That cost is then divided by the anticipated rate of growth in new warehousing and logistics developments in Riverside County to determine the fair share fee amount, as shown in Table 3 below.

Table 3: Potential Logistics Impact Fee

Logistics and Warehouse Impact Fee for Riverside County	
Logistics Cost Share of Freeway Mitigation	\$47,841,000
Growth in Warehouse Gross Floor Area in Square Feet	37,332,179
Fee per Square Foot of Gross Floor Area	up to \$1.28

Public Outreach

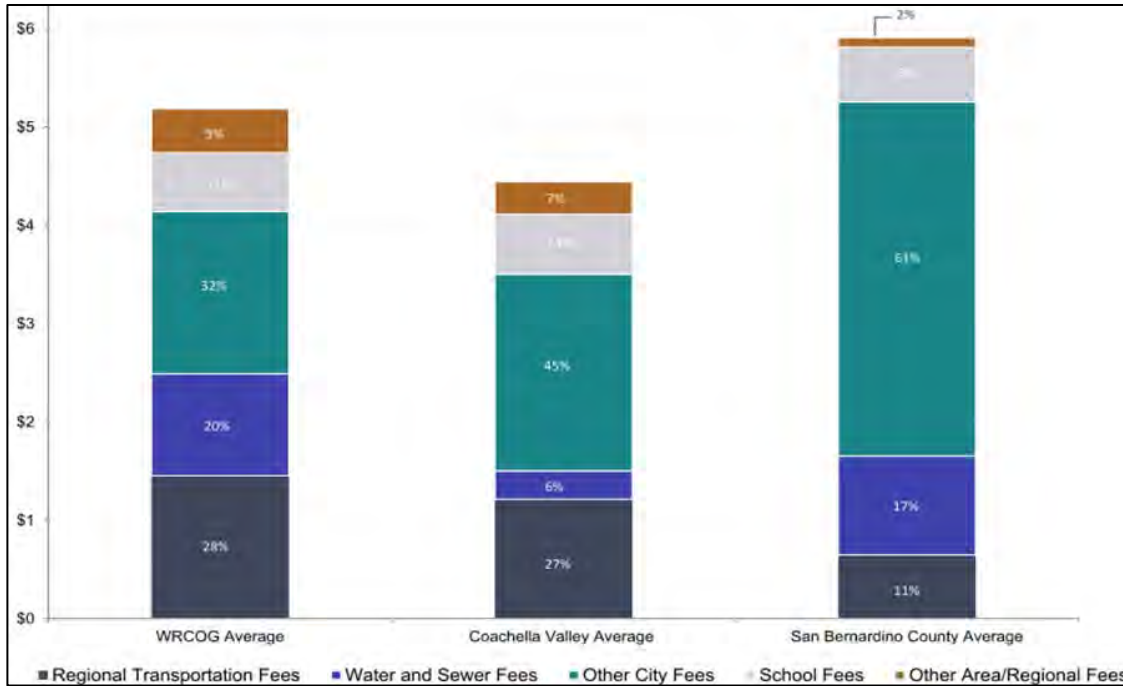
In addition to working with the study advisory team, staff also provided updates on the study to the Commission's Technical Advisory Committee (TAC), comprised of Public Works Directors and City Engineers, and other regional bodies such as the WRCOG City Managers TAC and, the SCAG Transportation Committee.

Stakeholder workshops were held on September 28, 2018 and December 7, 2018, to target public and private stakeholders, such as local and regional agencies and the development community. The workshops were advertised via the website, social media, the study advisory team, and partnering-agency distribution lists. In addition, a webpage for the study, located at www.rctc.org/feestudy was also made accessible for stakeholders to submit comments and review study materials. There was a total of about 42 attendees at both workshops. The majority of the comments and questions received were general in nature regarding who the fee would apply to and what types of projects the fee revenues would be allocated towards. Some comments were more technical regarding the methodology and calculation of the fee and were addressed with specific parties during study advisory meetings.

Potential Locational Effects of a Logistics Fee

The study also analyzed the potential locational impacts a logistics mitigation fee might have on economic development in the county. Research indicates that a logistics mitigation fee would likely have limited impacts on demand for warehouse development in Riverside County. For example, it is estimated that total development costs in Western Riverside County is about \$121.10 per square foot for industrial buildings and a proposed logistics fee of up to \$1.28 would increase the total by about 1 percent. In comparison, the total development costs in Los Angeles County is about 55 percent higher than the Inland Empire. Additionally, impact fees are generally higher in San Bernardino County compared to Riverside County, although fees vary widely. A potential logistics fee of \$1.28/SF in Riverside County would make the average for Western Riverside County about \$0.50 higher than the San Bernardino County average as shown in Figure 2 below.

Figure 2: Current Average Development Impact Fee Costs Per Square Foot and Proportions in Inland Empire Jurisdictions



Source: WRCOG, Updated Analysis of Development Impact Fees in Western Riverside County, 2019

Next Steps

Staff is recommending the Commission approve the Logistics Mitigation Fee Nexus Study. The approval of the Nexus Study does not constitute the pursuit of a fee program, but rather fulfills the Commission’s obligation to complete the analysis per the settlement agreement. Should the Commission decide to pursue a fee program, staff would return at a later time for the approval of an implementation plan including a proposal on the establishment of a fee administrator. The Commission’s current governing authority does not allow for fees to be collected directly by the Commission; therefore, should a program be implemented the Commission would either have to create a Joint Powers Authority or another regional governing body would have to be responsible for administering the fee program. If implemented, the formal adoption and public hearing process for the Nexus Study and fee program would take place.

Fiscal Impact

There is no financial impact for this item.

Attachments:

- 1) Nexus Study, April 2019
- 2) Existing and Future Conditions, October 2017
- 3) Supplemental: Existing and Future Conditions, March 2018
- 4) Funding and Cost Analysis, June 2018
- 5) Potential Locational Effects of a Riverside County Logistics Mitigation Fee, April 2019

RCTC TRUCK STUDY AND REGIONAL LOGISTICS MITIGATION FEE

Final Technical Memorandum:
Task 3 – Nexus Study

Prepared for :



Prepared by:



In partnership with



Revised: April 2019

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1. INTRODUCTION, BACKGROUND AND PURPOSE

Despite the recent slow-down in the rate of development in the region due to the lasting effects of the economic recession, Western Riverside County remains one of the fastest growing regions in the country. The proximity to Los Angeles, Orange County and San Diego, the availability of comparatively affordable land, and the generally high quality of life in area communities each contribute to making Riverside County an attractive place to live and work. However, the continuing rapid rate of growth in the region exceeds the capacity of existing financial resources to meet demand for transportation infrastructure. Traditional transportation funding sources, Measure A and the respective Transportation Uniform Mitigation Fee (TUMF) programs, as well motor fuel tax revenues generated by the recent enactment of Senate Bill 1 (SB1), substantially contribute to building and maintaining transportation infrastructure, although these funding sources are considered insufficient to address all the area's transportation funding needs into the future. This is particularly the case for the freeway system in Western Riverside County where existing needs, anticipated future growth and the fluctuating increase in land and material costs exceed the capability of current local, state and federal programs to meet future funding needs.

The projected growth in Western Riverside County can be expected to significantly increase congestion and degrade mobility if substantial additional investments are not made in the transportation infrastructure. This challenge is especially critical for the freeway system which provides the foundation for the area's transportation system and is recognized as an essential element for sustaining the regional economy. Further increases in congestion and degradation in mobility on the freeway system will have a considerable impact on the economy and overall quality of life in Western Riverside County.

The impact of trucks and other traffic associated with warehousing and logistics uses has increasingly emerged as an issue of concern in Riverside County as more of these developments are located within the county. The issue of adequate mitigation of the impacts of these uses on regional freeways recently culminated with a multi-party lawsuit involving mitigation of the Highland Fairview development in Moreno Valley. As part of a settlement agreement between the respective parties to the lawsuit, it was agreed that the Riverside County Transportation Commission (RCTC) would undertake a regional truck study to verify the cumulative level of impact of warehousing and logistics uses on the freeway system in Riverside County as the basis for establishing a regional logistics mitigation fee. This Nexus Study represents a critical milestone in the RCTC Truck Study and Development and Implementation of Regional Logistics Mitigation Fee work effort.

The RCTC Truck Study and Development and Implementation of Regional Logistics Mitigation Fee is intended to verify the anticipated rate of growth in warehousing and logistics-related development in Riverside County, and to quantify the associated level of traffic impacts on the Riverside County highway system because of the expected growth in warehousing and logistics

activities. In quantifying impacts, the study is also intended to determine the amount that each new warehousing or logistics development should pay in lieu of completing actual freeway improvements to mitigate the cumulative regional traffic impacts specifically associated with truck trips generated by new warehousing and logistics developments. The findings of this study are intended to provide the framework for implementing a program to collect impact fees that will contribute to mitigating the truck traffic impacts associated with new warehousing and logistics developments in Riverside County. Such a program can help to ensure that all new logistics-related development approved in Riverside County will bear a proportional fair share of the cost of building transportation infrastructure to address future transportation needs.

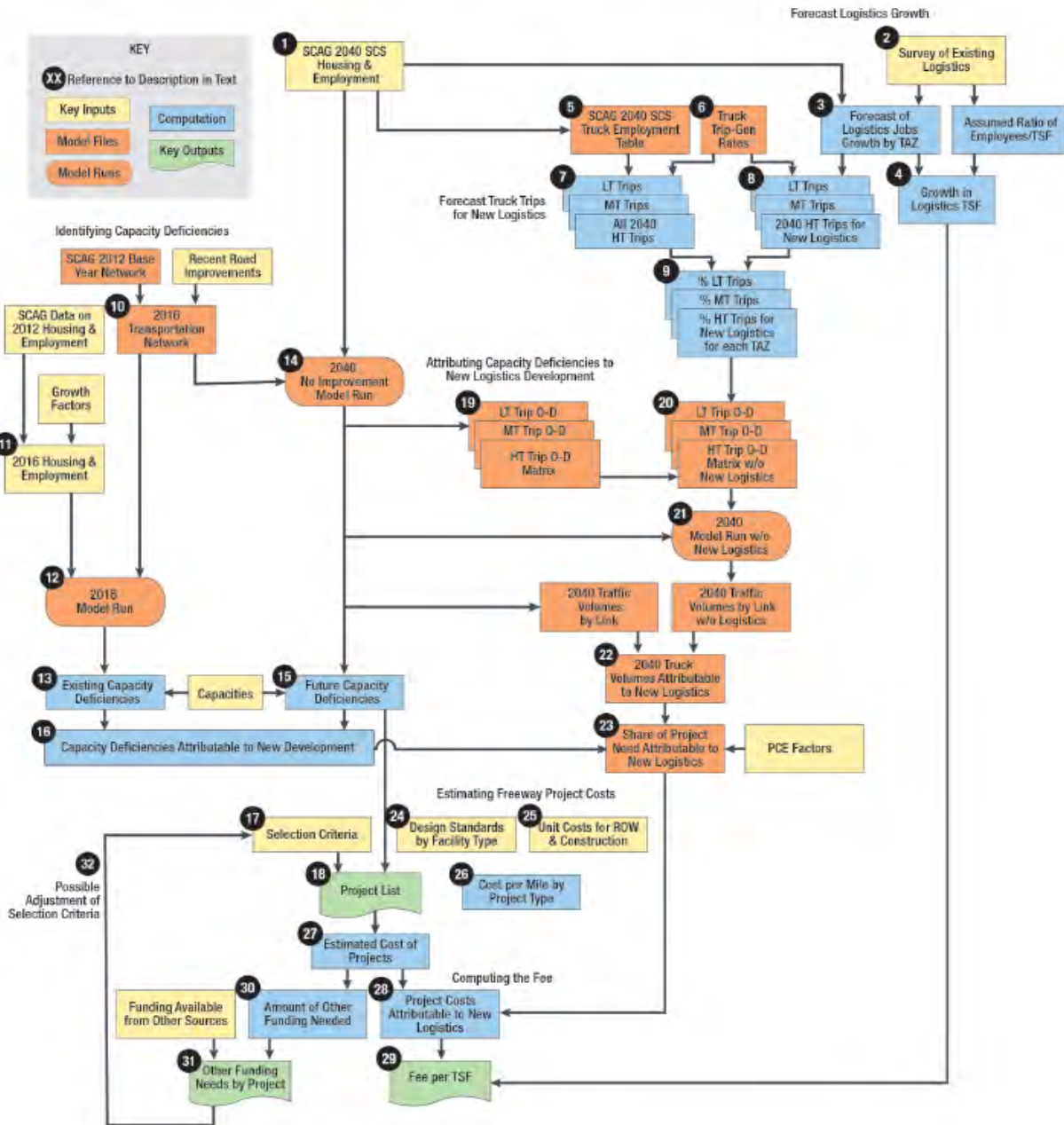
This technical memorandum represents the third in a series of documents that will verify the rate of new warehousing and logistics related developments in Riverside County, the associated truck trip generation rates and cumulative regional traffic impacts, the cost to mitigate these impacts, and the fair share basis for collecting a potential fee. This document summarizes the technical evaluation efforts and presents the analysis findings developed as part of the prior study tasks to calculate a fair share fee amount and document the rational nexus for a regional logistics mitigation fee.

1.1. NEXUS STUDY PROCESS

The various steps of the fee calculation process that contribute to accomplishing this task are summarized in the following sections of this document. The study process starts by confirming the expected growth in population and employment in the region, and specifically growth in warehousing and logistics uses in Riverside County, applies the regional travel demand model to generate traffic data outputs to identify future capacity deficiencies in the highway network, and then determines the proportion of those deficiencies that are attributable to new warehousing and logistics related development. The resultant information is then cross-referenced with project cost information to determine the overall cost of mitigating logistics impacts as the basis for estimating a fee. This cost is then divided by the anticipated rate of growth in new warehousing and logistics developments in Riverside County to determine the fair share fee amount.

The subsequent chapters of this Nexus Study document describe the various assumptions, data inputs and analysis leading to the determination of a fee that represents the maximum “fair share” amount that can be charged to new warehouse and logistics uses to mitigate the indirect cumulative regional impacts of the development on the freeway network. The overall process for establishing the fee nexus is illustrated in the flow chart in **Figure 1.1** outlining the various technical steps in this fee calculation process. Each technical step that was followed to determine the fee and establish the program nexus is described in the subsequent sections, with reference to the numbers denoted on the flow chart correlating to the various steps. The flow chart also incorporates color coding of the steps to indicate those steps that involved the application of the SCAG regional travel demand model, steps that utilized other input data, steps that are computations of various inputs, and key outputs.

Figure 1-1: Flowchart of Key Steps in the Nexus Study Process



2. FORECASTING LOGISTICS GROWTH AND TRAFFIC IMPACTS

This initial phase of the study process is to inventory existing logistics facilities in Riverside County, confirm the forecast growth in logistics facilities through 2040, and determine the magnitude and location of logistics related truck traffic impacts. This effort encompasses the first nine steps illustrated in the study process flow chart.

2.1. FORECASTING LOGISTICS GROWTH

The settlement agreement that prompted the study effort specifically cites warehouse and logistics uses as the subject of the analysis and potential fee. As a precursor to inventorying and forecasting logistics facilities and their impacts, specific types of logistics facilities were defined to be the subject of the analysis and resultant fee based on the functions they serve, the types of businesses that utilize them, and their design and trip generation characteristics. A range of data sources were reviewed including the South Coast Air Quality Management District (SCAQMD) *High-Cube Warehouse Vehicle Trip Generation Analysis*, the SCAG *Industrial Warehousing Study*, the Institute of Traffic Engineers (ITE) *Trip Generation Manual*, and the recently-released SCAQMD/NAIOP/ITE study of vehicle trip generation for high-cube warehouses, as well as available industry databases to identify an appropriate definition of the subject uses. The various datasets use different systems to classify industries; the North American Industry Classification System (NAICS) and the Standard Industrial Classification (SIC). The U.S. Census Bureau uses the NAICS structure. Similarly, SCAG uses the NAICS structure as the basis for developing regional employment forecasts as part of its long-range planning responsibilities.

The NAICS applies a 6-digit hierarchical coding system to classify all economic activity into 20 industry sectors. Five sectors are mainly goods-producing sectors and 15 are entirely services-producing sectors. Transportation and Warehousing (Industry Code 48 & 49) is defined in NAICS as “Industries providing transportation of passengers and cargo, warehousing and storage for goods, scenic and sightseeing transportation, and support activities related to modes of transportation. Establishments in these industries use transportation equipment or transportation related facilities as a productive asset. Modes of transportation include air, rail, water, road, and pipeline. (Example: Freight Trucking Companies, Warehousing and Storage, Couriers and Delivery Services.)”¹. The Warehousing subcategory (NAICS subcategory code 493) is included within this category and was determined to be the most applicable subcategory for the purposes of this study.

The current SCAG Sustainable Community Strategy (SCS) was adopted on April 7, 2016 and constitutes the officially-adopted land use forecast for the region. The horizon year for the SCS is 2040. The primary SCS forecast for non-residential development incorporates units of jobs (as opposed to acres, square feet, etc.) for a full range of land uses, including Warehousing employment. As the adopted growth forecast for the SCAG region, the SCAG SCS provides the starting point for forecasting logistics growth in Riverside County.

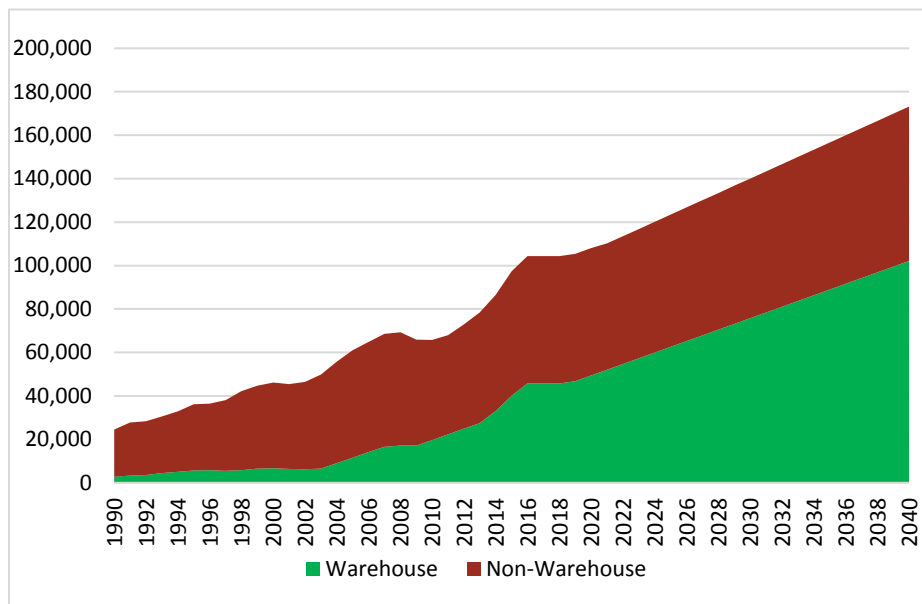
The SCAG SCS base year (2012) jobs in the Warehousing subcategory was compared to other sources as a reasonableness check. The California Employment Development Department

¹ North American Industry Classification System United States, Executive Office of the President Office of Management and Budget, 2017

(EDD) Metropolitan Statistical Area (MSA) employment data by detailed NAICS industries code were utilized for this purpose. The SCAG SCS base year (2012) employment in Warehousing in Riverside and San Bernardino Counties is 15,821 jobs, which is less than two-thirds of the 24,900 Warehousing jobs indicated for the same period in the EDD employment data for the Riverside-San Bernardino-Ontario MSA. For this reason, the SCAG SCS data were adjusted to support the travel demand forecasting completed as part of this study.

EDD collects data on employment by detailed NAICS industries, but only at the MSA geographic level. Moreover, EDD does not include long-term forecasts, only past observed data. Therefore, the EDD historical data for the Riverside-San Bernardino-Ontario MSA had to be extrapolated into the future and disaggregated by county. The adjustments were accomplished by first observing the historical trend for Warehousing jobs in the Riverside-San Bernardino-Ontario MSA and extrapolating for the years 2016 to 2040. As illustrated in **Figure 2-1**, 2003 marks a notable inflection point where the rate of growth in warehousing increases relative to the growth of transportation/warehousing employment overall. Therefore, the post-2003 trend was used to extrapolate from 2016 to 2040 for both for the Warehousing sub-category and the rest of Transportation sub-categories as the basis for adjusting the employment data in the model.

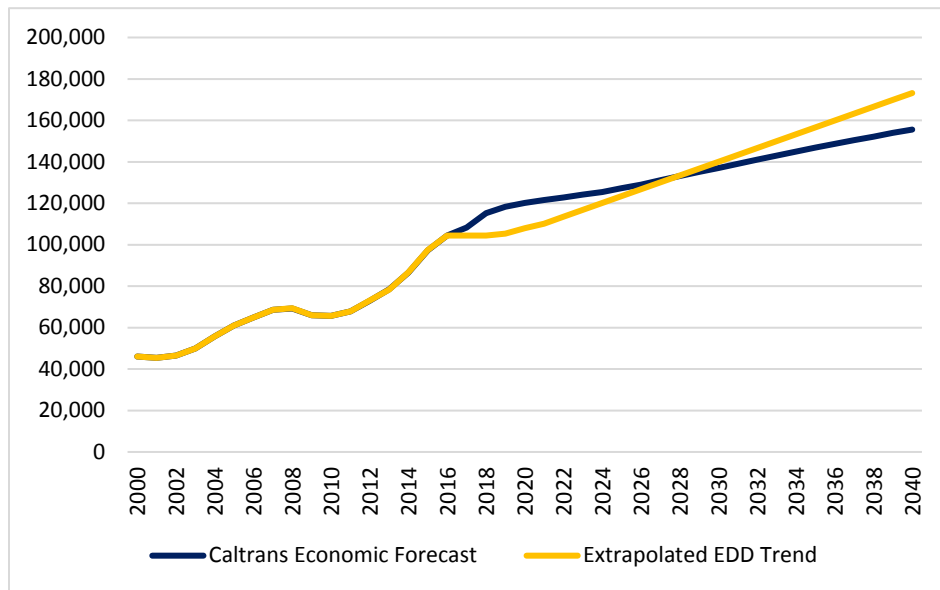
Figure 2-1: EDD Warehouse and Other Transportation Employment Extrapolated Trends (Riverside-San Bernardino-Ontario MSA)



Caltrans’ Transportation Economics Branch provides annual county-level projections of employment by 2-digit NAICS industry categories through 2050. A comparison of the Caltrans data for Riverside and San Bernardino Counties combined reveals the total jobs for

Transportation and Warehousing correlates very closely with the EDD historical trend extrapolation described previously, as illustrated in **Figure 2-2**. Considering the close correlation of totals between datasets, the proportion of total jobs in Transportation and Warehousing in Riverside County compared to San Bernardino County based on the Caltrans dataset was used to disaggregate the EDD extrapolated Warehouse jobs by MSA into county subtotals.

Figure 2-2: Transportation Employment - Caltrans Transportation Economics Branch Forecast vs. Extrapolated EDD Trend (Riverside-San Bernardino-Ontario MSA)



The preceding steps produced a control total for the growth in warehouse jobs in Riverside County accomplishing Step 1 in the study process as illustrated in **Figure 1-1**. However, accomplishing this first step provided no indication about where in the county these jobs would be located. Locational data is needed so that the anticipated growth in warehouse and logistics development will be properly represented in the travel demand forecast in terms of where resultant traffic impacts will affect the freeway system. The best available data for distributing warehousing growth across Riverside County can be derived from the SCAG *Industrial Warehousing Study*, some products of which are available for Heavy Duty Truck modeling purposes. For the purposes of the *Industrial Warehousing Study*, SCAG developed forecasts of the rate of warehouse growth in terms of the gross floor area of buildings as well as jobs. **Table 2-1** summarizes the forecasts developed as part of the SCAG study effort and incorporated into the SCAG Heavy Duty Truck Model that supported the 2016 RTP/SCS.

Table 2-1: Warehouse Trends in Riverside County, 2012-2040

Year	High Cube Warehousing		Low Cube Warehousing	
	Warehouse Area (square feet)	Employment	Warehouse Area (square feet)	Employment
2012*	41,281,541	1,793	8,833,418	1,804
2016	48,837,363	2,810	14,472,627	2,533
2020	56,393,177	3,819	20,111,826	3,256
2030	64,664,947	6,120	26,810,782	5,070
2040	69,410,192	7,427	31,231,977	6,185

* The area shown in 2012 includes total available floor space. The area shown in 2016 and years after includes planned occupied floor space.
 Source: SCAG 2016 RTP/SCS Heavy Duty Truck Model

Although the SCAG warehouse employment forecast appeared to be low when compared to other data sources, as described previously, the warehouse area forecast appears to be more consistent with the amount of existing and planned warehouse development in Riverside County. Furthermore, as a check of the reasonableness of the EDD extrapolation of Warehouse sector employment in Riverside County, the jobs were multiplied by the square foot per employee ratio for warehousing uses as published by the National Association for Industrial and Office Parks (NAIOP) *Logistics Trends and Specific Industries that Will Drive Warehouse and Distribution Growth and Demand for Space* in March 2010. As indicated in **Table 2-2**, when the extrapolated EDD warehouse employment trend forecast is multiplied by the 2,241 square feet per employee ratio cited by NAIOP, the resultant interpolated growth in warehouse building area is similar, although slightly lower, than the rate forecast by SCAG in the *Industrial Warehousing Study* and utilized in the Heavy Duty Truck Model. For this reason, the rate of growth in the gross floor area of warehouses in Riverside County was accepted by the Study Review Team as the basis for calculating the fee accomplishing Step 4 in the study process, as illustrated in **Figure 1-1**. This finding also affirmed using the data to guide the disaggregation of EDD extrapolated warehouse jobs in Riverside County for travel demand modeling purposes.

Table 2-2: Warehouse Growth in Riverside County, 2016-2040

	Growth (2016 to 2040)	
	Employees	Square Feet of Gross Floor Area
SCAG 2016 RTP/SCS Forecast	8,269	37,332,179
Extrapolated EDD Forecast*	14,582	32,678,262

* Forecast based on EDD extrapolated employment trend and 2,241 square feet per employee ratio from NAIOP *Logistics Trends and Specific Industries that Will Drive Warehouse and Distribution Growth and Demand for Space*, March 2010
 Source: SCAG 2016 RTP/SCS Forecast & Heavy Duty Truck Model; EDD

Table 2-3 arrays the forecast growth in the gross floor area of warehousing in Riverside County based on the SCAG 2016 RTP/SCS forecast presented in the *Industrial Warehouse Study* and utilized in the Heavy Duty Truck Model. The extrapolated growth in warehouse jobs in Riverside County was multiplied by the percentage of warehouse job growth for each Traffic Analysis Zone (TAZ) as derived from the SCAG Heavy Duty Truck Model to produce the adjusted forecast of the growth in warehouse employment by TAZ to support the travel demand forecasting conducted as part of this study, accomplishing Step 3 in the study process, as illustrated in **Figure 1-1**.

**Table 2-3: Warehouse Growth by TAZs in Riverside County
 (in thousand square feet gross floor area and percentage)**

TAZ_ID	High-cube 2016	Low-cube 2016	High-cube 2040	Low-cube 2040	Total Change 2016-2040	Percent change 2016 - 2040	Percent of total growth countywide
43344	5,417	2,323	20,136	8,628	21,024	271.63%	56.31%
43336	641	1,497	3,198	7,461	8,521	398.55%	22.82%
43338	101	231	355	822	845	254.52%	2.26%
43148	4,437	410	4,437	1,029	619	12.77%	1.66%
43571	-	-	594	-	594	0.00%	1.59%
43130	2,050	465	2,050	988	522	20.80%	1.40%
43364	-	182	331	293	442	242.86%	1.18%
43573	-	-	421	-	421	0.00%	1.13%
43302	655	-	1,072	-	417	63.66%	1.12%
43305	302	-	604	-	302	100.00%	0.81%
43264	-	-	300	-	300	0.00%	0.80%
43187	-	119	-	340	221	185.71%	0.59%
43575	156	37	311	75	193	100.00%	0.52%
43260	2,031	820	2,031	1,002	180	6.38%	0.48%
43452	172	-	343	-	172	99.42%	0.46%
43345	-	-	-	163	163	0.00%	0.44%
43448	-	60	-	209	150	248.33%	0.40%
43286	-	-	-	149	149	0.00%	0.40%
43332	101	44	202	88	145	100.00%	0.39%
43249	3,197	1,716	3,197	1,860	144	2.93%	0.39%
43395	131	-	262	-	131	100.00%	0.35%
43415	2,992	244	2,992	369	124	3.86%	0.33%
43134	474	454	474	574	120	12.93%	0.32%
43454	119	-	237	-	119	99.16%	0.32%
43168	491	-	491	116	116	23.63%	0.31%

43409	-	-	-	108	108	0.00%	0.29%
43366	-	-	-	89	89	0.00%	0.24%
43236	-	83	-	165	83	98.80%	0.22%
43399	-	81	-	162	81	100.00%	0.22%
43265	-	-	-	80	80	0.00%	0.21%
43488	-	78	-	155	78	98.72%	0.21%
43563	308	162	308	232	70	14.89%	0.19%
43246	328	487	328	547	61	7.36%	0.16%
43276	-	59	-	117	59	98.31%	0.16%
43429	-	57	-	115	57	101.75%	0.15%
43162	-	-	-	56	56	0.00%	0.15%
43181	821	61	821	112	51	5.78%	0.14%
43420	286	48	286	96	48	14.37%	0.13%
43261	-	120	-	163	43	35.83%	0.12%
43136	289	193	289	233	40	8.30%	0.11%
43310	-	40	-	80	40	100.00%	0.11%
43125	5,048	692	5,048	727	36	0.61%	0.10%
43474	-	32	-	65	32	103.13%	0.09%
43397	-	31	-	62	31	100.00%	0.08%
43188	380	145	380	175	30	5.71%	0.08%
43214	-	285	-	311	27	9.12%	0.07%
TOTAL	30,927	11,256	51,498	28,016	37,334	88.50%	100.00%

Source: SCAG Industrial Warehouse Study/Heavy Duty Truck Model

2.2. FORECASTING TRAFFIC IMPACTS

A key step in the process of determining the basis for any impact fee program is identifying the extent of the impact that will result from new development activity. For the purposes of this study, the SCAG regional travel demand model was the primary tool used for identifying existing and future travel demands and capacity deficiencies, and determining attribution of deficiencies to new logistics trucking². While the SCAG regional model provides the primary tool for quantifying the traffic impacts of new warehousing and logistics development, additional information regarding the trip generation characteristics of warehousing and logistics land uses is used to validate and refine the SCAG model results for the purposes of the study evaluation. The process for quantifying the trips associated with new logistics centers is summarized in the following section.

² The following model analysis was performed by WSP based upon modeling information originally developed by the Southern California Association of Governments (SCAG). SCAG is not responsible for how the model is applied or for any changes to the model scripts, model parameters, or model input data. The resulting modeling data does not necessarily reflect the official views or policies of SCAG. SCAG shall not be held responsible for the modeling results and the content of the documentation.

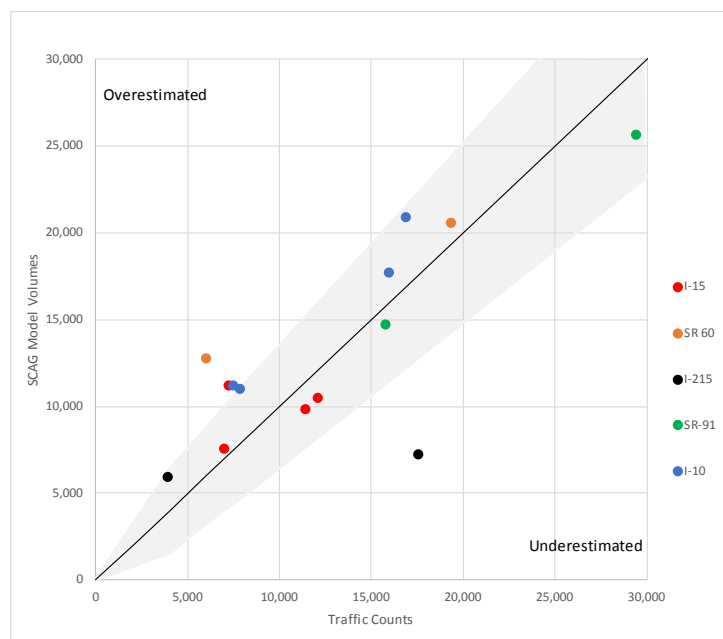
2.2.1. SCAG Model Adjustment and Re-Validation

The California Transportation Commission (CTC) 2010 California Regional Transportation Plan Guidelines states the following about adjusting and re-validating a regional travel model prior to using it for sub-regional studies:

“Agencies that use MPO models for purposes other than regional planning should ensure that the model provides the appropriate scale and sensitivity for applications at a sub-regional level such as corridor, sub-area, or local planning studies. Below the regional level, model refinements are likely necessary to ensure the model meets the validation targets established in these guidelines and is appropriately sensitive to smaller scale changes associated with sub-regional studies.”

In accordance with the CTC guidelines and best industry practice, the SCAG model was reviewed, adjusted and revalidated to improve the accuracy of the results with respect to freeways in Riverside County. This process involved a series of diagnostic tests being performed on the SCAG model to test its validity for use in a freeway impact fee nexus study. The tests showed that the model reasonably represented truck traffic on Riverside County freeways. For example, **Figure 2-3** compares the volume of trucks at various freeway locations in the model versus the volumes provided in the Caltrans Performance Measurement System (PeMS) data. The results reflect a reasonable correlation between the model and actual values, and no systemic tendency towards over- or under-estimating the truck volumes and percentage of total traffic.

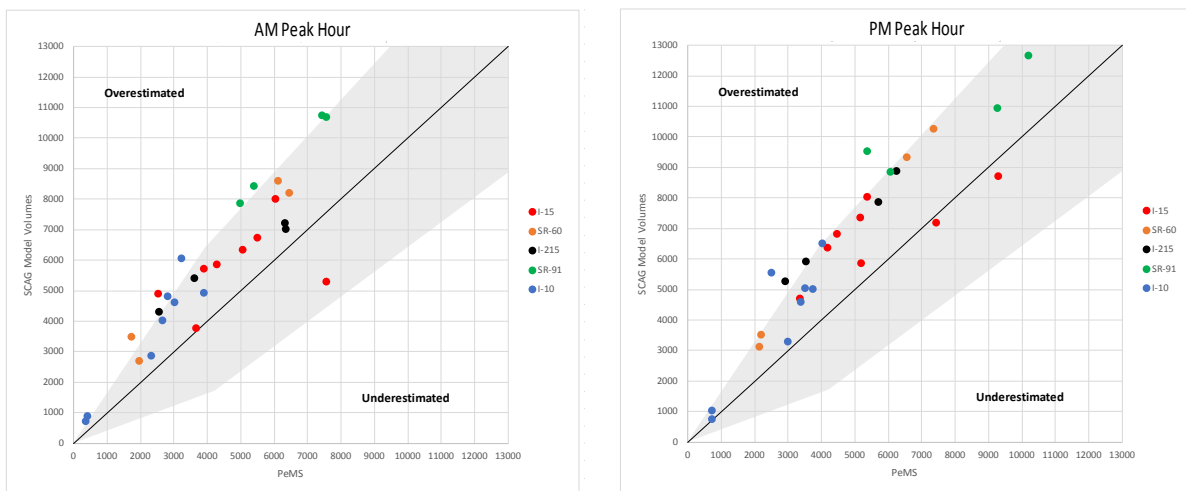
Figure 2-3: Comparison of Modeled to Actual Daily Truck Volumes on Riverside County Freeways



However, the tests also revealed that there was an issue warranting adjustment. **Figure 2-4** shows link flows from a SCAG model run for 2016 compared to PeMS data for the same year. This data was evaluated two ways, namely:

- The shaded areas in **Figure 2-3** and **Figure 2-4** show the allowable deviation based on Caltrans guidelines. The allowable deviation reflects the fact that the actual traffic volumes on roads fluctuate from day to day, so the “normal” traffic volume that a model should replicate is a range rather than a fixed value. A model is considered generally valid if 75% of the points fall within the allowable deviation. In this case 77% of the sites are within the allowable range in the AM peak hour and 86% in the PM peak hour, so the model passes this test of validity.
- The second test was to see whether there was a general tendency for the model to over-estimate or under-estimate total traffic volumes on freeways in Riverside County. **Figure 2-4** shows that the model did not satisfy this test; consistently over-estimating traffic on Riverside County freeways by an average of 26% in the AM peak hour and 20% in the PM peak hour.

Figure 2-4: AM and PM Peak Hour Comparison of PeMS Total Traffic Volumes and SCAG Model Total Traffic Volumes

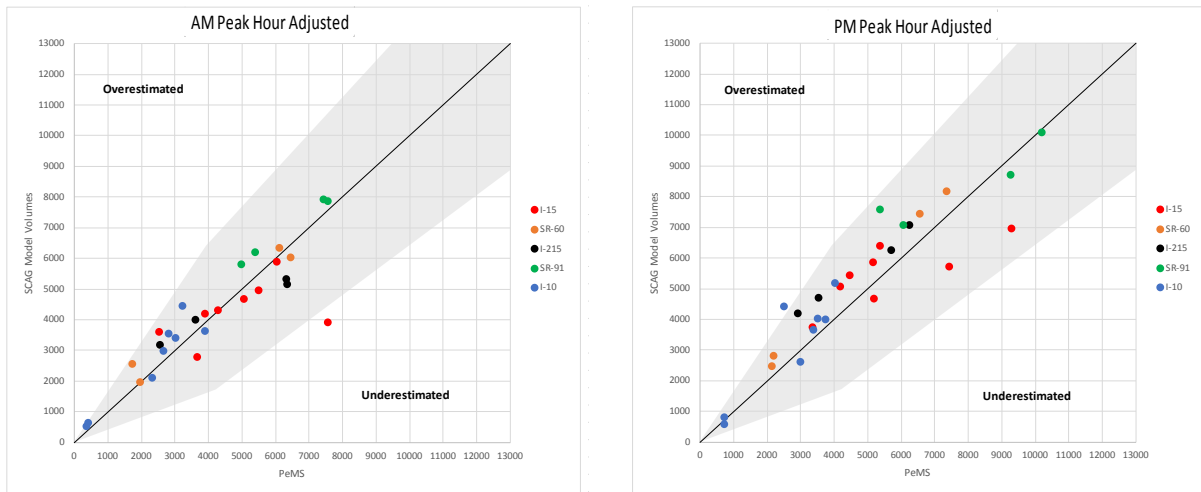


The model overestimation was corrected by factoring down model volumes in a post-model adjustment³. Only car volumes were factored down, not truck volumes, because truck volumes did not show the same trend of overestimation, as illustrated previously in **Figure 2-3**. **Figure 2-5** shows the results after applying factors of 0.74 and 0.80 in the AM peak hour and PM peak

³ Additional details regarding the model testing, adjustments and re-validation are presented in *Technical Memorandum 1: Existing and Future Conditions* (WSP, October 2017) and *Technical Memorandum: Task 2 – Funding and Cost Analysis* (WSP, June 2018).

hour, respectively. After adjustments, the R-squared⁴ value increased from 0.11 to 0.79 in the AM peak hour and from 0.51 to 0.84 in the PM peak hour, satisfying the recommended guidelines for model validity.

Figure 2-5: AM and PM Peak Hour Comparison of PEMS Total Traffic Volumes and SCAG Model Adjusted Total Traffic Volumes



2.2.2. Forecasting Traffic Volumes and Identifying Traffic Impacts

The SCAG Model’s 2016 scenario year network was used for all model runs with the extrapolated 2016 and 2040 socio-economic forecasts described previously in **Section 2.1** providing the basis for the demand inputs in Riverside County. These model files were from the version of the SCAG model used to develop the 2016 RTP/SCS. The SCAG model outputs were factored in accordance with the post-model adjustment described in **Section 2.2.1** to yield adjusted forecast total traffic volumes on the various freeways in Riverside County for analysis years 2016 and 2040. This process to forecast 2016 and 2040 traffic volumes effectively encompasses steps 10, 12 and 14 as illustrated previously in **Figure 1-1**.

Based on the post-model adjusted total traffic volumes, the volume to capacity (V/C) ratio was computed for each freeway link in Riverside County for the AM and PM peak hours using the capacities and passenger car equivalent (PCE) factors⁵ embedded in the SCAG model (steps 13 and 15 in **Figure 1-1**). Per the RCTC *Congestion Management Program*, the adopted minimum Level of Service (LOS) threshold for freeways in Riverside County is LOS “E” meaning that freeway facilities with a V/C ratio of 1.0 or higher are considered deficient.

4 R-squared is a measure of how well the forecast accounts for variations in the traffic counts. R-squared values can range from 0.00, indicating no relationship between the model values and the counts, to 1.00, indicating that the model accounts for all variation in the count data set.

5 PCE factors are used to account for the difference in size, speed, and maneuverability between different classes of vehicles, including the effect of slopes on the operating characteristics of trucks.

Figures 2-6 and 2-8 show the existing V/C ratios on Riverside County freeways for the AM peak hour and PM peak hour, respectively, with green and yellow indicating acceptable V/C ratios (<0.9), orange indicating marginal V/C ratios (0.9 – 1.0) and red indicating deficient V/C ratios (>1.0). Under existing conditions, three current deficiencies were identified on the freeway network in Riverside County: SR-91 in Corona during the both the AM and PM peak hours, I-15 in the Jurupa Valley during the PM peak hour, and I-215 between Riverside and Moreno Valley during the PM peak hour. These congested sections may result in queuing in upstream sections whose V/C ratios would not in themselves be problematic, but may be perceived by drivers as problem sections beyond the actual deficient segment.

Figures 2-7 and 2-9 show 2040 traffic demand assigned to the existing network⁶ with no added capacity improvements for the AM and PM peak hours, respectively (i.e. a 2040 “No Improvement” Scenario). Comparing the existing capacity deficiencies with the future deficiencies helps to show where new deficiencies would occur that are entirely attributable to new development. Furthermore, comparing the existing and future V/C ratio on the freeway segments that are currently deficient shows the proportion of the future deficiency that is attributable to new development. The 2040 No Improvement results clearly indicate the existing deficiencies worsen and two additional deficiencies in the AM peak hour and five additional deficiencies in the PM peak hour would manifest.

It should be noted that although the following exhibits illustrate the model results for the Western Riverside County, modeling and V/C ratios were done for all freeways in Riverside County. However, the results did not indicate any deficient segments of freeway outside of Western Riverside County, although some modest deterioration of V/C can be observed along I-10 in the Coachella Valley during the 2040 PM peak hour, as illustrated in **Figure 2-9**.

It should also be noted that the model results reflect V/C ratio as the basis for identifying freeway capacity deficiencies. Beyond the embedded capacity of each freeway segment in the SCAG model network, the analysis did not consider operational deficiencies in the freeway network that may contribute to traffic breakdown and congestion (e.g. lane drops, weaving and merging areas, horizontal and vertical alignment, and other design characteristics). These types of operational deficiencies can be considered existing design deficiencies and therefore usually cannot be attributed to the impacts of future new development, although future new development can exacerbate the magnitude of congestion associated with these operational deficiencies. For this reason, V/C is used to identify freeway segments with a capacity deficiency that can be attributable to the additional traffic from new development, while also factoring the extent that existing traffic demand contribute to the deficiency. Operational deficiencies are considered during the development of concepts to mitigate the capacity deficiencies to the extent that addressing the operational deficiencies represents necessary improvement elements to accomplish successful mitigation of the capacity deficiency.

⁶ The SCAG existing model network represents the current state of the transportation system in 2016 and does not reflect those projects completed since 2016. In Riverside County, the SR-91 Express Lanes Extension project that included various freeway improvements along SR-91 from the Orange County line to I-15 was completed after 2016. Projects completed after 2016 (as well as projects currently under construction) get reconciled during subsequent study steps, as described in Chapter 4 of this technical memorandum.

Figure 2-6: Existing Deficiencies on Riverside County Freeways during the AM Peak Hour

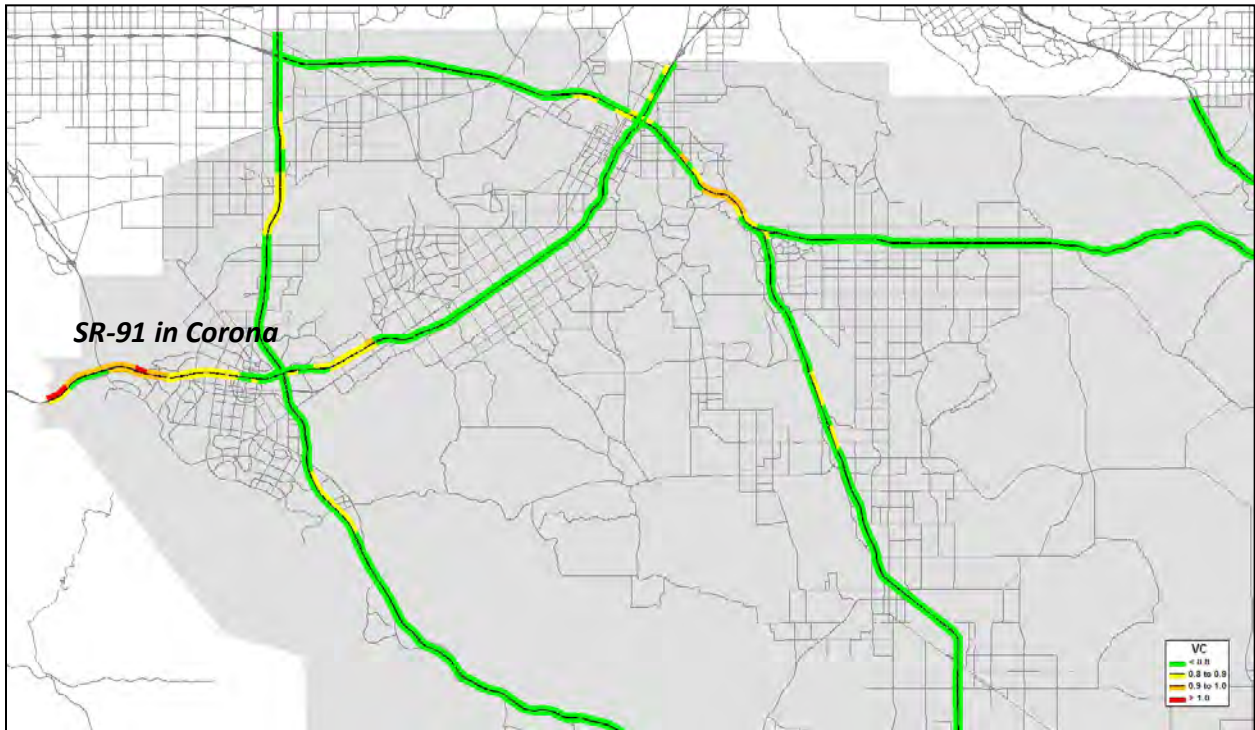


Figure 2-7: Future Deficiencies on Riverside County Freeways during the AM Peak Hour

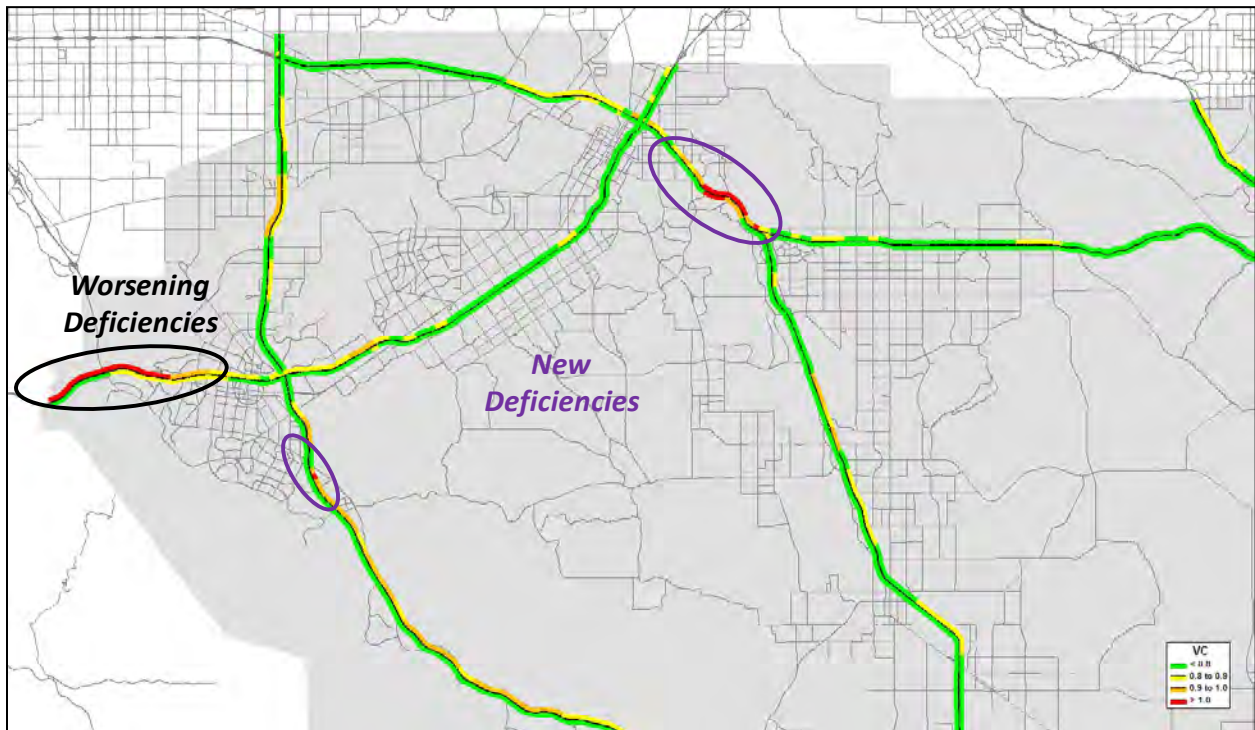


Figure 2-8: Existing Deficiencies on Riverside County Freeways during the PM Peak Hour

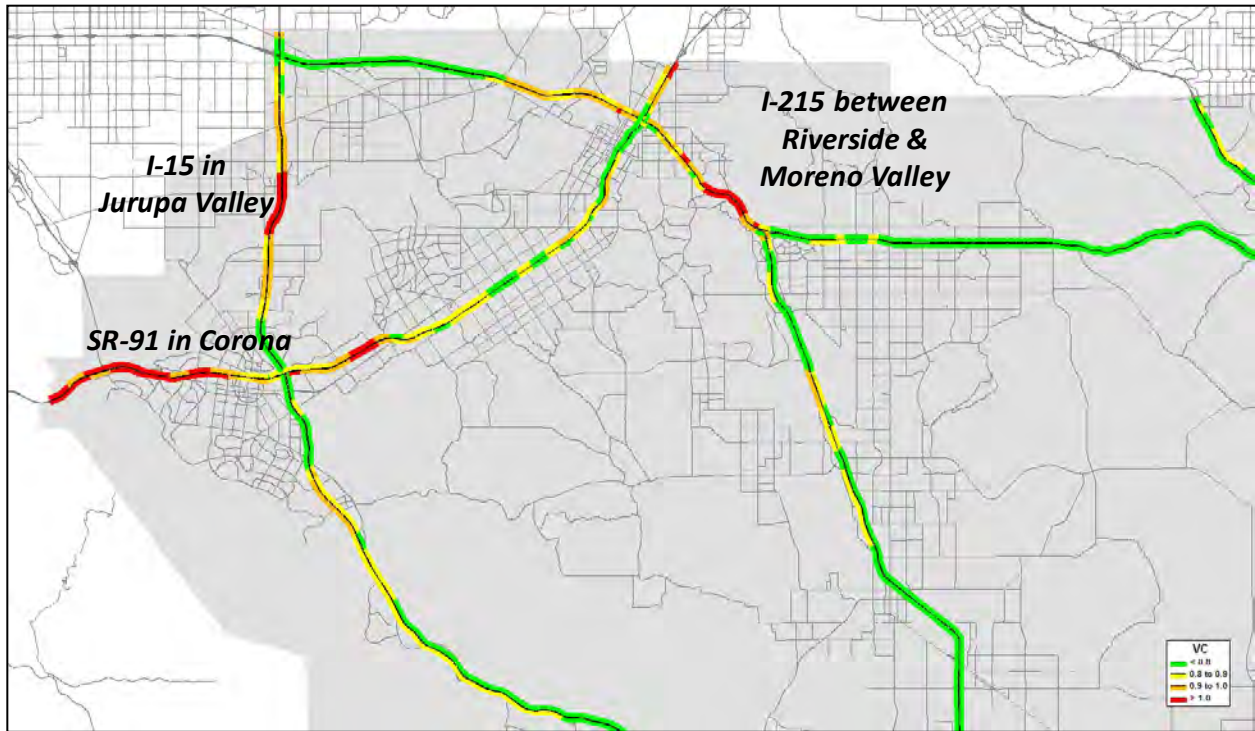
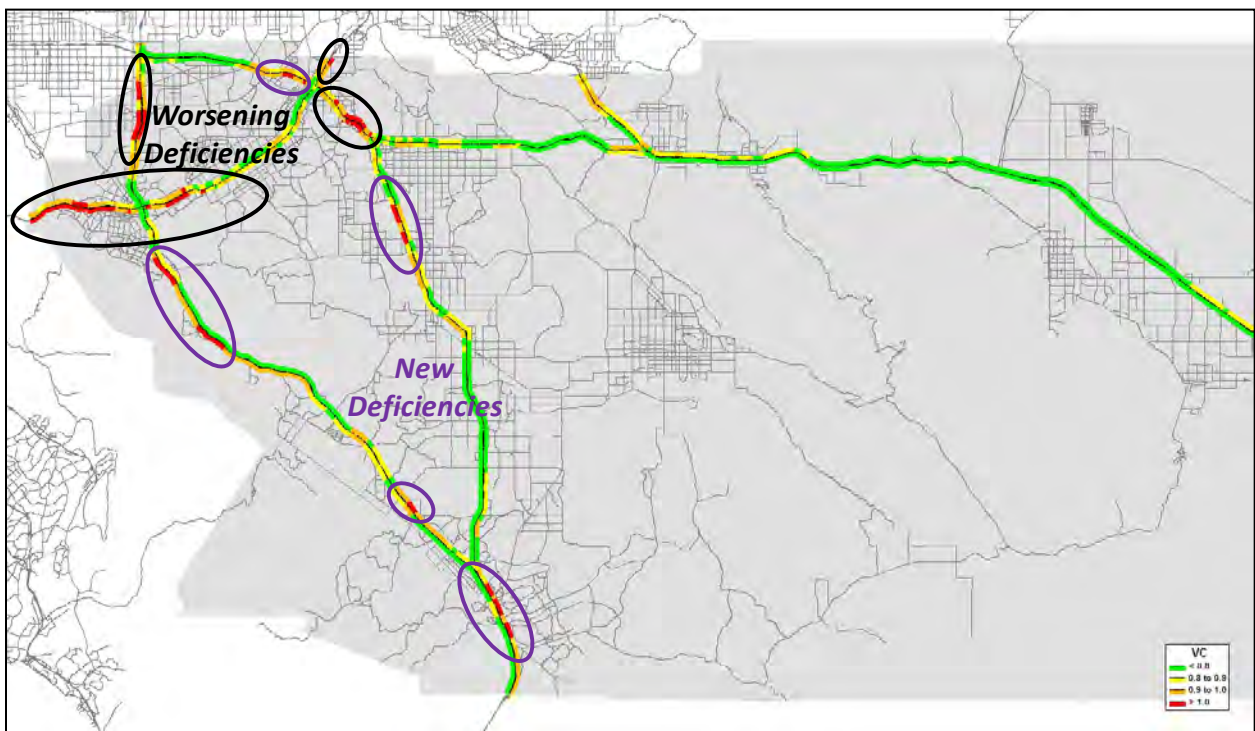


Figure 2-9: Future Deficiencies on Riverside County Freeways during the PM Peak Hour



Based on the findings of the V/C analysis, freeway segments identified as being deficient in the 2040 No Improvement Scenario were tabulated. These locations represent the freeway segments where future traffic demands exceed the existing capacity, and therefore require mitigation. These locations are listed in **Table 2-4** and illustrated in **Figure 2-10**. **Section 3** of this report describes the process that was used to determine the share of the deficiency in each of these segments that is specifically attributable to the impacts of new warehousing and logistics developments occurring in Riverside County.

Table 2.4: Capacity Deficient Segments on Riverside County Freeways (2040 No Improvement)

ID	Route	Dir	Beginning	End
1 a,b	I-15	NB	SR-79 S	Rancho California Rd
2			Rancho California Rd	Winchester Rd
3			Winchester Rd	Lane Add south of I-15/I-215 Split
4			Clinton Keith Rd	Baxter Rd
5			El Cerrito Rd	Ontario Ave
6 a,b			Norco Dr/6th St	Limonite Ave
7		SB	Cantu Galeano Ranch Rd	Limonite Ave
8			Limonite Ave	Norco Dr/6th
9 a,b			Cajalco Rd	Indian Truck Trail
10 a,b			El Cerrito Rd	Cajalco Rd
10 a,b	SR-60	EB	Rubidoux Blvd	Market St
10c			Market St	Main St
11	I-215	NB	Box Springs Rd	Central Ave/Watkins Dr
12			Central Ave/Watkins	Martin Luther King
13			Martin Luther King Blvd	SR-91
14 a,b,c		SB	Center St Off-Ramp	Riverside County Line/Iowa
15			Martin Luther King Jr	Sycamore Canyon Rd
16		SR-91	EB	Van Buren Blvd
17	Riverside County Line			Green River Rd Off-Ramp
18	Green River Rd Off-Ramp			SR-71
19 a,b	SR-71			Serfas Club Dr Off-Ramp
	Serfas Club Dr Off-Ramp			Grand Blvd Rd Off-Ramp
	On-Ramp from SB-I-15			On Ramp from NB- I-15
	McKinley St Off Ramp		Pierce St	
	Pierce St		Magnolia St	
	WB	Serfas Club Dr Off-Ramp	Lane Add at SR-71	
		Lane Add at SR-71	Riverside County Line	

Figure 2-10: Capacity Deficient Segments on Riverside County Freeways (2040 No Improvement)



2.3. ATTRIBUTING CAPACITY DEFICIENCIES TO NEW LOGISTICS DEVELOPMENT

In addition to generating the traffic volume forecasts used as the basis to determine V/C and identify the capacity deficiencies described previously, the SCAG model runs produce several outputs that can be used in the attribution of share to logistics uses. The following section summarizes the process for determining attribution to new logistics development using various outputs from the SCAG model runs.

2.3.1. Percent Attributable to Future Development

Impact fees must be limited to only account for a new development's "fair share" of the cost of needed improvements to mitigate associated impacts. In particular, impacts fees cannot be assessed to directly cover the cost to mitigate existing deficiencies. Therefore, the first step in attributing impacts is to complete a comparison of existing and future freeway deficiencies to determine how much of each future deficiency can be attributed to traffic from future development.

There are three possible situations for each freeway link:

- Freeway volumes are below the capacity of the freeway, even when the traffic from new development is added in. In such cases there is no deficiency. No fee can be collected because no improvement is needed.
- Existing traffic volumes are below the capacity of the freeway, but the addition of traffic from new growth creates a deficiency where none previously existed. In such cases 100% of the deficiency can be attributed to new development.
- There is an existing deficiency that will worsen with the addition of traffic from new growth. In these cases, the percent of the deficiency attributable to new growth is the portion of the excess traffic (excess being the traffic above the capacity of the road) that arises from new growth rather than from existing traffic.

The existing and future traffic for each of the deficient segments identified in **Table 2-4** was compared to determine which of the three possible situations applied. The percent attributable to new development was determined based on this comparison, and the results were tabulated as the share of impact attributable to all new development.

2.3.2. Percent Attributable to New Logistics Trucks in Riverside County

In order to compute the percent of each deficiency that is attributable specifically to warehousing and logistics truck trips, it was necessary to separate the truck trips generated by warehousing and logistics uses from the total traffic forecast during the model assignment process. This process is represented by steps 5 through 9 and 19 through 23 as illustrated in the flowchart in **Figure 1-1**.

This process was accomplished by first modifying the Truck Employment table in the SED input files to the SCAG model to reflect only the growth in warehousing and logistics employment in Riverside County. A select-zone query was then generated during the model

assignment step allowing logistics only truck trips generated by warehouse and logistics uses in Riverside County to be recorded for each link in the model. This specifically isolates the truck trips associated with warehousing and logistics uses in Riverside County from the trips associated with all other land use in the county, as well as the truck trips that are generated outside the county but still traverse freeways within Riverside County (i.e. pass-through trips). A comparison of the Riverside County logistics related truck trips in 2040 to the total traffic forecast in 2040 provides the share of Riverside County logistics related truck trips in 2040 for each deficient segment on Riverside County freeways.

2.3.3. Percent of Freeway Capacity Deficiencies Attributable to New Logistics Development in Riverside County

As described in **Section 2.2.2**, the freeway segments in Riverside County with new or increased deficiencies in either peak hour in 2040 relative to the existing condition in 2016 were identified as deficient segments. For each deficient segment, the share of logistics related truck trips, as described in **Section 2.3.2**, was multiplied by the share of deficiencies attributable to all future growth, as described in **Section 2.3.1**, to determine the percent of each deficiency specifically attributable to new logistics related truck trips. Consistent with the identification of deficiencies based on AM and PM peak hour observations, all these steps were done for both AM and PM peak hour traffic, then the peak hour with the higher percent attributable was selected to represent the link.

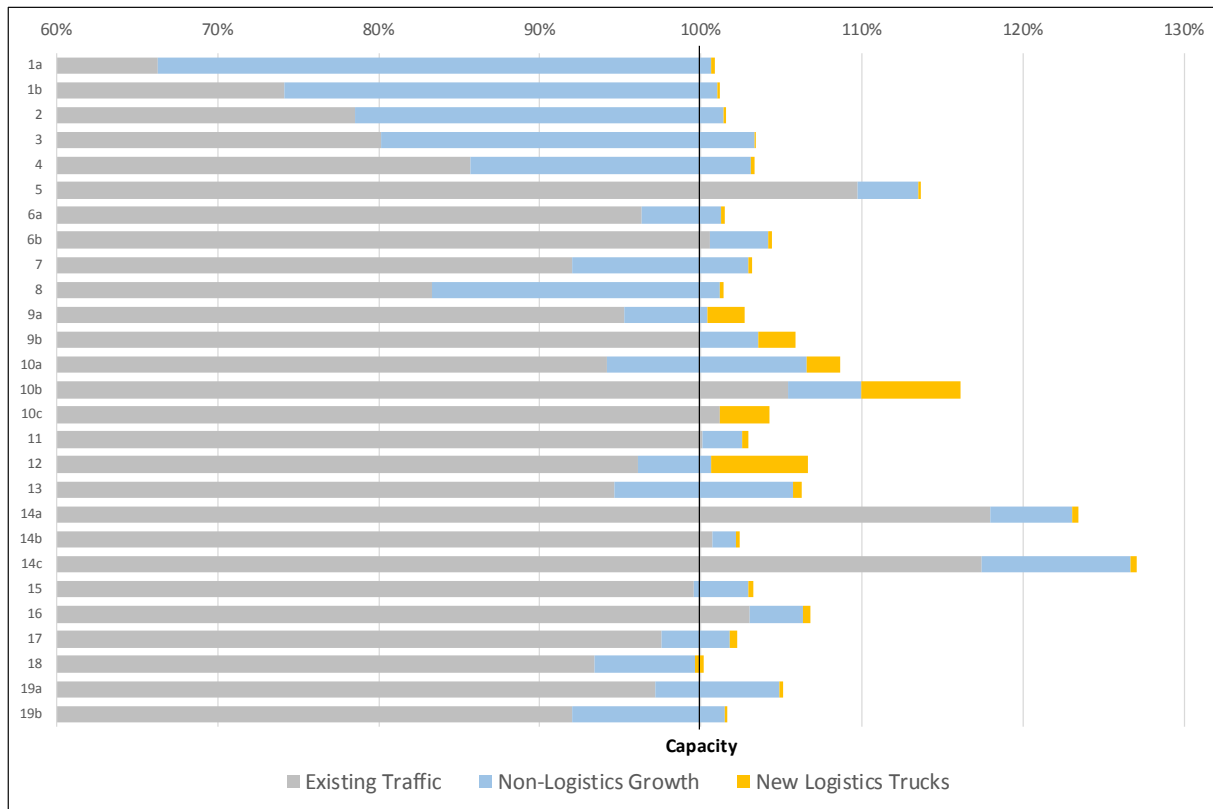
Continuous sequences of model segments, as listed in **Table 2-4**, were grouped for the purposes of assigning the percent of freeway capacity deficiencies attributable to new logistics development in Riverside County. Where multiple deficient segments were grouped, a weighted percent attributable was calculated based on the respective segment percent attributable and the length of each segment.

Table 2-5 arrays the critical V/C ratios, deficiencies, and percent attributable for each deficient segment of freeway in Riverside County. **Figure 2-11** visually represents the components of traffic (existing, non-logistics growth, and logistics growth) relative to the capacity for each deficient segment location.

Table 2-5: Deficient Segment Locations and Percent Attributable to New Logistics Development in Riverside County

Project ID	Route Name	Dir	Critical Segment		2016 GP Lanes on Critical Segment	Segment Length (mi)	Critical V/C ratio				Percent Deficiency Attributable to New Development		New Logistics Trucks as Percent of 2016 to 2040 Growth		Percent Deficiency Attributable to New Logistics Trucks by Peak Hour		Percent Deficiency Attributable to New Logistics Trucks	Weighted Average Highest % Deficiency Attributable to New Logistics Trucks
			Start	End			2016 AM V/C	2016 PM V/C	2040 AM V/C	2040 PM V/C	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour		
							(A)	(B)	(C) = 100%, for (A) < 1.0 and (B) > 1.0 (C) = [(B)-(A)]/[(B)-1], for (A) > 1.0	(D)	(E) = (C) * (D)	(F) = Max (E)						
1	I-15	NB	SR-79 S	Rancho California Rd	4	0.98	0.35	0.66	0.52	1.01	No Deficiency	100%	1.2%	0.7%	No Deficiency	0.7%	0.7%	0.7%
			Rancho California Rd	Winchester Rd	4	1.10	0.45	0.74	0.60	1.01	No Deficiency	100%	1.4%	0.7%	No Deficiency	0.7%	0.7%	0.7%
2	I-15	NB	Winchester Rd	Lane Add south of I-15/I-215 Split	4	0.75	0.46	0.79	0.58	1.02	No Deficiency	100%	2.3%	0.9%	No Deficiency	0.9%	0.9%	0.9%
3	I-15	NB	Clinton Keith Rd	Baxter Rd	3	0.76	0.52	0.80	0.65	1.03	No Deficiency	100%	1.1%	0.3%	No Deficiency	0.3%	0.3%	0.3%
4	I-15	NB	El Cerrito Rd	Ontario Ave	3	0.19	0.86	0.90	1.03	0.88	100%	No Deficiency	1.1%	100.0%	1.1%	No Deficiency	1.1%	1.1%
5	I-15	NB	Norco Dr/6th Street	Limonite Ave	3	2.03	0.82	1.10	0.87	1.14	No Deficiency	29%	4.1%	2.5%	No Deficiency	0.7%	0.7%	0.7%
6	I-15	SB	Cantu Galeano Ranch Rd	Limonite Ave	3	1.30	0.77	0.96	0.77	1.02	No Deficiency	100%	100.0%	4.3%	No Deficiency	4.3%	4.3%	4.8%
			Limonite Ave	Norco Dr/6th Street	3	2.00	0.87	1.01	0.90	1.04	No Deficiency	88%	4.7%	5.9%	No Deficiency	5.2%	5.2%	5.2%
7	I-15	SB	El Cerrito Rd	Dos Lagos Dr	3	2.14	0.65	0.92	0.61	1.03	No Deficiency	100%	100.0%	2.2%	No Deficiency	2.2%	2.2%	2.2%
8	I-15	SB	Temescal Canyon Rd	Indian Truck Trail	3	2.21	0.61	0.83	0.56	1.01	No Deficiency	100%	100.0%	1.4%	No Deficiency	1.4%	1.4%	1.4%
9	SR-60	EB	Rubidoux Blvd	Market St	3	0.79	0.84	0.95	0.81	1.03	No Deficiency	100%	100.0%	30.9%	No Deficiency	30.9%	30.9%	31.8%
			Market St	Main St	3	0.10	0.87	1.00	0.82	1.06	No Deficiency	100%	100.0%	39.0%	No Deficiency	39.0%	39.0%	39.0%
10	I-215	NB	Box Springs Rd	Central Ave	4	0.41	0.94	1.08	1.09	1.07	100%	0%	14.3%	100.0%	14.3%	0.0%	14.3%	30.0%
			Watkins Dr	Martin Luther King Jr	4	0.78	0.94	1.05	1.12	1.16	100%	66%	24.8%	57.9%	24.8%	38.4%	38.4%	38.4%
10c	I-215	NB	University Ave Off-Ramp	Upstream of Univ Ave On-ramp	3	0.36	0.90	1.04	0.98	1.04	No Deficiency	13%	26.9%	100.0%	No Deficiency	13.3%	13.3%	13.3%
11	I-215	NB	Center St Off-Ramp	Riverside County Line/Iowa Ave	3	0.53	0.79	1.00	0.79	1.03	No Deficiency	97%	91.5%	12.2%	No Deficiency	11.8%	11.8%	11.8%
12	I-215	SB	Martin Luther King Jr	Sycamore Canyon Rd	4	1.58	0.96	1.13	1.07	1.25	100%	50%	57.1%	55.2%	57.1%	27.7%	57.1%	57.1%
13	I-215	SB	Van Buren Blvd	Harley Knox Blvd	3	1.22	0.67	0.95	0.64	1.06	No Deficiency	100%	100.0%	4.4%	No Deficiency	4.4%	4.4%	4.4%
14	SR-91	NB	Riverside County Line	Green River Rd Off-Ramp	5	0.76	0.89	1.18	0.76	1.23	No Deficiency	23%	100.0%	6.1%	No Deficiency	1.4%	1.4%	4.7%
			Green River Rd Off-Ramp	SR-71	5	1.33	0.79	1.01	0.72	1.02	No Deficiency	69%	100.0%	14.1%	No Deficiency	9.8%	9.8%	9.8%
			SR-71	Serfas Club Dr Off-Ramp	4	1.35	0.92	1.17	0.85	1.27	No Deficiency	36%	100.0%	4.1%	No Deficiency	1.5%	1.5%	1.5%
15	SR-91	NB	Serfas Club Dr Off-Ramp	Grand Blvd Off-Ramp	4	2.33	0.85	1.00	0.80	1.03	No Deficiency	100%	100.0%	8.9%	No Deficiency	8.9%	8.9%	8.9%
16	SR-91	NB	On-Ramp from SB I-15	On-Ramp from NB I-15	3	0.32	0.81	1.03	0.76	1.07	No Deficiency	55%	100.0%	13.6%	No Deficiency	7.5%	7.5%	7.5%
17	SR-91	NB	McKinley St Off-Ramp	Pierce St	3	1.60	0.81	0.98	0.76	1.02	No Deficiency	100%	100.0%	10.1%	No Deficiency	10.1%	10.1%	10.1%
18	SR-91	NB	Magnolia Ave	La Sierra Ave	3	0.30	0.76	0.93	0.69	1.00	No Deficiency	100%	100.0%	8.3%	No Deficiency	8.3%	8.3%	8.3%
19	SR-91	SB	Serfas Club Dr Off-Ramp	Lane Add at SR-71	4	2.26	0.97	1.08	1.05	1.01	100%	0%	2.8%	100.0%	2.8%	0.0%	2.8%	2.3%
			Lane Add at SR-71	Riverside County Line	5	1.75	0.92	1.00	1.02	0.91	100%	No Deficiency	1.8%	100.0%	1.8%	No Deficiency	1.8%	1.8%

Figure 2-11: Components of 2040 Traffic Demand as a Percentage of Capacity



3. DETERMINING FREEWAY MITIGATION CONCEPTS AND COSTS

Having identified deficient freeway segments in **Section 2.2**, and determined the share of the deficiency in each segment that is attributable to new warehouse and logistics uses in Riverside County in **Section 2.3**, the next step in the study process involved the preparation of design concepts for the mitigation of freeway traffic impacts, and the estimation of the costs associated to implement the necessary mitigation. This section describes the process for developing mitigation concepts and determining associated costs. The resultant mitigation costs will be compared to the percent attributable to each deficient segment, as defined in **Table 2-5**, to determine the fair share of the cost to mitigate each deficient segment to is attributable to the impacts of new warehouse and logistics development in Riverside County.

3.1. ASSESSING PROJECT LIMITS

Future capacity deficiencies on the freeway network in Riverside County were summarized in **Table 2-4** as a list of directional freeway segments where the future demand exceeded capacity and resulted in a bottleneck in the system. Limiting capacity expansion to the specific identified segment would be expected to mitigate the bottleneck in that segment, however it is likely that the bottleneck would be moved to the next adjacent segment without alleviating the capacity deficiency. Therefore, the list of deficient segments was reviewed in relation to the traffic data and the physical characteristics of the existing freeway facility to determine the extent of the improvement projects that would be necessary (i.e. to define the practical limits and logical termini for the associated improvement project) to effectively mitigate the segment deficiency.

At each freeway segment identified as having a capacity deficiency, the traffic data was reviewed to determine the location (typically an off-ramp) where the demand along the corridor was reduced enough to no longer exceed the capacity of the freeway mainline. Other considerations were physical characteristics of the freeway that might also contribute to capacity reduction, such as uphill grades where additional capacity to accommodate slower moving trucks would benefit the operation of the freeway, and system interchanges where demand changed substantially and there were opportunities for lane drops at freeway-to-freeway connectors. The practical limits of each of the 19 projects required to mitigate the deficient segments are listed in **Table 3-1**. The definition of this project list correlates to accomplishing step 18 in **Figure 1-1**.

Table 3-1: Practical Limits of Capacity Deficient Segment Improvement Projects

ID	Route Name	Dir	Beginning	End
1	I-15	NB	SR-79 S	Rancho California Rd
			Rancho California Rd	Winchester Rd
2			Winchester Rd	Lane Add south of I-15/I-215 Split
3			Clinton Keith Rd	Baxter Rd
4			El Cerrito Rd	Ontario Ave
5		Norco Dr/6th St	Limonite Ave	
6		SB	Cantu Galeano Ranch Rd	Limonite Ave
			Limonite Ave	Norco Dr/6th
			7	Cajalco Rd
8		El Cerrito Rd	Cajalco Rd	
9	SR-60	EB	Rubidoux Blvd	Market St
			Market St	Main St
10	I-215	NB	Box Springs Rd	Central Ave/Watkins Dr
			Central Ave/Watkins	Martin Luther King
10c			Martin Luther King Blvd	SR-91
11		SB	Center St Off-Ramp	Riverside County Line/Iowa
			12	Martin Luther King Jr
13		Van Buren Blvd	Case Rd	
14	SR-91	EB	Riverside County Line	Green River Rd Off-Ramp
			Green River Rd Off-Ramp	SR-71
SR-71			Serfas Club Dr Off-Ramp	
15			Serfas Club Dr Off-Ramp	Grand Blvd Rd Off-Ramp
16			On-Ramp from SB-I-15	On Ramp from NB- I-15
17		WB	McKinley St Off Ramp	Pierce St
			18	Pierce St
19		Serfas Club Dr Off-Ramp	Lane Add at SR-71	
	Lane Add at SR-71	Riverside County Line		

3.2. REVIEW OF CURRENTLY FUNDED/PROGRAMMED IMPROVEMENTS

Once the practical limits of the improvements were defined, each project was compared to known, programmed projects that were recently completed (and are not included in the SCAG 2016 Model existing network), are currently under construction, or are currently in

development and are funded for construction. There are three projects that are within the study area that were identified as meeting these criteria:

- The I-15/French Valley Parkway Interchange Project, Phases 1 and 2
- The I-15 Express Lane Project
- The SR-91 Express Lane Extension Project

The French Valley Parkway Project includes the implementation of the I-15/French Valley Parkway Interchange as well as improvements to the Winchester Road Interchange and a collector-distributor road system along I-15 between Winchester Road and the I-15/I-215 system interchange. This project adds as many as three lanes in each direction north of Winchester Road. Based on the Preferred Alternative Layout Plans included in the IS/EA (January 2010), the FVP Phasing Exhibit (December 2, 2015) and the Ultimate Project Exhibit (July 12, 2017), it was determined that the French Valley Parkway Project successfully eliminates the need to further mitigate deficient segment 2.

The I-15 Express Lane Project will implement one or two tolled managed lanes in each direction northbound and southbound between Cajalco Road and SR-60. This project also adds general purpose lanes and auxiliary lanes at specific locations. Based on a review of the I-15 Express Lane Project Tolling Concept Plans (June 21, 2017), the I-15 Express Lane Project successfully eliminates the need to further mitigate deficient segments 4, 5, and 6.

The SR-91 Express Lane Extension Project extends from west of the Orange County Line to east of I-15 both eastbound and westbound. In addition to the tolled express lanes, additional general purpose lanes were also constructed as part of this project. Based on a field review of the project as it has been constructed, the SR-91 Express Lane Extension Project successfully eliminates the need to further mitigate deficient segments 14, 15, 17, and 19.

Table 3-2 lists the remaining deficient segments and associated mitigation projects that would be included as the basis for the logistics fee program.

Table 3-2: Capacity Deficient Segment Improvement Projects to be Included in the Fee Program

ID	Route Name	Dir	Beginning	End
1	I-15	NB	SR-79 S	Rancho California Rd
3			Rancho California Rd	Winchester Rd
7			Clinton Keith Rd	Baxter Rd
8		SB	Cajalco Rd	Indian Truck Trail
			El Cerrito Rd	Cajalco Rd
9	SR-60	EB	Rubidoux Blvd	Market St
			Market St	Main St
10	I-215	NB	Box Springs Rd	Central Ave/Watkins Dr
10c			Central Ave/Watkins	Martin Luther King
11			Martin Luther King Blvd	SR-91
12		SB	Center St Off-Ramp	Riverside County Line/Iowa
13			Martin Luther King Jr	Sycamore Canyon Rd
16	SR-91	EB	On-Ramp from SB-I-15	On Ramp from NB- I-15
18			Pierce St	Magnolia St

3.3. DEVELOPMENT OF PROJECT CONCEPTS

Using scalable, georeferenced aerial photography, project concept plans were developed consistent with Caltrans design standards for urban area freeways to show the primary quantifiable cost items for each project, including:

- Right-of-Way Impact
- Retaining Walls
- Freeway Mainline Widening
- Structure Construction
- Ramp Realignment
- Roadway Excavation
- Street Improvements
- Signalization

For the initial assessment and development of project concept plans, a combination of Google Earth and limited field reviews were used to determine existing conditions for the corridors. The conditions recorded include number of lanes, width of pavement, HOV lanes, inside (left) shoulder width, outside (right) shoulder width, assumed right-of-way boundary, freeway

structures, ramp locations, major drainage facilities, retaining walls, sound walls, signage, and signals. All widths and lengths provided were obtained by doing desktop research on Google Earth and limited field reviews, and were based on sound engineering judgement. Although arterial highway improvement projects were not specifically examined as part of the study effort, any arterial highway improvements necessary to accommodate the proposed freeway capacity improvements (e.g. ramp realignment, bridge reconstruction, intersection signalization) were identified and included in the concept drawings. The concept plans show colored lines and areas that can be measured and used to estimate quantities for the various categories of construction or property acquisition. These project concept drawings were reviewed by the Study Advisory Team to confirm that they reasonably represent the minimum improvements necessary to mitigate the identified deficiency.

The resultant improvement concept plans are included in **Appendix A** of this technical memorandum. The completion of the design concept drawings represents the accomplishment of step 24 in the study process flow chart **Figure 1-1**. It should be noted that the conceptual designs were based on a visual analysis and that no detailed engineering or surveying has been done to verify the assumptions.

3.4. PROJECT COST ESTIMATING

To accomplish step 25 and 26 in the study process, the unit costs for the various construction components were taken from the Caltrans cost database and other recent project cost estimates for projects of similar scale and scope within the Inland Empire. Right-of-way cost per residential unit and per square foot are based on recent property valuations in Riverside County. Specific elements in the unit costs include:

Roadway Item Costs

- Roadway costs include PCC pavement, tie-back walls, pavement markings and markers and replacement of signs. Unit costs were extrapolated from a similar freeway construction project.
- The quantity of each component was then multiplied by the unit cost to produce a cost item for the roadway component.

Drainage Item Costs

- Per our initial assessment, widening affects the existing drainage. Further analysis is needed as impacts to drainage can increase the costs.
- The costs associated with the potential impacts to drainage are 15% of the roadway items cost.

Specialty Item Costs

- Specialty item costs include retaining walls due to proposed widening, removal of existing retaining walls, sound wall replacement, tie back walls and ramp adjustments.

- The quantity of each component was then multiplied by the unit cost to produce a cost item for the specialty item costs.

Minor Items Costs

- Minor items can include anything from ADA items to other minor items that are not considered high costs items. Typical Caltrans value is 5-10%.

Mobilization Costs

- Mobilization includes costs incurred due to mobilization of personnel and equipment as well as pre-construction expenses. Typical value of 10% can be adjusted when actual costs are available.

Roadway Additions

- Roadway addition items can include price index fluctuations, value analysis, maintaining traffic, removal of rock and debris, etc. These supplemental items cover work for items that cannot be quantified as contract bid item. All roadway supplemental items would be within the FHWA approved items list. At this stage it is appropriate to assume there will be supplemental items. Typical Caltrans value is 5-10%.

Contingency

- Contingency of 25% is within Caltrans recommended values: Pre-PSR 30%, PSR 25%, Draft PR 20%, PR 15%, after PR approval 10% and final PS&E is 5%. Caltrans contingencies allow for unforeseen increases. Due to the level of detail and engineering available, the contingency percentage is appropriate. As more information becomes available, costs would be refined and contingency would be decreased. This is typical per Caltrans.

Support Costs

- Support costs are 35% of the capital outlay costs. Support costs include design costs, construction management, Caltrans reimbursed costs and Metro internal costs. These costs are functional overhead costs not administrative overhead. The support costs can be refined as more information becomes available.

The unit costs were multiplied by the quantities determined from the conceptual design plans to yield a conceptual cost estimate for each proposed project.

The proposed improvement project conceptual cost estimates were compared to the Western Riverside Council of Governments (WRCOG) *Transportation Uniform Mitigation Fee (TUMF) 2016 Nexus Study Report*, with a focus on identifying arterial-freeway interchange and bridge projects that are also included in TUMF. The TUMF program assesses all development types, including warehouse and logistics uses, impact fees to mitigate the cumulative regional transportation impacts of new development on the arterial highway system, including arterial-freeway

interchanges and bridges. As such, new warehouse and logistics uses are already contributing toward the cost of these improvement projects to the extent they are included in the TUMF program. Where the conceptual improvement projects were determined to include project elements that were also identified in the TUMF program, the conceptual cost estimate for the project was reduced by an amount equal to the lesser of the estimated conceptual cost of the relevant project element (i.e. the conceptual cost of the arterial interchange and/or bridge improvements) or the maximum eligible amount prescribed in the 2016 TUMF Nexus Study. This reduction in the conceptual improvement costs as part of this study eliminates overlap with the TUMF program in terms of the cost for implementing arterial interchange and bridge improvements necessary to accommodate the proposed freeway capacity expansion necessary to mitigate the cumulative regional impacts of new development, including warehousing and logistics uses, on the freeway network.

The resultant conceptual project cost estimates are summarized in **Table 3-3** *Error! Reference source not found.*. A more detailed breakout of the conceptual project cost estimates to mitigate the deficient segments is included in **Appendix B** of this technical memorandum.

Table 3-3: Capacity Deficient Segment Improvement Project Conceptual Cost Estimates

ID	Route Name	Dir	Beginning	End	Cost Estimate
1	I-15	NB	SR-79 S	Rancho California Rd	\$36,237,000
			Rancho California Rd	Winchester Rd	
3			Clinton Keith Rd	Baxter Rd	\$7,406,000
7	I-15	SB	Cajalco Rd	Indian Truck Trail	\$37,825,000
8			El Cerrito Rd	Cajalco Rd	\$10,408,000
9	SR-60	EB	Rubidoux Blvd	Market St	\$40,234,000
	Market St		Main St		
10	I-215	NB	Box Springs Rd	Central Ave/Watkins Dr	\$26,513,000
			Central Ave/Watkins	Martin Luther King	
10c			Martin Luther King Blvd	SR-91	\$55,081,000
11		Center St Off-Ramp	Riverside County Line/Iowa	\$42,212,000	
12		SB	Martin Luther King Jr	Sycamore Canyon Rd	\$13,403,000
13	Van Buren Blvd		Case Rd	\$95,365,000	
16	SR-91	EB	On-Ramp from SB-I-15	On Ramp from NB- I-15	\$7,611,000
18			Pierce St	Magnolia St	\$13,040,000
Total Project Cost Estimate					\$385,335,000

3.4.1. Project Costs Attributable to New Logistics Development

The conceptual cost estimate of \$385,335,000 presented in **Table 3-3** represents the unfunded amount of the total cost to implement the minimum improvements necessary to mitigate the impacts of new development on Riverside County Freeways. However, as described in **Section 2.3**, this cost cannot be entirely attributed to the impact of new logistics developments and must be adjusted as the basis for calculating a fair share fee to reflect only the share of the cost for each segment that can be attributed to the impact of new logistics developments. This key step in the study process, represented by step 28 in the study process flowchart in **Figure 1-1**, is accomplished by multiplying the unfunded project costs summarized in **Table 3-3** by the share of each segments impact attributable to new logistics development summarized in **Table 2-5**. **Table 3-4** presents the outcome of this step with a total of \$47,841,000 or 12.4% of the conceptual cost estimate being determined to be the maximum share of the cost attributable to mitigate the cumulative regional impacts of new warehousing and logistics developments in Riverside County.

Table 3-4: Capacity Deficient Segment Improvement Project Logistics Cost Share

ID	Route Name	Dir	Beginning	End	Conceptual Cost Estimate	Logistics Attributable Share	Logistics Cost Share
1	I-15	NB	SR-79 S	Rancho California Rd	\$36,237,000	0.7%	\$258,000
			Rancho California Rd	Winchester Rd			
3			Clinton Keith Rd	Baxter Rd	\$7,406,000	0.3%	\$19,000
7		SB	Cajalco Rd	Indian Truck Trail	\$37,825,000	2.2%	\$820,000
8	El Cerrito Rd		Cajalco Rd	\$10,408,000	1.4%	\$142,000	
9	SR-60	EB	Rubidoux Blvd	Market St	\$40,234,000	31.8%	\$12,802,000
	Market St		Main St				
10	I-215	NB	Box Springs Rd	Central Ave/Watkins Dr	\$26,513,000	30.0%	\$7,963,000
			Central Ave/Watkins	Martin Luther King			
10c			Martin Luther King Blvd	SR-91	\$55,081,000	13.3%	\$7,317,000
11			Center St Off-Ramp	Riverside County Line/Iowa	\$42,212,000	11.8%	\$4,978,000
12		SB	Martin Luther King Jr	Sycamore Canyon Rd	\$13,403,000	57.1%	\$7,658,000
13			Van Buren Blvd	Case Rd	\$95,365,000	4.4%	\$4,235,000
16	SR-91	EB	On-Ramp from SB-I-15	On Ramp from NB- I-15	\$7,611,000	7.5%	\$571,000
18			Pierce St	Magnolia St	\$13,040,000	8.3%	\$1,078,000
Total Project Cost Estimate					\$385,335,000	12.4%	\$47,841,000

4. FUNDING GAP ANALYSIS

As described in **Section 3**, the fair share of costs to mitigate future freeway deficiencies that are attributable to new warehousing and logistics uses varies by segment, but is a relatively small proportion of the total cost to complete the necessary improvements. Furthermore, although the project concepts and associated cost estimates have identified a minimum level of improvement necessary to reasonably mitigate the identified impact, it is likely the scale and scope of any proposed improvement project would be greater to account for the accomplishment of other transportation goals and/or freeway operational needs, including rehabilitation and roadway maintenance, resolution of existing needs, or anticipation of addition future demands beyond the horizon year of the fee program. Since the resolution of these items cannot be fairly attributed to the mitigation of new development impacts, it is necessary to ensure that sufficient alternative funding sources are expected to be available to complete the necessary improvements and establish an implementable program. This section summarizes projections of alternative transportation funding sources that might be available to complete freeway capacity expansion projects identified as part of this study.

4.1. RIVERSIDE COUNTY STRATEGIC ASSESSMENT

In 2015, the RCTC directed its staff to conduct an assessment to assist the Commission in examining the County's need for transportation investments. In early 2016, the RCTC approved the *Riverside County Strategic Assessment*⁷. The Strategic Assessment includes a detailed review of federal, state and local revenues through 2040.^{8,9} It looked at 37 different funding sources covering all modes and categorized them into three levels (A, B and C), depending on their level of certainty. Category A represents existing revenues that can be reasonably expected to be available in the future, Category B includes existing and programmed revenues that Riverside County might realistically secure on a discretionary or competitive basis and those in Category C are considered strategy revenues.

According to the Strategic Assessment, the total costs of freeway and interchange projects between 2016 and 2039 were expected to be \$8.724 billion and the anticipated revenues were \$5.326 billion, representing funding for 61% of the freeway needs, thus leaving an unfunded gap of \$3.326 billion through 2039. **Table 4-1** summarizes the breakdown of funding contained in the Strategic Assessment by program and risk.

⁷ HDR, January 2016, *Riverside County Strategic Assessment: Executive Summary*, RCTC.

⁸ Since the document was prepared in 2015, it did not include several recent funding sources, which are discussed later in this memo.

⁹ HDR, November 4, 2015, *RCTC Strategic Assessment Technical Memorandum: Task 4 Funding Gap Analysis*.

Table 4-1: Freeway Funding Program Amount (in millions) and Risk, 2016 to 2039

Funding Program	Category A	Category B	Category C
Federal			
Congestion Mitigation and Air Quality (CMAQ)	\$219.7		
Regional Surface Transportation Program (RSTP)	\$315.2		
State			
Regional Improvement Program (RIP)	\$441.9		
Interregional Improvement Program (IIP)		\$58.8	
Mileage Based User-Fees (MBUF)			\$2,233.5
Local			
Measure A*	\$915.7		
SR 91 Net Toll Revenues*	\$618.5		
I-15 Express Lane Toll Revenues*	\$319.7		
Mid County Parkway (MCP) toll revenues			\$153.5
Total (2016-2039)	\$2,880	\$59	\$2,387

*Debt service and operations and maintenance costs have been deducted from these amounts.

Because the assessment was prepared in 2015 it did not include certain funding sources approved after that. New funding sources and their potential implications are described in the following sections.

4.2. FIXING AMERICA'S SURFACE TRANSPORTATION ACT

On December 4, 2015, President Obama signed Fixing America's Surface Transportation Act (FAST) Act¹⁰ into law. Overall, the FAST Act largely maintains program structures and funding shares between highways and transit.

The FAST Act provided two new grant programs – the Nationally Significant Freight and Highway Projects (NSFHP) and the Advanced Technology and Congestion programs – that could reasonably be expected to provide funding for freeway and interchange projects in Riverside County. **Table 4-2** shows the new FAST funding amounts by program and risk category that could reasonably be expected to be available to RCTC each year based on a proportional allocation of total program funding:

¹⁰ Pub. L. No. 114-94

Table 4-1: Projected RCTC Funding from FAST (in millions), 2017 to 2040

Funding Program	Category A	Category B	Category C
NSFHP (INFRA)		\$159.8	
Advanced Technology and Congestion Management Deployment Program		\$10.7	
Total		\$170.5	

4.3. ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 (SENATE BILL 1)

In 2017 the California legislature passed and the governor signed into law a major transportation funding bill.¹¹ The Road Repair and Accountability Act of 2017 (referred to as SB1) provided additional funding to several existing programs, including the STIP, and established several new funding programs that are relevant to this study.

Most of the SB1 funds that could go to freeways and interchanges are via competitive grant programs. **Table 4-3** shows the projected allocation Riverside County could reasonably be expected to obtain based on a proportional share of the total funding proposed.

Table 4-3: Projected RCTC Funding from SB1 (in millions), 2017 to 2040

Funding Program	Category A	Category B	Category C
LPP (county allocation)	\$162.9		
TCEP		\$623.9	
SCCP		\$360	
LPP (competitive grant)		\$162.9	
	\$162.9	\$1,146.8	

4.4. SUMMARY OF AVAILABLE FUNDING FROM ALL SOURCES

To quantify the total funds that might be available to freeway and interchange projects in Riverside County through 2040, sources identified in the Strategic Assessment were combined those from FAST and SB1 programs. **Table 4-4** combines funding sources to establish a total of anticipated freeway project funding through 2040 from all sources by risk category.

¹¹ <http://catc.ca.gov/>

Table 4-4: RCTC Projected Freeway Project Funding 2017-2040 - All Sources (in millions)

Funding Source	Category A	Category B	Category C
Total Strategic Assessment Sources	\$2,948.6	\$61	\$2,465.8
Total New Sources	\$162.9	\$1,317.3	
Grand Total of All Sources	\$3111.5	\$1,378.3	\$2,465.8

As can be seen in **Table 4-4**, the infusion of SB1 funds, which are mostly allocated through competitive grants and therefore are considered risk category B, creates better balance across the risk categories than that found in the Strategic Assessment, which was heavily reliance on high-risk, category C funds. It should be noted that although the SB1 program has been legislated, there is an on-going repeal effort that jeopardizes the future availability of SB1 funding programs.

The total estimated conceptual cost to complete the reasonable mitigation of deficient segments identified as part of this study is \$385,335,000. Although only 12.4% of this cost can be attributed to new warehousing and logistics developments, the estimates of alternative funding sources described in this section clearly indicate that the remaining costs to complete these improvement projects could reasonably be expected to be obtained from existing and proposed funding sources after the logistics impact fee contributes a fair share for mitigation of logistics related impacts. Furthermore, the projected availability of future funding for freeway and interchange improvement projects is over six times the amount of the conceptual cost estimates to mitigate the impacts of new development on the freeway system indicating that sufficient funding might reasonably be expected to account for the expansion of scale and scope of associated freeway projects to address other project needs not directly attributable to the impacts of new development.

5. LOGISTICS MITIGATION FEE AND NEXUS DETERMINATION

The foundation established by accomplishing the various steps in the prior tasks provides the basis for computing the amount and value of the in-lieu fee to mitigate the cumulative regional impact of new warehousing and logistics developments on the freeway network in Riverside County, as well as establishing the relationship between future growth of logistics related facilities within Riverside County, truck traffic growth, and the need for additional freeway improvements to mitigate the impacts of this growth. The maximum defensible fair-share fee that could be charged to new logistics uses for mitigating their impacts is presented in this section, along with a summary of the study findings that support the nexus determination.

5.1. LOGISTICS MITIGATION FEE CALCULATION

Utilizing the findings of the prior study tasks as presented in the previous sections of this report, the process for computing the fee requires dividing the project costs attributable to new logistics development as determined in Step 28 and summarized in **Table 3-4** by the forecast amount of new warehousing and logistics facilities in square feet as determined in Step 4 and presented in **Table 2-2** to produce a fee per square foot.

Table 5-1: Logistics and Warehouse Impact Fee Calculation

<i>Logistics and Warehouse Impact Fee for Riverside County</i>	
Logistics Cost Share of Freeway Mitigation	\$47,841,000
Growth in Warehouse Gross Floor Area in Square Feet	37,332,179
Fee per Square Foot of Gross Floor Area	\$1.28

As derived from **Table 2-2** and summarized in **Table 5-1**, the growth in warehousing gross floor area is forecast to grow by 37,332,179 square feet of gross floor area from 2016 to 2040, according to the SCAG *Industrial Warehousing Study* and as utilized in the Heavy Duty Truck Model. The travel demand modeling and deficiency analysis completed for this study indicates the growth in warehousing will result in the need to contribute \$47,841,000 toward the cost of freeway capacity improvements throughout Riverside County to cover the logistics share of mitigating future freeway deficiencies, as presented in **Table 3-4**. This equates to a value of \$1.28 per square foot of gross floor area of new warehousing and logistics developments to fully satisfy the fair share contribution. As such, this amount represents the *maximum* fee permissible to be collected under California law and in accordance with legal precedents to address the cumulative regional impacts of new warehousing and logistics developments on the freeways network in Riverside County.

5.2. NEXUS DETERMINATION

The Mitigation Fee Act, as set forth in the California Government Code Sections 66000 through 66008, establishes the framework for mitigation fees in the State of California. In establishing the basis for a fee to be implemented, the Act requires agencies to make five findings with respect to a proposed fee. These findings are described in the following sections.

5.2.1. Purpose of the Fee

Identify the Purpose of the Fee

The purpose of the Regional Logistics Mitigation Fee is to establish a uniform, fair-share mitigation fee to be paid by new warehouse and logistics developments to mitigate the cumulative, indirect, regional impacts of the truck traffic generated by these future developments on overall traffic conditions on the freeway network in Riverside County. The fees, to be paid in-lieu of completing specific improvements associated with a particular development, will be utilized to help fund capacity improvements on freeways in Riverside County that are needed to maintain the target level of service in the face of the higher traffic volumes brought on by new growth in the county.

Specific to Regional Logistics Mitigation Fee for Riverside County, the completion of this study and the determination of a fair-share fee satisfies specific provisions of the July 29, 2016 Settlement Agreement between the County of Riverside, the Riverside County Transportation Commission, the City of Moreno Valley and Highland Fairview. This agreement established that each party would contribute toward the cost of “an RCTC-conducted regional transportation study to evaluate a logistics-related regional fee.”

5.2.2. Use of Fee Revenues

Identify the use to which the fees will be put. If the use is financing facilities, the facilities shall be identified

The Mitigation Fee Act requires that the public facilities that are to be financed using the impact fee be identified. In the case of the Regional Logistics Mitigation Fee, the deficiency analysis described in **Section 2** identified those locations on the Riverside County freeway network that would be impacted by additional traffic growth associated with new development activity in Riverside County. This information was subsequently utilized in **Section 3** to define specific improvement projects and the associated costs to mitigate the deficiencies, as summarized in **Table 3-3**. Furthermore, the share of the cost of each individual improvement project to specifically address the mitigation of impacts associated with the growth of warehousing and logistics uses was determined and summarized in **Table 3-4** as the basis for calculating the logistics fee.

5.2.3. Use/Type-of-Development Relationship

Determine the reasonable relationship between the fees' use and the type of development project on which the fees are imposed

To determine the “use” relationship, the development being assessed an impact fee must be reasonably shown to derive some use or benefit from the facility being built using the fee. In the case of the Regional Logistics Mitigation Fee, the projects to be funded by the fee were identified by completing deficiency analysis to determine where the additional traffic generated by new development in Riverside County would impact the freeway network. Improvement project concepts were developed to mitigate these impacts, with at least part of the cost of these improvements being determined to be attributable to new logistics related development. The fact that the projects that will be funded in part by the Regional Logistics Mitigation Fee are to provide additional freeway capacity, and recognizing that freeways are the highest functional class of the roadway network and critically important on the regional roadway hierarchy, means that all residents and businesses in the county benefit in important ways from the maintenance of a reasonable level of service on these facilities. More specifically, most truck trips coming to or going from new warehouse and logistics uses can be expected to use area freeways for at least part of their trips, as demonstrated by the results of the deficiency analysis described in **Section 2**, and those that do not use freeways will nevertheless benefit because good traffic conditions on the area freeways will keep drivers from diverting to other roads and causing congestion in other parts of the county. Even residents or workers in the new developments who do not drive at all will benefit from access to goods and services made possible in part by the serviceability of the regional freeway network.

5.2.4. Need/Type-of-Development Relationship

Determine the reasonable relationship between the need for the public facilities and the types of development on which the fees are imposed

To determine the “need” relationship the facilities to be financed by the fee must be shown to be needed at least in part because of the new development. The primary intended purpose of the regional transportation study as required by the July 29, 2016 Settlement Agreement was to determine the extent to which additional truck trips associated with new warehouses and logistics uses would impact the freeways in Riverside County as the basis for determining the fair share amount of in-lieu fee payments to adequately mitigate the impacts. This was determined by analyzing the forecast traffic demand with the expected degree of new development and comparing that with the demand without new development. Projects were analyzed individually and the degree to which the need for the project was attributable to new warehouses and logistics developments varied widely from project to project. The findings of this analysis is summarized in **Table 3-4**, which indicates that new warehousing and logistics development activities are responsible for a share of the overall mitigation needed to address future freeway capacity deficiencies.

5.2.5. Proportionality Relationship

Determine how there is a reasonable relationship between the fees amount and the cost of the facilities or portion of the facilities attributable to the development on which the fee is imposed

The “proportionality” relationship requires that there be rough proportionality between the fee charged to each development and the cost of the facility being financed. In the case of the Regional Logistics Mitigation Fee, the share of truck traffic generated specifically by warehouses and logistics uses was estimated using the validated SCAG travel demand model as the basis to determine the rough proportion of the improvement cost to mitigate future deficiencies caused by these trucks on the Riverside County freeway network. Furthermore, the share of project costs was adjusted to account for those improvements already being completed by current funded capacity expansion projects, as well as the share of the cost of arterial interchange improvements necessary to accommodate freeway capacity expansion that are already being funded by the existing WRCOG TUMF program. The overall project cost share was also adjusted to account for existing capacity deficiencies that cannot be fully be attributed to new growth in Riverside County. **Table 2-5** summarizes the attribution of various project cost factors resulting in the determination of the fair-share of improvement costs that are roughly proportional to the specific impacts of new warehouse and logistics uses. Additionally, the detailed cost breakdowns in **Appendix B** include the adjustments for project cost elements already covered as part of the WRCOG TUMF program.

5.3. CONCLUSIONS

The findings of the RCTC Truck Study and Regional Logistics Mitigation Fee Study indicate that there is reasonable relationship between the cumulative regional freeway traffic impacts of new land development projects in Riverside County, including truck traffic impacts associated with new warehouse and logistics developments, and the need to mitigate these freeway traffic impacts, including using funds levied through a Regional Logistics Fee. The study evaluation results have established the proportional fair share of the freeway improvement cost attributable to truck trips generated by new warehouse and logistics development having adjusted for existing deficiencies, the impacts of other development type and the effects of pass through trips, and having accounted for improvements already being completed as part of an ongoing freeway project or funded by another impact fee. As presented in **Table 5-1**, the fair share fee to mitigate the cumulative indirect regional freeway traffic impacts of truck trips associated with new warehouse and logistics growth in Riverside County is \$1.28 per square foot of gross floor area.

6. APPENDICES

Appendix A – Capacity Improvement Concept Plans

Appendix B – Conceptual Project Cost Estimate Tables

APPENDIX A – CAPACITY IMPROVEMENT CONCEPT PLANS

APPENDIX B – CONCEPTUAL PROJECT COST ESTIMATE TABLES

RCTC TRUCK STUDY AND REGIONAL LOGISTICS MITIGATION FEE

Technical Memorandum 1:
Existing and Future Conditions

Warehouse-Related Land Use Data & Truck Travel Patterns

Prepared for :



Prepared by:



In partnership with

FEHR & PEERS

October 2017

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1. INTRODUCTION

The RCTC Truck Study and Development and Implementation of Regional Logistics Mitigation Fee is intended to verify the anticipated rate of growth in warehousing and logistics-related development in Riverside County, and to quantify the associated level of traffic impacts on the Riverside County highway system as a result of the expected growth in warehousing and logistics activities. In quantifying impacts, the study is also intended to determine the amount that each new warehousing or logistics development should pay in lieu of completing actual freeway improvements to mitigate the cumulative regional traffic impacts specifically associated with truck trips generated by new warehousing and logistics developments. The findings of this study are intended to provide the basis for potentially implementing a program to collect impact fees that will contribute to mitigating the truck traffic impacts associated with new warehousing and logistics developments in Riverside County. Such a program can help to ensure that all new logistics-related development approved in Riverside County will bear a proportional fair share of the cost of building transportation infrastructure to address future transportation needs.

This technical memorandum represents the first in a series of documents that will verify the rate of new warehousing and logistics related developments in Riverside County, the associated truck trip generation rates and cumulative regional traffic impacts, the cost to mitigate these impacts, and the fair share basis for collecting a potential fee. In this document, the existing conditions of the warehousing industry and truck travel patterns in Riverside County were reviewed for five primary activities:

- 1) Creating an inventory of existing warehouse-related land uses
- 2) Developing a projection of future warehouse-related land use (2040)
- 3) Analyzing a range of potential trip generation rates to apply in calculating fees
- 4) Tabulating existing truck volumes on major roadways
- 5) Generating information regarding truck origins/destinations

This document also presents the results of existing and future baseline model runs to help quantify existing and future conditions on the Riverside County highway system.

The objective of this technical memorandum is to provide the reader with an understanding of the various warehousing-related trucking activities, the historic trends of these types of activities, and the anticipated future of this industry in Riverside County. With this information as a basis, subsequent study tasks will quantify specific truck-related

infrastructure needs associated with growth in warehousing-related uses, and the potential for an impact fee to address these needs. The inventory and verification of available data sources as presented in this technical memorandum is ultimately intended to demonstrate the adequacy of these data to support the technical evaluation efforts to be undertaken in subsequent tasks. In particular, the review of existing conditions data sources provides the ability to verify the following specific aspects of the data related to the needs of subsequent evaluation tasks:

- The available data provides appropriate levels of disaggregation for warehouse-related land uses to match the level of confidence in trip generation rates and forecasted growth in development
- Trip generation rates are available to be applied for the purpose of identifying the fair share of trips attributable to warehousing and logistics development activities
- The data provides the ability to define necessary adjustments in the forecasting model to match measured truck volumes and Origin-Destination (O-D) patterns

It should be noted that the contents of this document are technical and detailed in nature, and are presented with the primary purpose of providing a transparent assessment of available data sources to support the determination of a fee representing the fair share to mitigate the cumulative regional impacts of designated new developments. Unlike other types of transportation studies, where the assessment of underlying data sources and determination of assumptions might be conducted at a technical staff level, and only the methodology used and associated findings are presented in the study documentation, impact fee studies necessitate a more transparent approach to considering data sources and determining assumptions. For this reason, this technical memorandum effectively provides an additional level of background information presenting a more detailed consideration of the range of data sources available to support the evaluation to be conducted in subsequent tasks. In short, this technical memorandum is intended to describe what data sources are available and appropriate to support subsequent study tasks, with the specific assumptions and methodology to complete those tasks described in subsequent Technical Memoranda.

2. EXISTING LAND USE INVENTORY

Data from the County Business Patterns¹ (CBP), Southern California Association of Governments (SCAG), and Infogroup provide alternative means to identify land uses related to warehousing. These datasets use different systems to classify industries; the North American Industry Classification System (NAICS) and the Standard Industrial Classification (SIC). The U.S. Census Bureau uses the NAICS structure. Similarly, SCAG uses the NAICS structure as the basis for developing regional employment forecasts as part of its long range planning responsibilities. While the SIC has generally been replaced by NAICS, several data vendors are still using SIC-based data. The establishment data used for this study was purchased from Infogroup which uses SIC codes.

The NAICS applies a 6-digit hierarchical coding system to classify all economic activity into 20 industry sectors. Five sectors are mainly goods-producing sectors and 15 are entirely services-producing sectors. The SIC system is a 4-digit classification system. As would be expected, the 6-digit NAICS hierarchical structure allows greater coding flexibility than the 4-digit structure of the SIC system.

Each establishment has a primary NAICS/SIC code. This number indicates a company's primary line of business. What determines a company's primary SIC code is the code definition that generates the highest revenue for that company at a specific location in the past year. Warehousing is identified with a specific code in both the NAICS and SIC systems. However, many other classification codes, such as wholesaling and manufacturing, involve significant amount of warehousing activities. Therefore every establishment usually defines their activity with a secondary NAICS/SIC code as well. Infogroup verify the establishments' primary and secondary codes regularly through their survey. In this study, both the primary and the secondary warehousing uses were investigated to have a complete understanding of warehousing activities in Riverside County.

2.1. COUNTY BUSINESS PATTERNS (CBP)

Table 1 shows selected categories of NAICS, which are identified as primary or secondary warehousing uses. Although CBP data covers all establishments, it is only available at the county level.

¹ County Business Patterns is an annual series of reports by the U.S. Census Bureau that provides subnational economic data by industry. This series includes the number of establishments, employment during the week of March 12, first quarter payroll, and annual payroll.

Table 1. Description of Selected NAICS Categories

Industry Code	Brief Description
<p>31-33 (Manufacturing)</p>	<p>Establishments engaged in the mechanical, physical, or chemical transformation of materials, substances, or components into new products. Assembling of component parts of manufactured products is considered manufacturing, except in cases where the activity is appropriately classified as Construction. <i>(Example: Food Manufacturing, Textile Product Mills, Apparel Manufacturing, Wood Product Manufacturing, Chemical Manufacturing.)</i></p>
<p>42 (Wholesale Trade)</p>	<p>Establishments engaged in wholesaling merchandise, generally without transformation, and rendering services incidental to the sale of merchandise. Includes the outputs of agriculture, mining, manufacturing, and certain information industries, such as publishing. <i>(Example: Furniture and Home Furnishing Merchant Wholesalers, Household Appliances and Electrical and Electronic Goods Merchant Wholesalers.)</i></p>
<p>48-49 (Transportation & Warehousing)</p>	<p>Industries providing transportation of passengers and cargo, warehousing and storage for goods, scenic and sightseeing transportation, and support activities related to modes of transportation. Establishments in these industries use transportation equipment or transportation related facilities as a productive asset. Modes of transportation include air, rail, water, road, and pipeline. <i>(Example: Freight Trucking Companies, Warehousing and Storage, Couriers and Delivery Services.)</i></p>

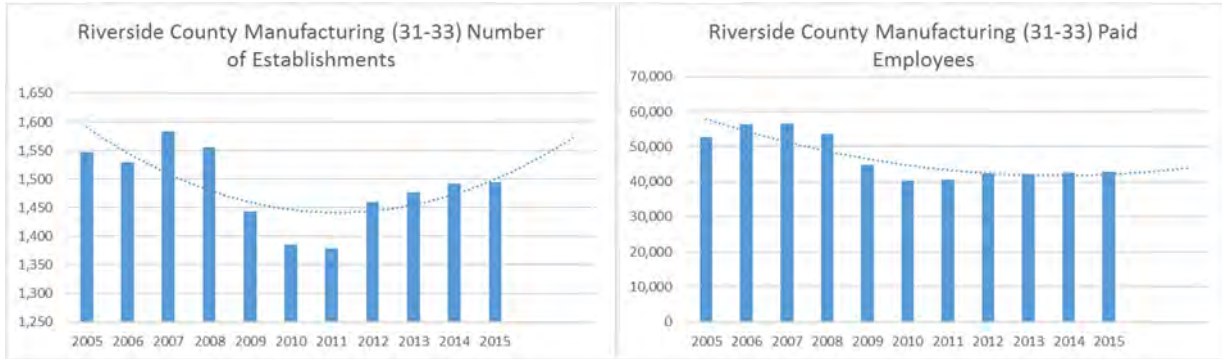
Source: North American Industry Classification System United States, Executive Office of the President Office of Management And Budget, 2017

There is no readily available information to separate the warehousing activity into establishments primarily registered as manufacturing or wholesale under the CBP database. Since this data is only available at the county level, it is not possible to make a detailed analysis. The historic comparison at the county level can only provide a high-level insight as a basis for comparison to support verification and validation of other data sources.

Figure 1 through 3 are a series of graphs detailing both the number of establishments and the number of employees for the uses identified in **Table 1** in Riverside County between 2005 and 2015 based on CBP data and categorized by NAICS sectors. The number of manufacturing establishments and employees declined in Riverside County during the 2008 to 2012 recession. Although they have rebounded somewhat, they have not yet returned to their pre-recession levels (see **Figure 1**). In contrast, Transportation & Warehousing employment rose more than 50% during the 2005 to 2015 period (see **Figure 2**). Wholesale Trade increased modestly over the same period (see **Figure 3**).

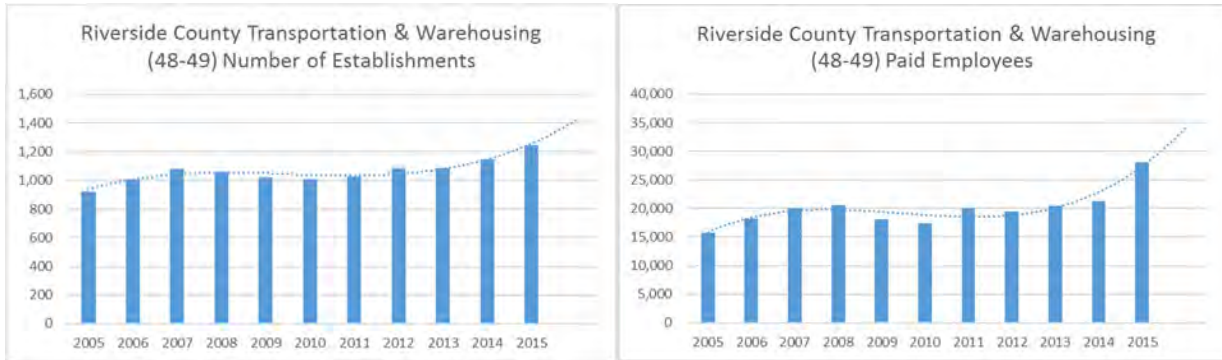
MANUFACTURING

Figure 1. Manufacturing Establishments and Employment in Riverside County, 2005-2015



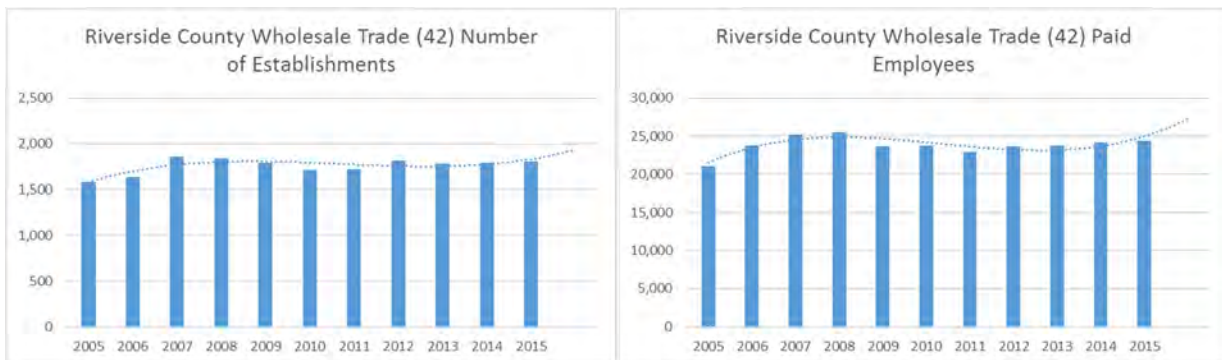
TRANSPORTATION & WAREHOUSING

Figure 2. Transportation & Warehousing Establishments and Employment in Riverside County, 2005-2015



WHOLESALE

Figure 3. Wholesaling Establishments and Employment in Riverside County, 2005-2015



Source: Census County Business Pattern data 2005-2015

As of 2015, the most recent year for which data are available, these three sectors continue to be dominated by small establishments, with at least 85% of establishments in each category having fewer than 20 employees. Countywide, there are only 17 establishments with 500 or more employees (five in manufacturing, eight in transportation and warehousing, and four in wholesale trade), and only five with 1,000 or more employees (one in manufacturing and four in transportation & warehousing).

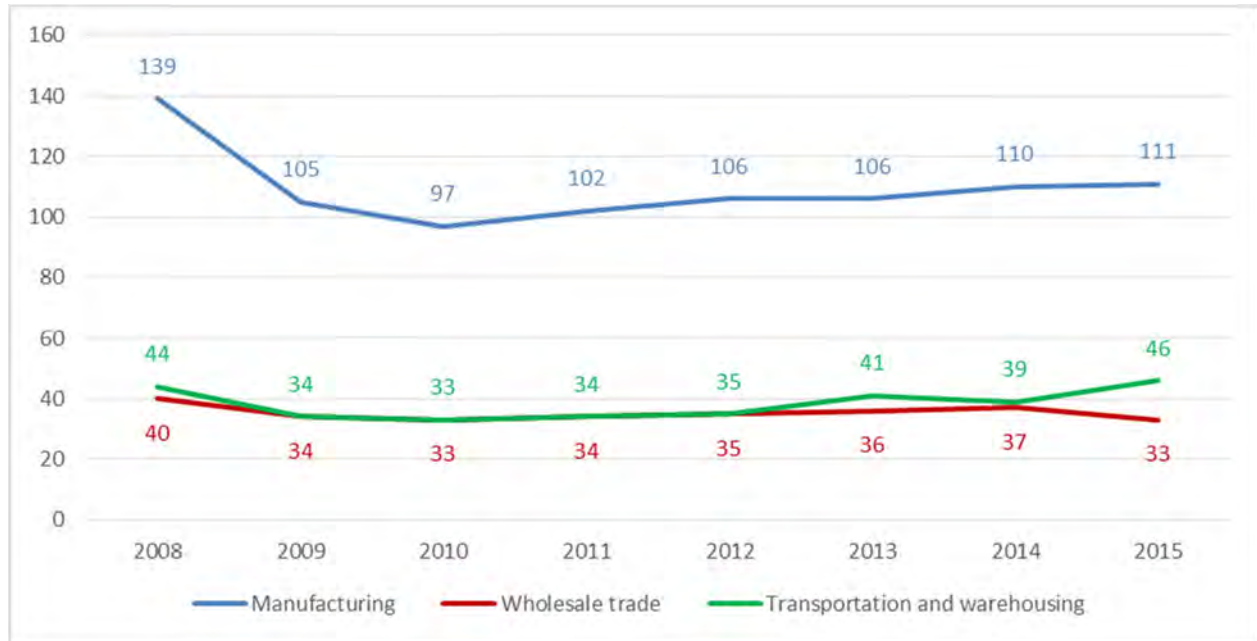
Table 2: Distribution of Establishments by Industry Category, 2015

Employees	Manufacturing	Transportation and warehousing	Wholesale trade	Sum
1 to 4 employees	587	761	983	2,331
5 to 9 employees	265	204	335	804
10 to 19 employees	216	121	258	595
20 to 49 employees	207	78	143	428
50 to 99 employees	109	37	54	200
100 to 249 employees	87	23	20	130
250 to 499 employees	19	15	9	43
500 to 999 employees	4	4	4	12
1,000 employees or more	1	4	0	5
All establishments	1495	1247	1806	4,548

Large manufacturing and wholesale establishments have significantly higher warehousing activities than smaller ones. Therefore, it is worthwhile to examine the pattern in growth of large establishments in Riverside County (**Figure 4** and **Table 3**). Although the overall number of establishments with 100 or more employees has decreased since 2008 in the manufacturing and wholesale trade sectors, it has increased in the transportation & warehousing sector. Additionally, the number of establishments with 1,000 or more employees in the transportation & warehousing sector grew from one to four during this period.

Figure 4 and **Table 3** demonstrate a general growth trend in each of these three market sectors following the effects of the Great Recession causing declines, particularly in the manufacturing sector. These data also demonstrate considerable diversity in the size of the businesses within this sector in terms of total employees, with a general trend toward more numerous small businesses compared to large businesses. The general trend for growth in these market sectors that directly and indirectly include warehousing and logistics related activities, as well as the diversity in business sizes, support inclusion of the full range of these activities in each sector be considered to assess the extent of associated transportation impacts and mitigation needs.

Figure 4. Change in number of establishments with 100+ employees in Riverside County, 2008-2015.



Although building area is very desirable for the purpose of this study, Census does not provide any information about the square footage of warehouses or other establishments. Census, and therefore by reference other regional socio-economic forecasts like those developed by SCAG, are based on employees.

Table 3. Growth in Establishments with 50+ Employees, 2008-2015

Manufacturing								
Employees	2008	2009	2010	2011	2012	2013	2014	2015
100-249	106	80	74	80	82	81	84	87
250-499	24	19	20	17	19	20	21	19
500-999	7	5	2	4	4	4	4	4
1000+	2	1	1	1	1	1	1	1
<i>Total</i>	139	105	97	102	106	106	110	111
Transportation and warehousing								
Employees	2008	2009	2010	2011	2012	2013	2014	2015
100-249	25	15	17	20	22	28	25	23
250-499	13	16	11	8	7	8	9	15
500-999	5	2	4	3	5	3	3	4
1000+	1	1	1	3	1	2	2	4
<i>Total</i>	44	34	33	34	35	41	39	46
Wholesale trade								
Employees	2008	2009	2010	2011	2012	2013	2014	2015
100-249	29	21	19	20	22	22	23	20
250-499	7	9	9	11	10	12	11	9
500-999	3	3	3	2	2	1	2	4
1000+	1	1	2	1	1	1	1	0
<i>Total</i>	40	34	33	34	35	36	37	33

2.2. INFOGROUP GEOCODED DATABASE (SIC CODE)

Infogroup’s² database provides information about businesses’ location, size, and industry classification code. Although the data does not provide a complete list of all establishments, it has sufficient quality and coverage that it can be used to gain an extensive understanding of land uses and concentration of activities in various parts of the county.

Commercial establishments are organized by SIC code. In addition, the data is further broken down by number of employees at each establishment. Using this data, it is possible to get an idea of both the scope and scale of various industries in Riverside County. For informational purposes, a short description of each of the SIC categories relevant to this analysis is provided below.

Table 4. Description of Selected SIC Categories

Industry Code	Brief Description
<p>20-39 (Manufacturing)</p>	<p>Establishments engaged in the mechanical or chemical transformation of materials or substances into new products. Usually described as plants, factories, or mills and characteristically use power driven machines and materials handling equipment. Establishments engaged in assembling component parts of manufactured products are also considered manufacturing if the new product is neither a structure nor other fixed improvement. Also included is the blending of materials, such as lubricating oils, plastics resins, or liquors.</p>
<p>42 (Transportation & Warehousing)</p>	<p>Establishments furnishing local or long-distance trucking or transfer services, or those engaged in the storage of farm products, furniture and other household goods, or commercial goods of any nature. The operation of terminal facilities for handling freight, with or without maintenance facilities, is also included.</p>
<p>50-51 (Wholesale Trade)</p>	<p>Establishments primarily engaged in selling merchandise to retailers; to industrial, commercial, institutional, farm, construction contractors, or professional business users; or to other wholesalers; or acting as agents or brokers in buying merchandise for or selling merchandise to such persons or companies.</p>

Source: U.S. Department of Labor, Occupational Safety & Health Administration

As shown on **Figure 5**, manufacturing establishments of all sizes (by primary or secondary SIC) are most heavily concentrated in Corona and Riverside along major freeway corridors, although the figure also demonstrates these activities are broadly distributed across the urbanized areas of Riverside County. Other areas with high concentrations include Mira Loma, Murrieta and Temecula. Corona, Riverside and Temecula are the only cities that contain manufacturing establishments with more than 500 employees.

² Infogroup is a private vendor of data on businesses.

Represented on **Figure 6**, transportation & warehousing establishments with fewer than 50 employees are dispersed throughout the county, with the highest concentrations of establishments in Riverside, Corona and Temecula. Based on the primary SIC, only one establishment exceeds 50 employees and it is located in Mira Loma. Based on the secondary SIC, seven additional warehouse establishments have more than 50 employees; they are located in Corona, Mira Loma, Palm Desert and Riverside.

A total of 2,237 establishments countywide are characterized in wholesale trade as a primary function (**Figure 7**). This is several times larger than either manufacturing (567) or warehousing & transportation (483). Wholesale establishments of all sizes are similarly dispersed across the urbanized areas of the county, with some degree of concentration in Corona, Riverside and Temecula. There are six large wholesale establishments classified under primary code 50 and 51, with more than 500 employees in Coachella, Moreno Valley and Temecula. Based on the secondary SIC, there are also large wholesale establishments in Corona and Perris. In addition, there are 10 wholesale establishments with more than 500 employees in Perris.

It should be noted that there is no manufacturing, warehousing & transportation, or wholesale establishments of significance currently identified in the dataset within Blythe or the greater Palo Verde Valley. For this reason, the study effort will primarily focus on development activity in Western Riverside County and the Coachella Valley.

The overall number of establishments in each category is broadly consistent with the CBP numbers for Wholesale Trade, but not for Manufacturing and Transportation & Warehousing, where CBP shows a significantly larger number of establishments countywide. This is to be expected, given that CBP aims to be comprehensive, whereas Infogroup seeks to provide a sample and may take a more conservative approach in defining establishments. The Infogroup data is, however, useful in providing some idea of where establishments are or are not concentrated within the county. For each category, however, Infogroup appears to capture about a third of the establishments identified by CBP. Recognizing the limitations of the respective datasets, each provides useful information to validate and augment data derived from established regional sources, like SCAG, for the purposes of completing this study.

Figure 5. Distribution of Employment in Riverside County, Manufacturing

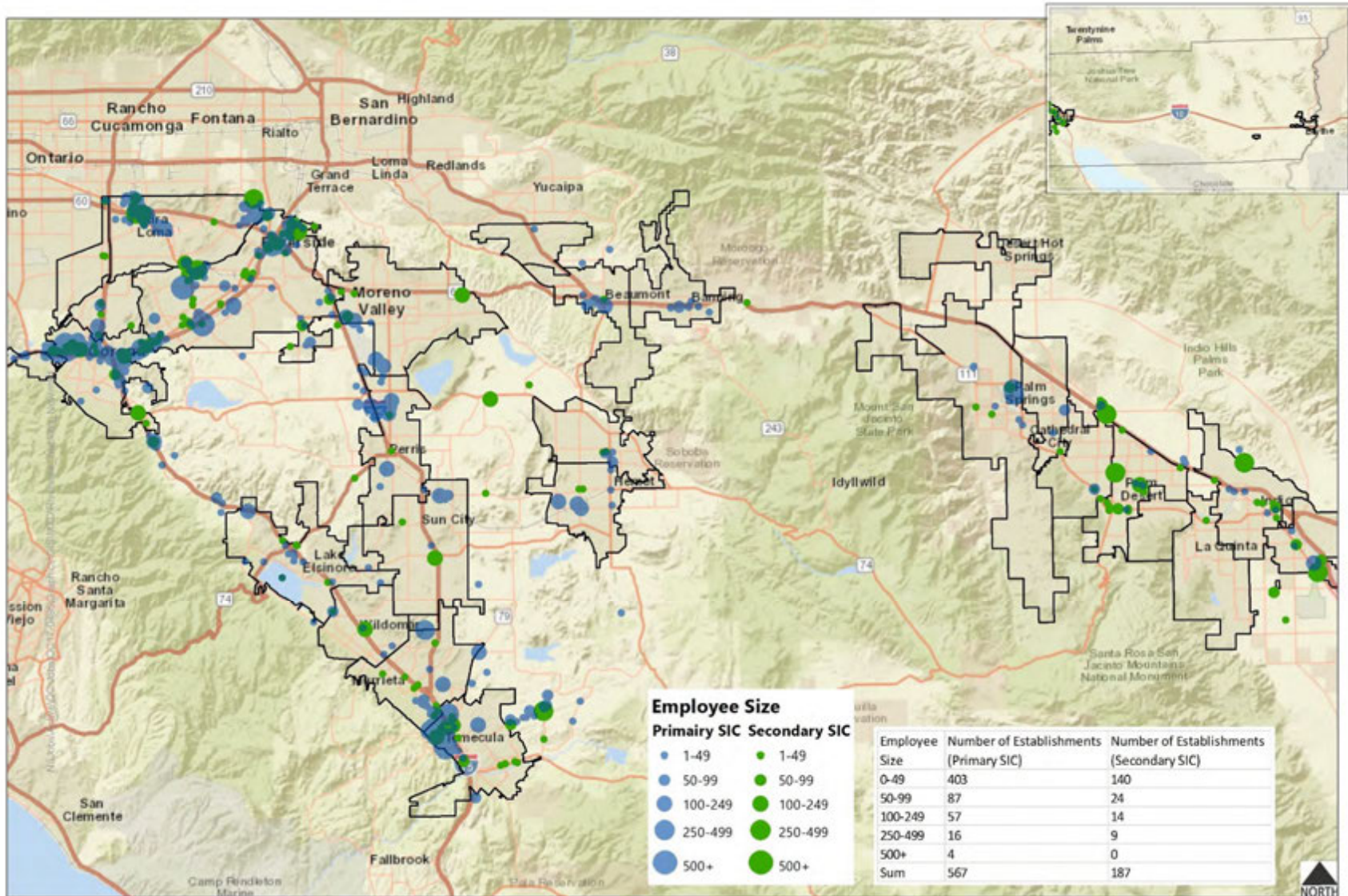


Figure 6. Distribution of Employment in Riverside County, Transportation & Warehousing

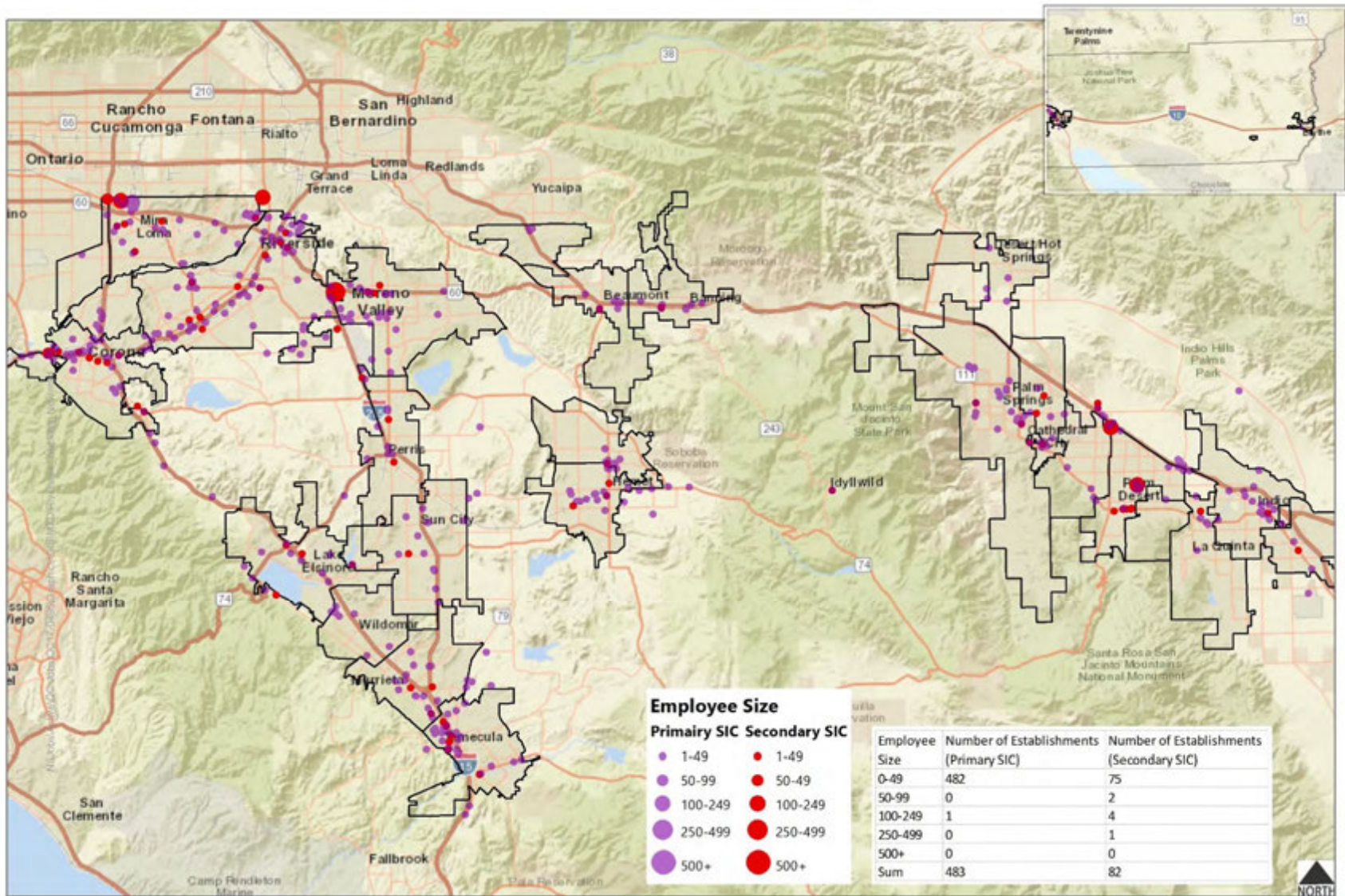
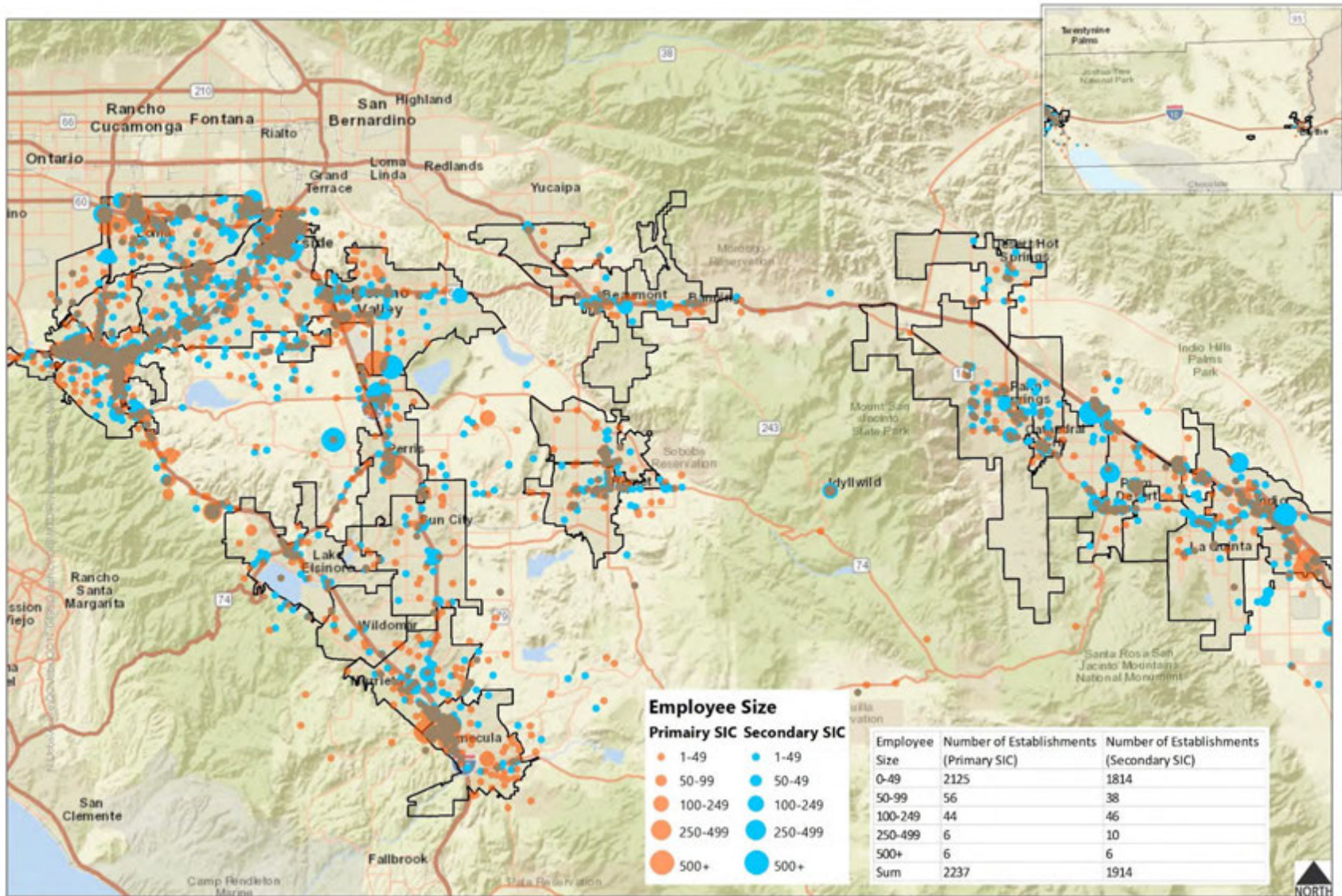


Figure 7. Distribution of Employment in Riverside County, Wholesale Trade



2.3. SCAG WAREHOUSE STUDY

SCAG's Industrial Warehouse Study provides estimates of existing and future warehouse square footage. Unfortunately at the time of preparing this report, this study was not officially released and therefore associated data were not able to be access for this study. The information presented here are based on land use data provided in the SCAG Heavy Duty Truck Model (HDT) developed for the 2016 RTP.

Warehouses are classified as High-Cube and Low-Cube in the SCAG HDT model. The high-cube warehouse is generally defined as a building with over 200,000 square feet of floor area and with a ceiling height of 24 feet or higher. The primary use of high-cube warehouses is storage, consolidation, and distribution of manufactured goods.

A high-cube warehouse is distinguished from a low-cube, or traditional, warehouse by several factors. Most prominent among these is a relative lack of automation in low-cube warehouses, leading to a larger number of human employees. High-cube warehouses, on the other hand, takes advantage of a very high degree of automation.

In addition, the two types are differentiated by economies of scale. Low-cube, traditional warehouses tend to be smaller on a square footage basis, with lower degree of automation, but higher employee per square feet ratio. High-cube warehouses process larger shipments with fewer employees relative to the warehouse's square footage. This means that, as compared to high-cube warehouses, low-cube warehouses generate fewer truck trips per employee (owing to the relatively larger number of employees proportional to size) but more truck trips per thousand square feet (because of smaller size of warehouse and smaller size of shipments).

By way of example, automation may mean that employees at a high-cube warehouse are able to handle higher shipment volumes than their counterparts at low-cube warehouses. Not only are total shipment volumes likely to be higher, but each individual shipment is likely to be larger. This means that truck trips are divided over a smaller number of employees. A low-cube warehouse will handle, on average, smaller shipments, and need a comparatively larger number of employees to handle them. This means that those truck trips handled at a low-cube warehouse will be spread over a larger number of employees.

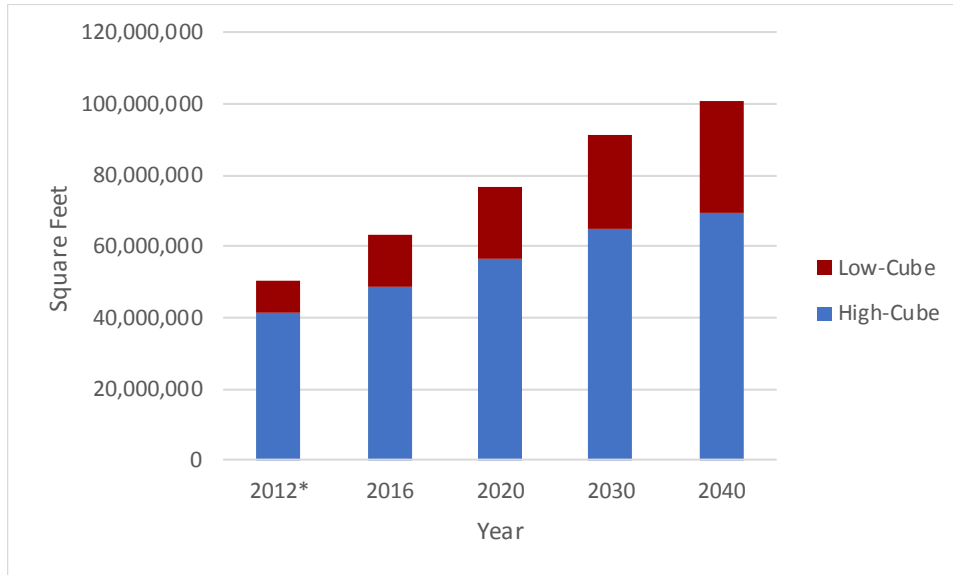
Based on information in 2016 SCAG HDT model, Riverside County is home to 76 million square feet of high-cube and low-cube warehouse space, and it is projected to grow through approximately 2030, before leveling off in expectation of market competition from other land uses. It is anticipated that in the long term, the attractiveness of other land uses and a lack of

easily developable land will exert downward pressure on the growth of warehouse square footage and employment in Riverside County. The changes predicted by this forecast are indicated in the figures below. By either measure (number of employment or square footage), the increase in warehouse capacity in Riverside County will be substantial during the 2012 to 2040 period, and constitutes both high-cube and low-cube warehouse growth. It is important to note that the comparison between 2012 and other years is not possible since the definition of “warehouse area” between 2012 baseline scenario and other scenarios are not consistent. The area shown in 2012 includes total available floor space, while the area shown in 2016 and years after includes only planned occupied floor space. Therefore the comparison analysis are only presented based on 2016 and 2040 scenarios for consistency.

As shown on **Figure 8** and **Figure 9**, although both high-cube and low-cube warehouse capacity are projected to increase substantially between 2016 and 2040, the increase for low-cube warehouse space is from 20,111 KSF to 31,232 KSF during this period (55%). This is significantly greater on a percentage basis (but lower in absolute terms) than the anticipated increase for high-cube warehouses space, from 56,393 KSF to 69,410 KSF (23%). As shown in detail on **Table 5**, and **Table 6**, this difference is somewhat less pronounced for employment, with low-cube warehouses increasing from 3,819 to 7,427 employees (94%), but with high-cube warehouses increasing from 3,256 employees to 6,185 by 2040 (90%).

It is important to remember that these forecasts are based on model data that must be considered in the context of modeling limitations. The addition or subtraction of just a few projects, particularly on the scale of high-cube warehouses, has the potential to make real-world conditions significantly different from the model’s prediction. Despite the limitations in the model data, the anticipated growth in both high-cube and low-cube warehousing activity reiterates the appropriateness of considering all warehousing and logistics related uses as part of this study effort to assess the full transportation system impacts of this anticipated growth.

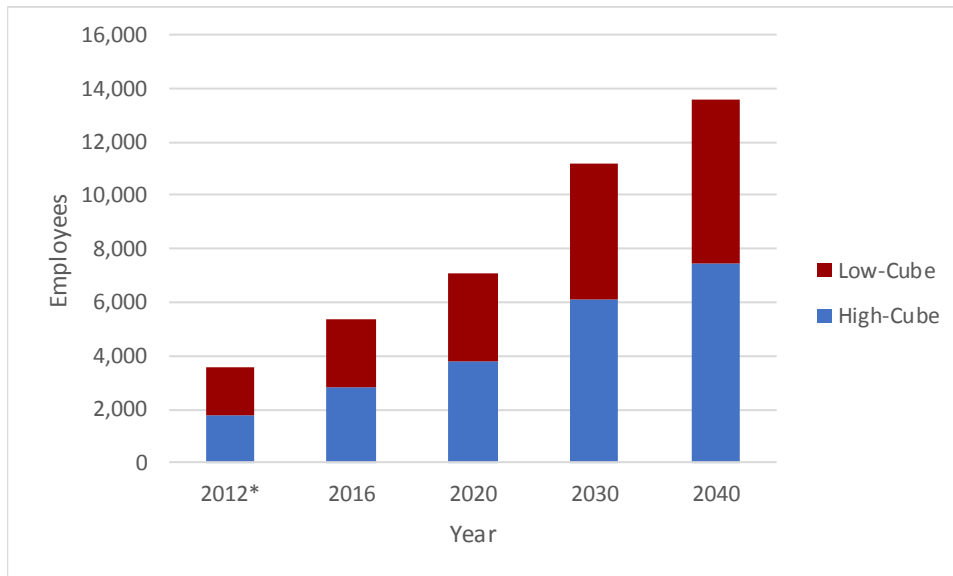
Figure 8. Warehouse Area Trend from 2012-2040 in Riverside County



* The area shown in 2012 includes total available floor space. The area shown in 2016 and years after includes planned occupied floor space.

Source: SCAG 2016 RTP

Figure 9. Warehouse Employment Trend from 2012 to 2040 in Riverside County



* The area shown in 2012 includes total available floor space. The area shown in 2016 and years after includes planned occupied floor space.

Source: SCAG 2016 RTP

Table 5 and **Table 6** show the employment ratio per 1000 square feet of each warehouse category. Based on SCAG information, the employee ratio for low-cube warehouse is at least twice higher than the ratio for high-cube warehouse. The tables also reflect a modest increase

over time in the ratio of employees per KSF for both high-cube and low-cube warehouses, although it not clear why this ratio is increasing in future year.

Table 5. High-Cube Warehouse Trends in Riverside County, 2012-2040

Year	Warehouse Area (square feet)	Employment	Employee/KSF
2012*	41,281,541	1,793	0.04
2016	48,837,363	2,810	0.06
2020	56,393,177	3,819	0.07
2030	64,664,947	6,120	0.09
2040	69,410,192	7,427	0.11

Table 6. Low-Cube Warehouse Trends in Riverside County, 2012-2040

Year	Warehouse Area (square feet)	Employment	Employee/KSF
2012*	8,833,418	1,804	0.20
2016	14,472,627	2,533	0.18
2020	20,111,826	3,256	0.16
2030	26,810,782	5,070	0.19
2040	31,231,977	6,185	0.20

* The area shown in 2012 includes total available floor space. The area shown in 2016 and years after includes planned occupied floor space.

Source: SCAG 2016 RTP

Table 7 shows the anticipated growth in high- and low-cube warehouse space in each Traffic Analysis Zone (TAZ) in Riverside County that has warehouse space. The rightmost column in the chart provides the sum in growth of both high- and low-cube warehouses during the period from 2016 to 2040.

SCAG’s forecast anticipates that warehouse square footage growth will be highly concentrated. A single TAZ on the outskirts of Moreno Valley accounts for 56.3% of the expected growth between 2016 and 2040, and the 10 TAZs with the highest expected growth (on an absolute basis) will account for 90.3% of the county’s overall warehouse growth in this period. Of the top 10, three are located in Moreno Valley, two are located in Coachella, and one each are located in Corona, Perris, Lake Elsinore, Jurupa Valley, and Hemet. The spatial distribution of this forecast reflects known warehousing and logistics development plans (like the World

Logistics Center in Moreno Valley) along with the influences of declining land availability in the region for warehouse and logistics related uses over time, especially high-cube uses that demand larger sites with transportation system accessibility. This influence of declining land availability is also reflected in the leveling off of the forecast rate of growth described previously, which accounts for the exhaustion of readily available land in later forecast years and the associated economics of locating highest and best value land uses making it less desirable to locate additional warehousing and logistics uses in Riverside County.

Table 7. Amount of Warehouse Space by TAZs in Riverside County (KSF)

TAZ_ID	High-cube 2016	Low-cube 2016	High-cube 2020	Low-cube 2020	High-cube 2030	Low-cube 2030	High-cube 2040	Low-cube 2040	Total Change from 2016-2040	Percent change from 2016 - 2040	Percent of total growth countywide
43344	5,417	2,323	10,834	4,646	16,778	7,201	20,136	8,628	21,024	271.63%	56.31%
43336	641	1,497	1,282	2,993	2,421	5,657	3,198	7,461	8,521	398.55%	22.82%
43338	101	231	202	462	297	696	355	822	845	254.52%	2.26%
43148	4,437	410	4,437	614	4,438	892	4,437	1,029	619	12.77%	1.66%
43571	-	-	-	-	382	-	594	-	594	0.00%	1.59%
43130	2,050	465	2,050	465	2,050	545	2,050	988	522	20.80%	1.40%
43364	-	182	-	182	221	232	331	293	442	242.86%	1.18%
43573	-	-	-	-	281	-	421	-	421	0.00%	1.13%
43302	655	-	1,072	-	1,072	-	1,072	-	417	63.66%	1.12%
43305	302	-	604	-	604	-	604	-	302	100.00%	0.81%
43264	-	-	-	-	200	-	300	-	300	0.00%	0.80%
43187	-	119	-	239	-	299	-	340	221	185.71%	0.59%
43575	156	37	311	75	311	75	311	75	193	100.00%	0.52%
43260	2,031	820	2,031	1,	2,032	1,002	2,031	1,002	180	6.38%	0.48%
43452	172	-	343	-	344	-	343	-	172	99.42%	0.46%
43345	-	-	-	-	-	109	-	163	163	0.00%	0.44%
43448	-	60	-	119	-	180	-	209	150	248.33%	0.40%
43286	-	-	-	-	-	87	-	149	149	0.00%	0.40%
43332	101	44	202	88	202	88	202	88	145	100.00%	0.39%
43249	3,197	1,716	3,197	1,860	3,198	1,864	3,197	1,860	144	2.93%	0.39%
43395	131	-	262	-	262	-	262	-	131	100.00%	0.35%
43415	2,992	244	2,992	244	2,993	328	2,992	369	124	3.86%	0.33%
43134	474	454	474	509	474	554	474	574	120	12.93%	0.32%
43454	119	-	237	-	237	-	237	-	119	99.16%	0.32%
43168	491	-	491	-	491	77	491	116	116	23.63%	0.31%

TAZ_ID	High-cube 2016	Low-cube 2016	High-cube 2020	Low-cube 2020	High-cube 2030	Low-cube 2030	High-cube 2040	Low-cube 2040	Total Change from 2016-2040	Percent change from 2016 - 2040	Percent of total growth countywide
43409	-	-	-	-	-	72	-	108	108	0.00%	0.29%
43366	-	-	-	-	-	59	-	89	89	0.00%	0.24%
43236	-	83	-	165	-	165	-	165	83	98.80%	0.22%
43399	-	81	-	162	-	163	-	162	81	100.00%	0.22%
43265	-	-	-	-	-	53	-	80	80	0.00%	0.21%
43488	-	78	-	155	-	156	-	155	78	98.72%	0.21%
43563	308	162	308	162	308	208	308	232	70	14.89%	0.19%
43246	328	487	328	547	328	548	328	547	61	7.36%	0.16%
43276	-	59	-	117	-	118	-	117	59	98.31%	0.16%
43429	-	57	-	115	-	115	-	115	57	101.75%	0.15%
43162	-	-	-	-	-	33	-	56	56	0.00%	0.15%
43181	821	61	821	61	822	95	821	112	51	5.78%	0.14%
43420	286	48	286	96	286	97	286	96	48	14.37%	0.13%
43261	-	120	-	163	-	163	-	163	43	35.83%	0.12%
43136	289	193	289	233	289	233	289	233	40	8.30%	0.11%
43310	-	40	-	80	-	80	-	80	40	100.00%	0.11%
43125	5,048	692	5,048	727	5,049	729	5,048	727	36	0.61%	0.10%
43474	-	32	-	65	-	65	-	65	32	103.13%	0.09%
43397	-	31	-	62	-	62	-	62	31	100.00%	0.08%
43188	380	145	380	175	380	175	380	175	30	5.71%	0.08%
43214	-	285	-	311	-	312	-	311	27	9.12%	0.07%
TOTAL	30,927	11,256	38,481	15,892	46,750	23,587	51,498	28,016	37,334	88.50%	100.00%

Source: SCAG Warehouse Study

Figure 10. High Cube Warehouse Area in Riverside County in 2016 by SCAG Tier I TAZ

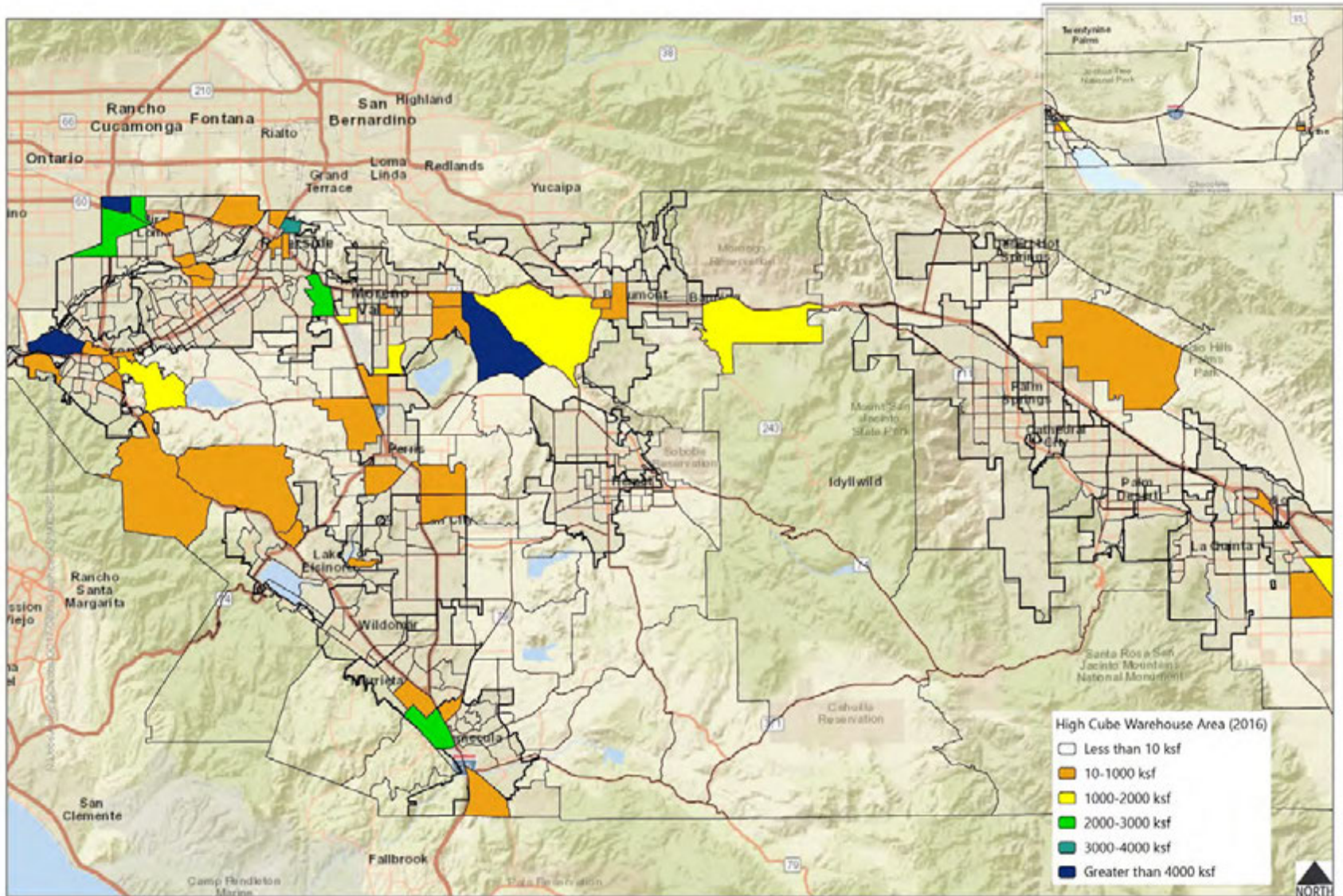


Figure 11. Low Cube Warehouse Area in Riverside County in 2016 by SCAG Tier I TAZ

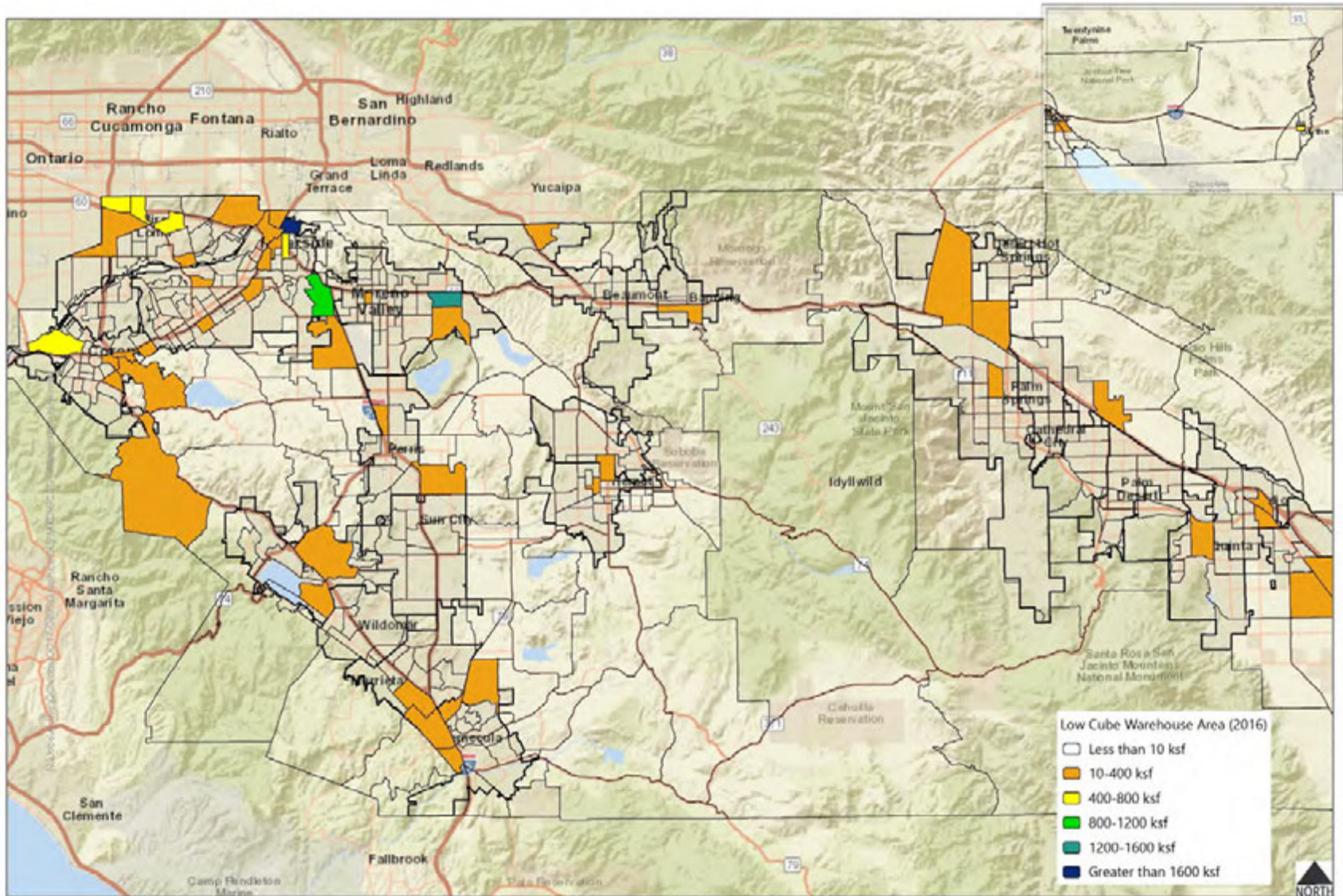


Figure 12. SCAG Expected High Cube Warehouse Area Growth in Riverside County 2016 to 2040 by SCAG Tier I TAZ

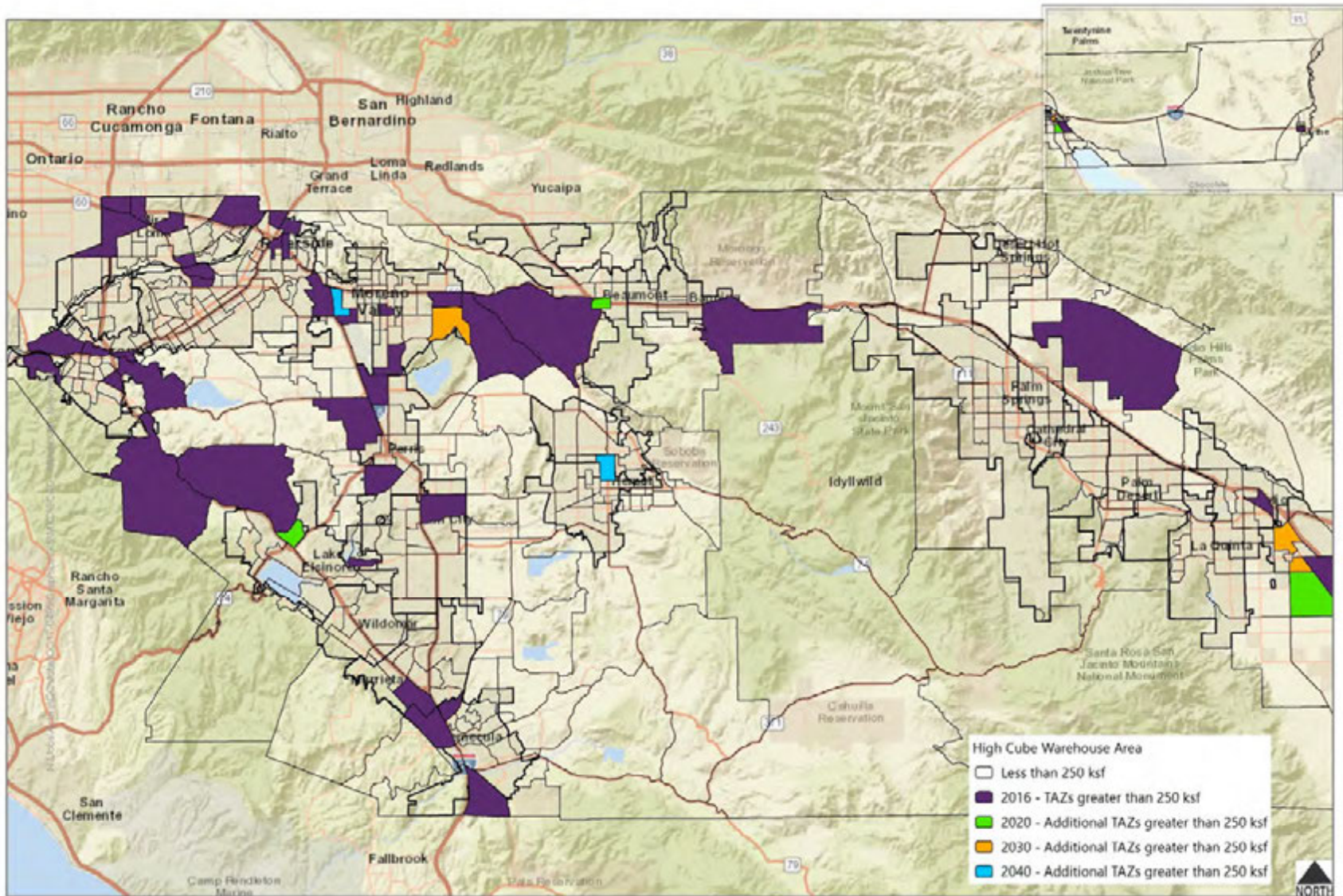
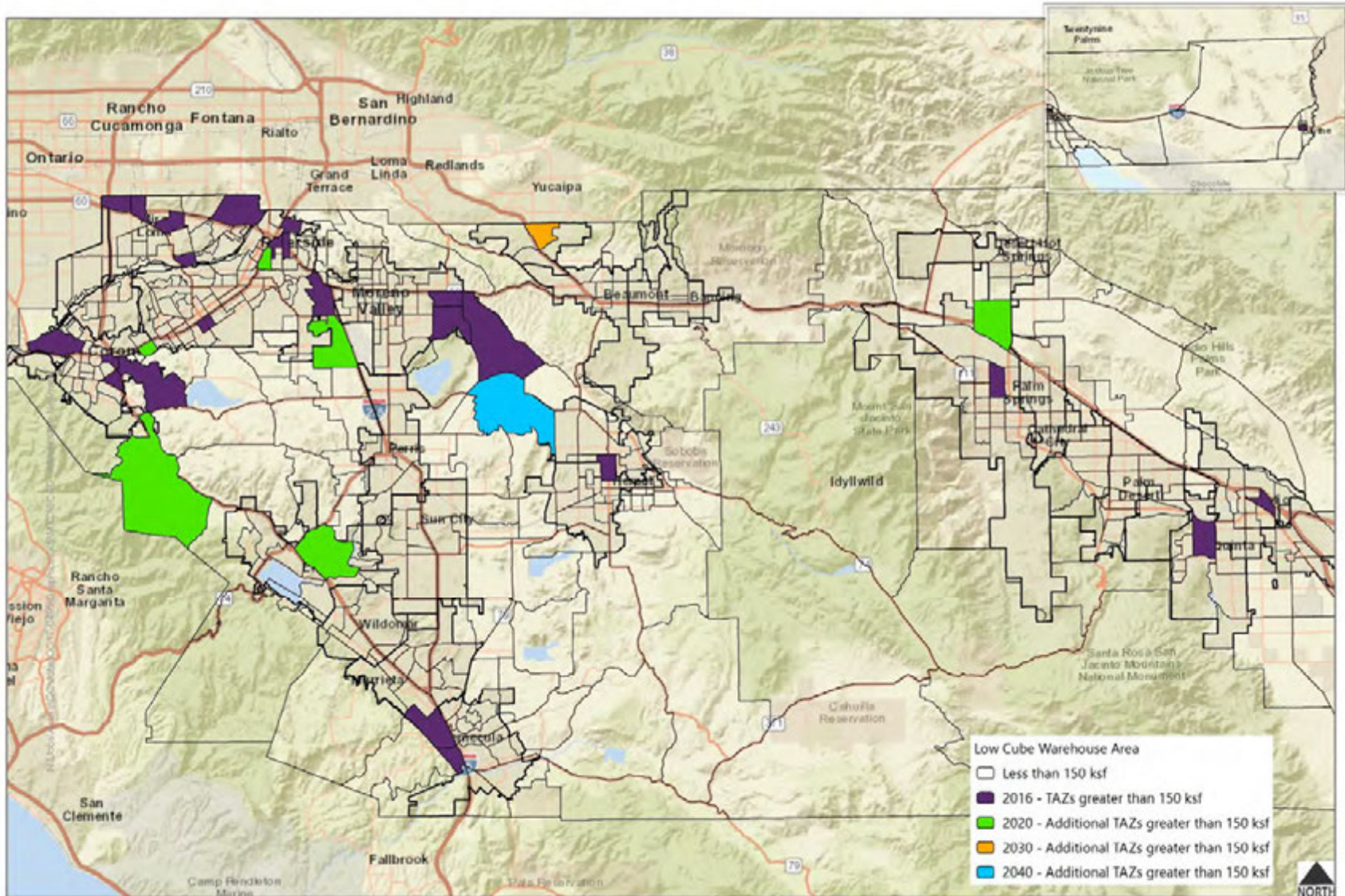


Figure 13. SCAG Expected Low Cube Warehouse Area Growth in Riverside County 2016 to 2040 by SCAG Tier I TAZ



3. TRUCK COUNTS

The SCAG RTP 2016 uses a comprehensive truck count database (2012-2013 counts) for HDT model calibration. This information helps to understand the magnitude of trucking activities on various segments of highway. This database has 74 locations on state and interstate facilities in Riverside County, as indicated in the following table. SCAG is currently conducting a project to update this database using 2016 counts. **Table 8** summarizes available truck counts on the state highway system in Riverside County. By comparing actual truck counts and GPS sample truck O-D information, it is possible to validate data derived from the SCAG regional model as well as estimate the share of truck traffic on each segment that is generated in Riverside County relative to the through traffic (trips with both origin and destination outside of the county)

Table 8. SCAG 2013 Truck Classification Count Locations within Riverside County

Facility TYPE	ON STREET	CROSS STREET	CROSS STREET 2
Interstate	I 10 (REDLANDS FWY) EB	Main St	SH 111
Interstate	I 10 (REDLANDS FWY) EB	Main St	SH 111
Interstate	I 10 (REDLANDS FWY) WB	Main St	SH 111
Interstate	I 10 (REDLANDS FWY) WB	Main St	SH 111
Interstate	I 10 EB	WEST OF	MESA DR
Interstate	I 10 EB	Dillon Rd	Aqueduct Rd Intchg
Interstate	I 10 EB	WEST OF	MESA DR
Interstate	I 10 EB	Dillon Rd	Aqueduct Rd Intchg
Interstate	I 10 EB (Sonny Bono Memorial Fwy)	N Gene Autry Trl	Date Palm Dr
Interstate	I 10 EB (Sonny Bono Memorial Fwy)	N Gene Autry Trl	Date Palm Dr
Interstate	I 10 WB	WEST OF	MESA DR
Interstate	I 10 WB	Dillon Rd	Aqueduct Rd Intchg
Interstate	I 10 WB	WEST OF	MESA DR
Interstate	I 10 WB	Dillon Rd	Aqueduct Rd Intchg
Interstate	I 10 WB (Sonny Bono Memorial Fwy)	N Gene Autry Trl	Date Palm Dr
Interstate	I 10 WB (Sonny Bono Memorial Fwy)	N Gene Autry Trl	Date Palm Dr
Interstate	I 15 (ONTARIO FWY) NB	68th St	Detroit St
Interstate	I 15 (ONTARIO FWY) NB	68th St	Detroit St
Interstate	I 15 (ONTARIO FWY) SB	68th St	Detroit St

Facility TYPE	ON STREET	CROSS STREET	CROSS STREET 2
Interstate	I 15 (ONTARIO FWY) SB	68th St	Detroit St
Interstate	I 15 (TEMECULA VALLEY FWY) NB	Temescal Canyon Rd	Lake St
Interstate	I 15 (TEMECULA VALLEY FWY) NB	Baxter Rd	Clinton Keith Rd
Interstate	I 15 (TEMECULA VALLEY FWY) NB	Temescal Canyon Rd	Lake St
Interstate	I 15 (TEMECULA VALLEY FWY) NB	Baxter Rd	Clinton Keith Rd
Interstate	I 15 (TEMECULA VALLEY FWY) SB	Temescal Canyon Rd	Lake St
Interstate	I 15 (TEMECULA VALLEY FWY) SB	Baxter Rd	Clinton Keith Rd
Interstate	I 15 (TEMECULA VALLEY FWY) SB	Temescal Canyon Rd	Lake St
Interstate	I 15 (TEMECULA VALLEY FWY) SB	Baxter Rd	Clinton Keith Rd
Interstate	I 215 (ESCONDIDO FWY) NB	W Nuevo Rd	North D St
Interstate	I 215 (ESCONDIDO FWY) NB	Keller Rd	Clinton Keith Rd
Interstate	I 215 (ESCONDIDO FWY) NB	W Nuevo Rd	North D St
Interstate	I 215 (ESCONDIDO FWY) NB	Keller Rd	Clinton Keith Rd
Interstate	I 215 (ESCONDIDO FWY) SB	W Nuevo Rd	North D St
Interstate	I 215 (ESCONDIDO FWY) SB	Keller Rd	Clinton Keith Rd
Interstate	I 215 (ESCONDIDO FWY) SB	W Nuevo Rd	North D St
Interstate	I 215 (ESCONDIDO FWY) SB	Keller Rd	Clinton Keith Rd
Interstate	I 215 (RIVERSIDE FWY) NB	Center St	Columbia Ave
Interstate	I 215 (RIVERSIDE FWY) NB	Center St	Columbia Ave
Interstate	I 215 (RIVERSIDE FWY) SB	Center St	Columbia Ave
Interstate	I 215 (RIVERSIDE FWY) SB	Center St	Columbia Ave
State Route-Full Access	E PALM CANYON DR	N Gene Autry Trl	Golf Club Dr
State Route-Full Access	E PALM CANYON DR	N Gene Autry Trl	Golf Club Dr
State Route-Full Access	Grapefruit Blvd	Ave 48	Ave 49
State Route-Full Access	Grapefruit Blvd	At	Imperial / Riverside County Line
State Route-Full Access	Grapefruit Blvd	Ave 48	Ave 49
State Route-Full Access	Grapefruit Blvd	At	Imperial / Riverside County Line
State Route-Full Access	PINACATE RD	Antelope Rd	Palomar Rd
State Route-Full Access	PINACATE RD	Antelope Rd	Palomar Rd
State Route-Full Access	S 71 (CORONA EXPY) NB	EUCLID AVE	S 91 (RIVERSIDE FWY)
State Route-Full Access	S 71 (CORONA EXPY) NB	EUCLID AVE	S 91 (RIVERSIDE FWY)
State Route-Full Access	S 71 (CORONA EXPY) SB	EUCLID AVE	S 91 (RIVERSIDE FWY)
State Route-Full Access	S 71 (CORONA EXPY) SB	EUCLID AVE	S 91 (RIVERSIDE FWY)
State Route-Full Access	S 74 (PINES TO PALMS HIGHWAY)	Santa Rosa Rd	PALM CANYON DR

Facility TYPE	ON STREET	CROSS STREET	CROSS STREET 2
State Route-Full Access	S 74 (PINES TO PALMS HIGHWAY)	Santa Rosa Rd	PALM CANYON DR
State Route-Full Access	State Highway 74 / Pines to Palms Hwy	South of	Portola Ave
State Route-Full Access	State Highway 74 / Pines to Palms Hwy	South of	Portola Ave
State Route-Full Access	WINCHESTER RD	Thompson Rd	Pourroy Rd
State Route-Full Access	WINCHESTER RD	Thompson Rd	Pourroy Rd
State Route-Full Access	WINCHESTER RD	Thompson Rd	Pourroy Rd
State Route-Limited Access	S 60 (Moreno Valley Fwy) EB	Moreno Beach Dr	Redlands Blvd
State Route-Limited Access	S 60 (Moreno Valley Fwy) EB	Moreno Beach Dr	Redlands Blvd
State Route-Limited Access	S 60 (Moreno Valley Fwy) WB	Moreno Beach Dr	Redlands Blvd
State Route-Limited Access	S 60 (Moreno Valley Fwy) WB	Moreno Beach Dr	Redlands Blvd
State Route-Limited Access	S 60 (POMONA FWY) EB	Hall Ave	Market St
State Route-Limited Access	S 60 (POMONA FWY) EB	Hall Ave	Market St
State Route-Limited Access	S 60 (POMONA FWY) WB	Hall Ave	Market St
State Route-Limited Access	S 60 (POMONA FWY) WB	Hall Ave	Market St
State Route-Limited Access	S 91 (Riverside Fwy) EB	Chino Valley Fwy (SH 71)	Serfas Club Dr/ Auto Center Dr
State Route-Limited Access	S 91 (Riverside Fwy) EB	Chino Valley Fwy (SH 71)	Serfas Club Dr/ Auto Center Dr
State Route-Limited Access	S 91 (Riverside Fwy) WB	Chino Valley Fwy (SH 71)	Serfas Club Dr/ Auto Center Dr
State Route-Limited Access	S 91 (Riverside Fwy) WB	Chino Valley Fwy (SH 71)	Serfas Club Dr/ Auto Center Dr
State Route-Limited Access	State Hwy 86 NB	Dillon Rd	50th Ave
State Route-Limited Access	State Hwy 86 NB	Dillon Rd	50th Ave
State Route-Limited Access	State Hwy 86 SB	Dillon Rd	50th Ave
State Route-Limited Access	State Hwy 86 SB	Dillon Rd	50th Ave

Caltrans regularly conducts vehicle classification counts on different segments of the highway network. The 2015 counts are presented in **Table 9**.

Table 9. CALTRANS Truck Counts Database

ID	Route	Post mile	Leg	Description and Approximate Location	Vehicle AADT Total	Truck AADT Total	Truck % Total Vehicle	Truck AADT Total by number of Axles				% Truck AADT by number of Axles			
								2	3	4	5	2	3	4	5
1	10	R58.89	A	Dillon Rd. (Coachella)	25,000	8,693	35	1,110	198	94	7,291	12.8	2.3	1.1	83.9
2	10	R105.087	B	Jct. Rte. 177 North (Desert Center)	24,600	8,693	35	1,110	198	94	7,291	12.8	2.3	1.1	83.9
3	10	R105.087	A	Jct. Rte. 177 North (Desert Center)	23,700	8,721	37	1,128	169	96	7,328	12.9	1.9	1.1	84.0
4	10	R149.15	B	Jct. Rte. 78 South (Blythe)	25,300	8,730	35	1,053	177	133	7,367	12.1	2.0	1.5	84.4
5	10	R149.15	A	Jct. Rte. 78 South (Blythe)	27,000	8,881	33	1,174	197	108	7,402	13.2	2.2	1.2	83.3
6	15	22.277	B	Jct. Rte. 74 (Lake Elsinore)	125,000	9,331	7	4,736	664	307	3,624	50.8	7.1	3.3	38.8

Source: Caltrans 2015 Truck counts.

4. TRUCK O-D AND ROUTING

A sample of mobile device and GPS truck trajectory data for weekdays in September 2016 was purchased from Streetlight® for this study. This data was used to identify truck origin-destination (O-D) patterns between zones in Riverside County, and between Riverside County and other regions, in part to validate similar information derived from the SCAG model. This data is also particularly helpful in identifying the share of through trips (trips with origin and destination outside of Riverside County, but passing through the county).

For the purposes of the O-D analysis, the TAZs in SCAG model were aggregated into 22 zones representing Riverside County and 11 zones representing the SCAG region outside Riverside County. **Figure 14** shows the boundaries of these zones.

This Streetlight data is classified by truck weights: heavy-duty trucks and medium-duty trucks. Heavy-duty trucks are those with minimum gross weight of 26,000 pounds. The medium-duty trucks are those with gross weight between 14,000 and 26,000 pounds.

Table 10 and **Table 11** show the O-D distribution for these two truck categories within the SCAG counties. Trips with at least one end external to the region are excluded from these tables. The GPS data was used to create a detailed O-D distribution between the 33 identified zones, which will be used by the team to fine-tune the model forecasts. In this analysis intermediate stops (less than 30 minutes), which are presumably for fuel or food, are eliminated so that long-distance trips are not mistaken for a series of short-distance trips. These tables show the share of each O-D pair in entire SCAG region. For example, 15% of heavy duty truck trips in the SCAG region originate in Riverside County. Additionally, 7.3% of heavy duty truck trips and 10.4% of medium duty truck trips in the SCAG region start and end in Riverside County. This is reasonable because smaller trucks tends to travel shorter distances to perform multiple local deliveries.

Table 10. Heavy-Duty Truck O-D Distribution in SCAG Region

O \ D	Imperial	Los Angeles	Orange	Riverside	San Bernardino	Ventura	Total
Imperial	0.8%	0.0%	0.0%	0.2%	0.1%	0.0%	1%
Los Angeles	0.0%	25.8%	2.0%	2.3%	6.0%	0.6%	37%
Orange	0.0%	2.1%	3.0%	0.5%	1.1%	0.1%	7%
Riverside	0.1%	2.4%	0.5%	7.3%	5.0%	0.1%	15%
San Bernardino	0.1%	6.3%	1.2%	5.1%	25.1%	0.2%	38%
Ventura	0.0%	0.6%	0.0%	0.1%	0.2%	1.0%	2%
Total	1%	37%	7%	16%	37%	2%	100%

Table 11. Medium-Duty Truck O-D Distribution in SCAG Region

O \ D	Imperial	Los Angeles	Orange	Riverside	San Bernardino	Ventura	Total
Imperial	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	1%
Los Angeles	0.0%	46.1%	2.2%	0.7%	1.6%	0.7%	51%
Orange	0.0%	2.2%	13.0%	0.5%	0.4%	0.0%	16%
Riverside	0.1%	0.7%	0.5%	10.4%	1.6%	0.0%	13%
San Bernardino	0.0%	1.6%	0.4%	1.6%	9.6%	0.0%	13%
Ventura	0.0%	0.7%	0.0%	0.0%	0.0%	3.9%	5%
Total	1%	51%	16%	13%	13%	5%	100%

Trips between zones for medium- and heavy-duty trucks are shown on **Table 12** and **Table 13**, respectively. For medium trucks, all 20 of the O-D pairs with the highest number of trips are the same zone (namely, short trips remaining within the same zone). The more frequent trip between two different zones is from Zone 14 to 21 (adjacent zones in the desert), which accounts for 31% of the traffic originating from Zone 14.

The situation is similar for heavy-duty trucks, where the 12 O-D pairs with the highest number of trips are the same zone. The most frequent trip between Zone 1 (northwestern Riverside County) and Zone 30 (southwestern San Bernardino County), accounting for 26% of trips from Zone 1. Beyond this, the most frequent trips are from Zone 17 to Zone 30 and from Zone 19 to Zone 31 (both 25% of trips originating from those respective links).

The distribution of trips on 29 selected segments of the highway network in Riverside County were also investigated. This analysis used a sample of GPS truck trip trajectories to understand the origin-destination of trips on a given facility. In this analysis, intermediate stops are included and counted as separate trips since these trips will contribute to congestion on local streets.

Table 14 shows the share of truck trips generated in Riverside County compared to the share of truck trips generated in SCAG area from the total truck traffic on each of the links. For heavy-duty trucks, Riverside County generated the most traffic on Links 17, 18, 19, 20, 21, and 23. Of these links, three are located on SR-60, two are located on I-215, and one is located on SR-91. Overall, Riverside is a comparatively bigger generator of medium-duty truck trips, although the busiest links are similar: Links 17, 18, 19, 21, 22, 23, and 24. Of these, three are on I-215, two are on SR-60, and two are on SR-91.

The patterns identified by these data are particularly useful for validating and refining other data sources as the basis for determining the fair share of trips generated by warehousing and logistics uses in Riverside County compared to those trips (or the portion of trips) generated by uses outside of the county.

Table 12. Distribution of Trips by Zone for Medium-Duty Trucks (% by Destination)

O \ D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	SUM		
1	18	2	4	4			1				1					6	3	1	1			3	1		3	2		7	21	11	1		100			
2	2	21	5	15		2	4		1	1	1	2						1	5	5			1			2	1		4	8	10	2		100		
3	1		51	6	4					1	2					3								1	2	2		8	7	3	1		100			
4	2	5	11	36	2	2	3		1	1	3					2	1	2	3							2	1		5	7	5			100		
5			15	4	30	2			1	5	11					1								1	2	2		8	5	3			100			
6		1	3	7	3	29	6		5	10	4									5				1	2	1		4	7	4	2		100			
7		2	2	7		4	34	2	3	3	2	2							1	7				1	1	1		3	9	8	1		100			
8	1	4	2	4		2	23	6	8	2	2	6	2						2	5			4			4	2	2	2	7	7			100		
9			2	4		2	3		53	6	7	3	1							1									2	4	3			100		
10			4	2	5	5	3		9	33	15	1								1	2					1			4	4	3	1		100		
11			3	2	5	1			4	7	60																		3	3	2			100		
12			1	2			1		3	1	1	45	7									4	2			2	1		1	7	11	1		100		
13												3	61										24							1	1	3			100	
14											2	6	7	25	2								31	12	1				2	2	3			100		
15												3	6		50	10							14	3	1				1	2	2	4			100	
16												1	2		9	76							2	2						1		2			100	
17	8		13	5	1		1				1						22	1						1	2		3	2	2	6	20	5	1		100	
18	10	5	5	11		1	2		1	1	1						3	11	3	2				2	1		2	2		5	14	11	1		100	
19	2	6	4	9		1	4		1	2	2								2	13	3	1		2	2		3	2		4	10	19	3		100	
20	2	4	4	10	1	5	12		2	3	2	1	1						1	3	17			1	1		2	1		4	8	9	1		100	
21												2	25	2	1							60								1	1	2			100	
22																							1	92					2						100	
23																									50	9	9	5	12	3	6	2				100
24																									5	77	6	3	2		1	1			2	100
25																									9	11	62	1	10	1	2				2	100
26																									8	9	2	51	4	2	7	11	2			100
27																									9	3	7	2	61	8	7	1				100
28																									7	2	3	3	27	47	5	2				100
29			1																						3	1	1	2	5		80	2				100
30	2		2	1												1									3	3	1	8	2	1	5	51	10	3		100
31	1		2	2			1					2													1	2		2	1		2	17	53	4		100
32												1														2		1		1	5	4	78			100
33																										7	4								84	100

Values less than 1% are not shown in the table.

Table 13. Distribution of Trips by Zone for Heavy-Duty Trucks (% by Destination)

O \ D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	SUM		
1	11					2	3										5	1		1			6	3		7	3	2	4	26	12	5		100		
2	7	7	2	2		4	7	1				3	2			1	2	3	3	9	3	1	2	2		3	1		3	8	13	4		100		
3	4	1	20	2	2	1					2						3			1			7	2		4	5	2	9	17	7	3		100		
4	4	4	6	15		1	1					1					2	1	2	4	1		2	2		4	4	2	6	16	10	5		100		
5	12		9		22	1	1				5						6						2	2		2	1	1	5	16	7	4		100		
6	8	1				15	6					1	1			1	1	1	1	5	1		2	4		3	3	1	3	15	13	6		100		
7	10	2				5	14					2	1			1	4	1	2	5	2		2	3		3	1		2	14	14	6		100		
8	5	2		1	1	2	6	5		1		7	5						2	8	4	1	3	4	2	6	6	1	6	8	6	2		100		
9	3	1	2			4	4		23	3	3	5	2				2	2	2	3			2	2		2			2	13	13	3		100		
10	10	2	1		2	9	5	1	3	13	9	1						1	2	6				1			2		2	9	12	4		100		
11	4		3		6	3				3	25	1					4		2	2			1	2		2	1		3	15	12	4		100		
12	3											16	8		4	5	1			1	7	2	3	3		4	3	1	3	12	13	4		100		
13	2											10	15		6	7				1	10	3	3	3		3	2	1	2	10	12	4		100		
14	4											9	7	12								12	19		3	1				7	12	4		100		
15	4											6	8		17	17				1	11		2	2		2	2	1	2	9	8	2		100		
16	2											5	6		12	29						9	2	2	2		3	2		1	9	7	3		100	
17	12	1	1				1										13	2	1	2			4	4		6	3	2	4	25	8	5		100		
18	9	2					2										3	7	2	2			7	4		6	3	1	4	16	19	7		100		
19	6	2	1			1	1					1					3	2	13	4			3	4		4	2		3	14	25	5	1	100		
20	7	3	1	2		4	3			1	1	1					3	1	3	13			3	4		4	3	1	4	17	12	4	2	100		
21	3						1					7	11		8	9						15	3	3	4		3	2	1	2	9	10	2		100	
22	1											2	4	2								5	69		1					1	3	4	2		100	
23	1																							38	8	2	9	11	5	5	10	3	3	1	100	
24	1																							11	44	3	7	5	2	3	9	4	3	4	100	
25																								17	14	30	3	14	4	3	4	2		6	100	
26	3																1							11	6		29	5	3	6	20	5	4		100	
27	1																							15	4	2	6	32	12	9	8	2	3		100	
28																								8	2		5	14	51	4	7		3		100	
29	2		1														1							8	3		6	9	4	45	10	3	3		100	
30	5																2							5	4		7	3	3	4	41	11	6		100	
31	4											2	1					1	2	1	1			3	3		4	2		3	18	36	10		100	
32	1																							3	2		2	2	1	2	9	7	65		100	
33																								5	15	3	3	3	1	2	4	2	2	54		100

Values less than 1% are not shown in the table.

Table 14. Share of Each Region from the Truck Traffic by Link

State Route No.	Link	Heavy-Duty Trucks		Medium-Duty Trucks	
		Riverside	SCAG	Riverside	SCAG
74	1	21%	93%	40%	99%
91	2	26%	94%	37%	98%
71	3	21%	84%	28%	93%
60	4	22%	93%	26%	95%
15	5	18%	90%	25%	92%
215	6	34%	83%	39%	94%
10	7	33%	74%	41%	85%
62	8	28%	93%	42%	98%
15	9	1%	1%	1%	1%
79	10	2%	6%	7%	15%
86	11	27%	80%	32%	85%
111	12	32%	83%	31%	88%
78	13	21%	43%	23%	47%
10	14	0%	0%	0%	0%
95	15	13%	32%	23%	40%
177	16	26%	53%	41%	61%
60	17	55%	78%	61%	88%
60	18	55%	80%	65%	91%
215	19	52%	83%	60%	92%
60	20	45%	93%	52%	96%
91	21	44%	91%	62%	98%
91	22	43%	91%	63%	97%
215	23	48%	73%	66%	86%
215	24	26%	36%	66%	79%
15	25	26%	37%	56%	74%
215	26	18%	26%	55%	61%
10	27	43%	72%	55%	84%
10	28	41%	62%	63%	80%
10	29	32%	41%	33%	39%

Figure 15. Selected Links for O-D Analysis



5. WAREHOUSE TRIP GENERATION METHODOLOGY

There are many possible approaches to estimate the number and length of trips generated by warehouse-related establishments in a given area. In this section, the most relevant and defensible of the currently available studies and methodologies are summarized. The recommendations follow the inventory of options.

5.1. CITY OF FONTANA TRUCK TRIP GENERATION STUDY

This study was completed in 2003 to evaluate the vehicle trip generation characteristics of several land use categories that typically generate significant volumes of truck traffic in the City of Fontana. This study identifies nine types of truck trip generating land uses, three of which are relevant to this study, namely: light warehouse, heavy warehouse, and industrial park. Below are the definitions for the three most relevant types of land use from the study, based on the Institute of Traffic Engineers (ITE) Trip Generation manual:

- Warehouse (ITE code 150) are primarily devoted to the storage materials; they may also include office and maintenance areas.
 - Light warehouses are 100,000 square feet gross floor area or less
 - Heavy warehouses are greater than 100,000 square feet gross floor area.
- Industrial park (ITE code 130) are areas containing a number of industrial or related facilities. They are characterized by a mix of manufacturing, service, and warehouse facilities with a wide variation in the proportion of each type of use. Many industrial parks contained highly diversified facilities, some with a large number of small businesses and others with one or two dominant industries.

Table 15 summarizes trip generation rates presented in the Fontana study for the above uses. The distribution of truck mix for each warehouse type is also presented. Based on this study, light warehousing generates more truck trips relative to heavy warehousing per employee (for example: $0.327 \times 13\% = 0.065 > 0.309 \times 13\% = 0.04$ during AM period) however the share of 3+ axles trucks are significantly higher for heavy warehousing

Table 15. Trip Generation Rates by Warehouse Type (Fontana Study)

Warehouse Type	Period	Avg. trip rate per employee	Avg. trip per building KSF	Employee per building KSF	Truck %	Large Truck Mix %		
						2 Axles	3 Axles	4+ Axles
Light Warehouse	Daily	3.713	1.659	0.45	23%*	24.7	20.6	54.6
	AM Site	0.327	0.146		20%			
	PM Site	0.282	0.126		26%			
Heavy Warehouse	Daily	4.657	3.547	0.76	11%	16.95	22.71	60.34
	AM Site	0.309	0.235		13%			
	PM Site	0.417	0.318		10%			
Industrial Park	Daily	2.485	1.236	0.5	26%*	7.9	7.1	85
	AM Site	0.265	0.132		20%			
	PM Site	0.382	0.19		32%			

Source: Fontana Truck Trip Generation Study

* Daily truck percentages are derived by averaging the AM and PM peak hour truck percentage.

5.2. HIGH-CUBE WAREHOUSE VEHICLE TRIP GENERATION ANALYSIS

The South Coast Air Quality Management District (SCAQMD) and the National Association of Industrial and Office Properties (NAIOP) engaged ITE to conduct a high-cube warehouse vehicle trip generation analysis. The findings of this report are reflected in the most recent ITE Trip Generation Manual (10th Edition) published in September 2017.

This study defines high-cube warehouse (HCW) as a:

building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. A typical high-cube warehouse has a high level of on-site automation and logistics management. The automation and logistics enable highly-efficient processing of goods through the high-cube warehouse.

For the purpose of the analysis, high-cube warehouses are grouped into five types:

- Transload – usually pallet loads or larger handling products of manufacturers, wholesalers/distributors, or retailers with little or no storage durations
- Short-Term Storage – products held on-site for a short time

- Cold Storage – permanent cold storage in at least part of the building
- Fulfillment Center – storage and direct distribution of e-commerce product to end users
- Parcel Hub – Transload function for a parcel delivery company

This study describes the high-cube warehouse facilities in the context of existing ITE categories: “High-cube warehouses/distribution centers may be located in industrial parks or be free-standing. Intermodal truck terminal (Land Use 030), industrial park (Land Use 130), manufacturing (Land Use 140) and warehousing (Land Use 150) are related uses.” A detailed description and comparison of each of the HCW categories regarding function, layout, building dimension, and level of automation is presented in the original report.

The vehicle trip generation for daily, AM and PM peak period and share of truck trip generation are estimated for the above categories of high-cube warehouse, and these data represent the most comprehensive effort to assess trip generation associated with high-cube warehouse to date thereby providing useful information to help validate other data sources. However, the study includes the following caveats related to the data and analyses contained within the report:

- Since the sample size for **fulfilment center** and parcel hub include only one establishment, the study recommends further data collection (a minimum of at least six sites) for these two categories to derive stable trip generation rates.
- The study produce statistically acceptable results based on limited data (nine sites) for **cold storage** category, which is generally higher than the rates developed previously based on an older data collection effort. The cold storage sites are classified subjectively based on the interpretation of the data submitter. It is recommended to confirm the applicability of the cold storage category based on the proportion of the HCW building space devoted to the cold storage. If some of the facilities are reclassified, the analysis needs to be re-evaluated. Further data collection might be needed, if a total of at least six sites are not identified under this category after reclassification.
- The study **combined the transload and short-term storage** categories for trip generation analysis. Although these categories are functionally different, their trip generation is not significantly different. Despite having relatively large sample size (95 sites) for this group, the study concluded that there is no meaningful statistic correlation between gross floor area and vehicle trip generation. It is recommended that an evaluation of further potential stratifications of the available data be undertaken and an appropriate set of data be selected for use as interim rates until further study is complete. For example, a set of 15 similar sites can be selected to

evaluate the consistency and correlation between the trip generation and one or more independent variables such as number of employment or floor area.

Recognizing the above-mentioned cautions about the results of this study, the summary of this study is presented in the following tables. **Table 16** shows the percentage of trucks from total vehicles by each high-cube warehouse category, and the findings reflect notable differences in the trip generation characteristics between certain use types.

At Short-Term Storage, Transload & Cold Storage facilities, trucks represent approximately 30% of daily vehicle traffic, with disproportionately less of that traffic coming during AM and PM peak hours. At Parcel Hubs, trucks represent almost half of the AM peak traffic, but only approximately 38% over the course of the day and just over 29% during the PM peak hour. Trucks account for only a small percentage of the total vehicle traffic at Fulfillment Centers.

Table 16 shows the daily weighted truck trip generation rates for each high-cube warehouse category. Per square foot, Parcel Hubs generate the highest number of truck trips, but the highest *proportion* of truck trips are generated by Cold Storage facilities. This is also the case when only 5+-axle trucks are considered.

Table 16. Trip Generation Rates by Warehouse Type (NAIOP Study)

Warehouse Type	Period	Avg trip rate per 1,000 GSF*	Truck %	Large Truck Mix %	
				2,3,4, Axles	5+ Axles
Short-Term Storage, Transload	Daily	1.432	32%	48.7	51.3
	AM Site	0.082	29%	37.5	62.5
	PM Site	0.108	21%	56.5	43.5
Cold Storage	Daily	2.115	40%	10.4	89.6
	AM Site	0.103	37%	28.9	71.1
	PM Site	0.129	33%	26.2	73.8
Fulfillment Center	Daily	8.178	9%	66.2	33.8
	AM Site	0.841	3%	60.9	39.1
	PM Site	1.979	2%	62.9	37.1
Parcel Hub	Daily	10.638	38%	75.5	24.5
	AM Site	0.851	50%	90.3	9.7
	PM Site	0.803	29%	96.2	3.8

Source: ACQMD, 2016, GSF: Gross Floor Area

5.3. INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) TRIP GENERATION MANUAL

The 9th Edition ITE Trip Generation Manual provides trip generation rates for warehousing (150), mini-warehousing (151), high-cube warehousing (152), and wholesale market (860). Each land use code provides one or more methods for estimating the trips generated by a land use. For example, warehousing (150) provides two options:

1. Employee-based estimation for weekday
2. Area-based estimation for weekday

The results of ITE's analysis for various uses in Riverside County are presented in **Table 17**. The ITE Trip Generation Manual provides the ability to estimate daily, AM peak, M peak, and weekend vehicle trips based on land use types, using independent variables of: floor area, acreage, or number of employees.

10th ITE Trip Generation Manual was released in September 2017. Since the new edition might not be adopted by RCTC yet, the trip generation rates from the 9th Edition is compared with respective rates from the 10th edition.

The information contained in the High-Cube Warehouse Vehicle Trip Generation Analysis and the ITE Trip Generation Manuals will be particularly useful in determining the proportional impact and fair share fee for differing types of high cube warehousing uses not readily distinguishable in the data derived from other aggregated sources, like Census and the SCAG demographic forecasts.

Table 17. ITE Daily Trip Generation Rates for Industrial Land Use (Site Generators)

Code	Land Use	Unit	Daily Rate (9 th Ed.)	AM/PM Peak (9 th Ed.)	Daily Rate (10 th Ed.)	AM/PM Peak (10 th Ed.)	Truck % (9 th Ed.)
110	General Light Industrial	Employees	3.02	0.48 / 0.51	3.05	0.67 / 0.68	N/A
		KSF Gross Floor Area	6.97	1.01 / 1.08	4.96	0.92 / 0.83	
120	General Heavy Industrial	Employees	0.82	0.40 / 0.40			N/A
		KSF Gross Floor Area	1.5	PM: 0.68			
130	Industrial Park	Employees	3.34	0.43 / 0.45	2.91	0.42 / 0.42	13%
		KSF Gross Floor Area	6.83	0.80 / 0.84	3.37	0.41 / 0.40	
140	Manufacturing	Employees	2.13	0.39 / 0.40	2.47	0.43 / 0.45	N/A
		KSF Gross Floor Area	3.82	0.79 / 0.75	3.93	0.81 / 0.79	
150	Warehousing	Employees	3.89	0.55 / 0.58	5.05	0.68 / 0.68	20%
		KSF Gross Floor Area	3.56	0.42 / 0.45	1.74	0.22 / 0.24	
151	Mini-Warehouse	KSF Gross Floor Area	2.5	0.28 / 0.29	1.51	0.20 / 0.20	2%-15%
		KSF Net Rentable Area	1.65	0.18 / 0.22	1.65	0.18 / 0.22	
		Storage Units	0.25	0.03 / 0.03	0.18*	0.23* / 0.24*	
		Occupied storage units	0.2	0.02 / 0.02	0.19*	0.02* / 0.02*	
152**	High-Cube Warehouse	KSF Gross Floor Area	1.68	0.14 / 0.16			38%
154	High-Cube Transload & Short-Term Storage Warehouse	KSF Gross Floor Area	-	-	1.40	0.12 / 0.16	N/A
155	High-Cube Fulfillment Center Warehouse	KSF Gross Floor Area	-	-	8.18	0.22 / 0.27	N/A
156	High-Cube Parcel Hub Warehouse	KSF Gross Floor Area	-	-	7.75	0.88 / 0.71	N/A
157	High-Cube Cold Storage Warehouse	KSF Gross Floor Area	-	-	2.12	N/A	N/A

Source: ITE Trip Generation, 9th Edition

* Figures given by 100s of units; divided by 100 for consistency with 9th Edition figures.

** In the 10th Edition, Land Use Code 152 is replaced by Codes 154-157, which provide additional specificity.

5.4. SCAG HEAVY-DUTY TRUCK TRIP GENERATION (2016 RTP)

SCAG's heavy-duty truck (HDT) model is a sub-model within the SCAG 2016 Regional Transportation Plan (RTP) model. The model classifies trucks into three HDT weight classes by gross vehicle weight (GVW): light-heavy (8,500 to 14,000 lbs. GVW); medium-heavy (14,001 to 33,000 lbs. GVW); and heavy-heavy (>33,000 lbs. GVW).

The SCAG 2016 RTP HDT Model applies freight-related socioeconomic data to estimate trip generation using three submodules – external (to the region) trip generation, internal (to the region) trip generation, and special generator trip generation.

- **The external trip generation module** estimates the internal-external (IE), external-internal (EI), and external-external (EE) truck trip table for all interregional truck trips based on commodity flow patterns that link Southern California with the rest of the country. The EI/IE HDT trips are generated using a combination of commodity flow data at the county level and 2-digit NAICS employment data at a county level. External cordons are used to forecast future year external HDT trips from the base year trip flow matrices. This module uses a TRANSEARCH database obtained from IHS/Global Insight. These data are provided as annual flows in tons and are converted to daily weekday flow using an annulation factor of 306 (6 days per week for 51 weeks) for all commodities. The flows are converted from tons to trucks using the specified payload factors varying by commodity types. These payload factors were developed using data from the 2002 Vehicle Inventory and Use Survey (VIUS).
- **The internal trip generation module** is based on trip rates (number of trips per employee or household) for ten different land use/industry sectors at the trip ends. These land use/industry sectors are households, agriculture/mining/construction, retail, government, manufacturing, transportation/utility, general warehousing, high cube warehousing, wholesale, and other (service). The socioeconomic data used by the internal HDT model is consistent with those data used by broader regional travel demand model. The trip rates for every land use were updated based on recent data collection efforts – establishment surveys and third-party truck GPS data. **Table 15** shows the trip generation rates for truck trips internal to the region. All trip rates are per employee, except for the warehouse category, for which trip rates are presented both per employee and KSF of area
- **Special generators** include the ports and intermodal facilities. Not only major-purpose trips are included, but also secondary trips like cargo trips from intermediate handling locations to final destinations. Additionally, there are empty movements of trucks

associated with port truck trips, for purposes of truck repositioning. Ports are modeled based on detailed port area zone system and specialized trip generation rates for autos and trucks by type (bobtail, chassis, and containers). Intermodal truck trips are HDT movements generated at the six regional intermodal facilities in the SCAG region.

Table 18. Internal Truck Trip Generation Coefficient for Various Land Use Categories

Category	Truck Type			All Trucks
	Light HDT	Medium HDT	Heavy HDT	
Households	0.0147	0.0046	0.0072	0.0265
Agriculture/Mining/Construction	0.0804	0.0778	0.0715	0.2297
Retail	0.0663	0.0662	0.0703	0.2028
Government	0.0296	0.0150	0.0148	0.0594
Manufacturing	0.0613	0.0655	0.0924	0.2192
Transportation/Utility	0.1579	0.1815	0.3199	0.6593
Wholesale	0.0916	0.0968	0.1316	0.32
Other (Service)	0.0095	0.0111	0.0151	0.0357
General Warehouse per Employee	0.1610	0.1850	0.3720	0.718
General Warehouse per KSF of Area	0.2819	0.2434	0.5421	1.0674
High Cube Warehouse per Employee	0.184	0.211	0.372	0.767
High Cube Warehouse per KSF of Area	0.0948	0.1272	0.3380	0.56

Based on information in the SCAG HDT model, the ratio of employee per KSF for general warehouse and is presented in **Table 19**.

Table 19. Employee per KSF Ratio in SCAG HDT model

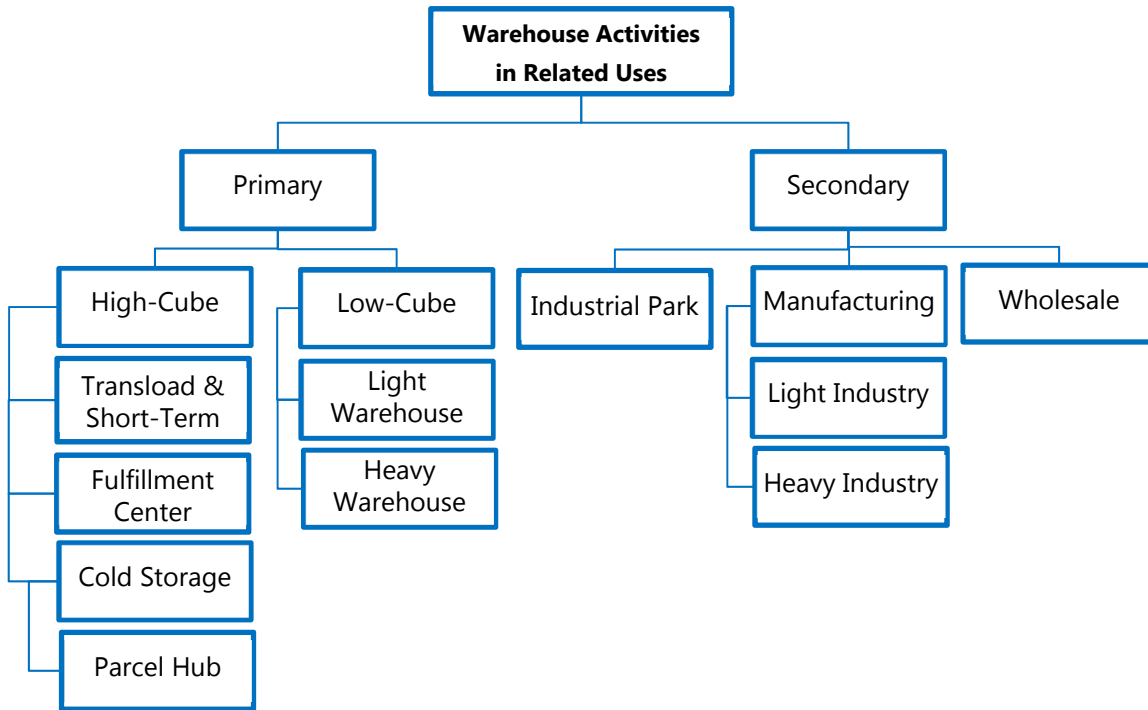
Employee per KSF Ratio	Light HDT Trip Rate	Medium HDT Trip Rate	Heavy HDT Trip Rate	Total Trucks
General Warehouse	1.75	1.32	1.46	4.52
High Cube Warehouse	1.94	1.66	1.10	4.70

The employee ratio in SCAG model seems very high compared to the ITE rates and the Fontana study. This issue was discussed with the SCAG modeling group who advised to only use the warehouse employee information from SCAG model since the 2016 RTP scenarios are based on employee variable and the warehouse square feet variable was not considered ready for use. For this reason, where necessary, employee per KSF conversion rates will be derived from the ITE Trip Generation Manual.

5.5. SUMMARY OF METHODOLOGICAL APPROACHES

Various approaches were reviewed in defining: 1) existing warehouse uses, 2) truck trip generation related to warehouse activities and 3) anticipated future warehouse growth in Riverside County. Although the equations used to estimate truck trips may differ significantly, a more important difference is the source of truck trips and the land use category that relates to each model. Unfortunately, these studies did not adopt a common definition of uses and with the rapid growth in automation in modern warehouses, the employee density may be declining while the related trucking activities may increase. However, in the absence of any other available information, the number of employee is still the primary variable to estimate trucking activities related to warehouse uses. For the purpose of this study effort, it is important to maintain the consistency between identified warehouse-related uses, their trip generation, and the future forecast of each use. **Figure 16** shows the taxonomy of various uses with major warehouse activities.

Figure 16. Taxonomy of Uses with Major Warehouse Activities



The studies that provide methods to estimate trip generation rates for various warehouse activities may aggregate some of these uses due to lack of information. Some methods are more conservative, choosing to include only heavy truck trip generators. Other methods take a more holistic approach, casting a broader net of trip types and weighting them for estimated

volume. No approach is inherently more correct than any other, but one may be more appropriate than others for a given purpose.

A desire for precision would suggest dis-aggregating land use types to the greatest degree possible. For example, distinguishing between high-cube and low-cube. However, this only useful if there is a valid forecast in the growth of these uses at the dis-aggregated level. Furthermore, in the context of impact fee programs, the concept of “rough proportionality” has been determined to be adequate as the basis for establishing a rational nexus and associated fair share fee. For these reasons, the use of more reliable, aggregated data is considered preferable for this study effort, with cross-reference to supplemental data sources to address specific study needs.

Table 20 is a summary of the trip generation data assessed in this report. These data represent the “universe” for trip generation for the purposes of this study effort, and elaborate the related land uses, available of data and applicability for study use.

Table 20. Summary of Uses Related to Warehouse Activities and Trip Generation Methodologies

Land use Category with Significant Warehouse Activity		Trip Generation Reference				SCAG Future Forecast (2040)
		Fontana Study	SCAG RTP (2012 Base Year)	SCAQMD	ITE	
Primary Warehouse Activity	High-cube transload / short-term warehouse			✓	✓	✓
	High-cube fulfillment center			✓	✓	
	High-cube cold storage			✓	✓	
	High-cube parcel hub			✓	✓	
	Light warehouse *	✓	✓		✓	✓
	Heavy warehouse **	✓	✓		✓	✓
Secondary Warehouse Activity	Industrial park*	✓			✓	
	Light industry (manufacturing)	✓	✓		✓	✓
	Heavy industry (manufacturing)	✓				
	Wholesale		✓		✓	✓

✓ = available but not suitable for primary study use

✓ = available and suitable for supplemental reference

✓ = available and preferred for primary study use

*: Light warehouse also includes “low-cube” as defined by SCAG but not the Fontana Study

** : Heavy warehouse includes “high-cube” as defined by SCAG but not the Fontana Study

Table 21 summarize the trip generation rates presented in this study. It is important to use this table properly and understand the assumptions related to each reference, since there are fundamental differences.

Table 21. Summary Trip Generation Rates Related to Warehouse Activities

Land use Category with / Unit		Trip Generation Reference						
		Fontana Study		SCAG RTP [1]			SCAQMD	ITE (10 TH ED)
		Per Employee	Per 1,000 GSF	Per Employee	Per 1000 SF	Per 1,000 GSF [2] (adjusted)	Per 1,000 GSF	Per 1,000 GSF*
Primary Warehouse Activity	High-cube transload /short-term warehouse						0.454	0.444
	High-cube fulfillment center	0.951	0.725	0.767	0.560	0.384	0.717	0.717
	High-cube cold storage						0.836	0.75
	High-cube parcel hub						4.007	2.918
	Light/General warehouse	0.732	0.327	0.673	1.065	0.897	-	0.348
Secondary Warehouse Activity	Industrial park	1.173	0.583	-	-	-	-	0.438
	Light industry/manufacturing	1.722	2.513	0.219	-	-	-	0.992
	Heavy industry	1.469	2.926		-	-	-	-
	Wholesale	-	-	0.32	-	-	-	0.302

[1] Source: SCAG Internal HDT Truck Model Development Report, 2012

[2] Assuming 2000 square feet per employee in High cube warehouse and 750 square feet per employee in general warehouse

The SCAG HDT model is the only source that provides future forecast for warehousing uses. It provides aggregate level data for high-cube and low-cube warehouse uses, as well as data for secondary manufacturing and wholesale activities, and for consistency, it is the primary recommended data source for this study. Furthermore, the SCAG 2016 RTP model applies trip rates differentiated between general and high-cube warehouse and forecast truck trips from 10 land use types including general and high-cube warehouses. The rates presented in the Fontana study and most recent ITE manual (which incorporates findings from the SCAQMD study) provide supplemental information that can be used to modify the trip rates in the SCAG HDT model to provide further disaggregation of results, as needed.

6. DIAGNOSTIC TESTS OF SCAG MODEL

Best practice for traffic forecasting includes, among other things, checking the traffic model to make sure that it provides reasonable forecasts for the specific area(s) under study. The forecasting model that was selected for this study is the model developed by SCAG for the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)³. This model was selected because it incorporates the current adopted transportation and land use plan (the 2016 RTP/SCS)⁴ and because it covers a sufficiently large geographic area to capture both ends of truck trips to and from logistics warehouses in Riverside County. The SCAG model was validated on a region-wide basis prior to its use for the RTP/SCS⁵. The diagnostic checks conducted for the current study pertained to the model’s ability to accurately represent truck trips on freeways in Riverside County.

This first test was to see whether the model replicated the distribution of truck trips based on origin and destinations within the county and in neighboring counties. Utilizing the O-D data described previously, the model results were compared. **Table 22** shows that the model replicates the distribution of truck trips derived from the O-D data very closely.

Table 22: Check of County-Level Truck Origin-Destination Distribution

Trip Type	O-D Survey	2016 SCAG Model
Heavy Trucks		
Internal to Riverside County	47%	46%
One trip-end in Riverside County	53%	54%
Medium Trucks		
Internal to Riverside County	78%	80%
One trip-end in Riverside County	22%	20%

³ SCAG Standard Disclaimer: “The following modeling analysis was performed by WSP based upon modeling information originally developed by the Southern California Association of Governments (SCAG). SCAG is not responsible for how the Model is applied or for any changes to the model scripts, model parameters, or model input data. The resulting modeling data does not necessarily reflect the official views or policies of SCAG. SCAG shall not be held responsible for the modeling results and the content of the documentation.”

⁴ Note that the current versions of the two other candidate models, namely RivTAM and the CVAG model, are both based on the (now superseded) 2012 RTP/SCS.

⁵ See: *SCAG Regional Travel Demand Model and 2012 Model Validation*, SCAG, March 2016

The next check was to determine how well the model represented traffic flows on Riverside County freeways in the AM and PM peak hours. **Figure 17** and **Figure 18** compare the model's 2016 traffic volumes to counts of actual traffic taken from the Caltrans' Performance Measurement System (PeMS). The figures also show a shaded area that represents the allowable deviation based on Caltrans guidelines⁶. A model is considered generally valid if 75% of the points fall within the allowable deviation. Based on this criterion, the SCAG model is generally valid for Riverside Counties in both the AM peak period (77% within allowable deviation) and the PM peak hour (81%). The figures also show that the model tends to slightly over-estimate traffic, which is a tendency that can be corrected by factoring down the forecasts during post-processing. However, the results indicate a particularly acute overestimation for the traffic on SR-91. Subsequent investigation has determined anomalies in the PeMS data for these locations causing the appearance in the charts that the model is overestimating when in reality, the results are more likely in the same realm as other sampled locations.

The next check was to see how well the SCAG model forecasts truck traffic on freeways in Riverside County, which is particularly relevant to determining the effectiveness of the model for use in this study effort. This test was performed by dividing the Riverside County freeway network into sections, as illustrated in **Figure 19**, and comparing the model's 2016 truck volumes on each section with Caltrans' truck volume data. **Table 23** shows that the model generally does a good job of forecasting truck traffic on the study freeways. The only notable exceptions are for the sections of SR-60/I-215 and SR-91 within the City of Riverside, where the model is over-forecasting truck trips by about a factor of 3. Since the model matches the counts with regards to the percentage of trucks (see the right-most column in **Table 23**, the over-estimate of trucks in the vicinity of Riverside appears to be mainly due to the general over-estimation of trucks in that area, and is consistent with the over estimation of traffic in this area as described previously and illustrated in **Figure 17** and **Figure 18**.

Correcting the general over-forecast of traffic in the vicinity of the City of Riverside central business district should reduce the tendency to over-forecast trucks on those sections of the freeway system. With resolution of this apparent anomaly in the SCAG model, the overall findings of the diagnostic tests of the SCAG model indicate that, with some minor post-processing, it can provide very reasonable forecasts of traffic, and specifically truck traffic, on freeways in Riverside County, and therefore is suitable for use to support the subsequent study evaluation efforts.

⁶ *Travel Forecasting Guidelines*, Caltrans, November 1992

Figure 17: Comparison of Model to Actual Traffic in the AM Peak Hour

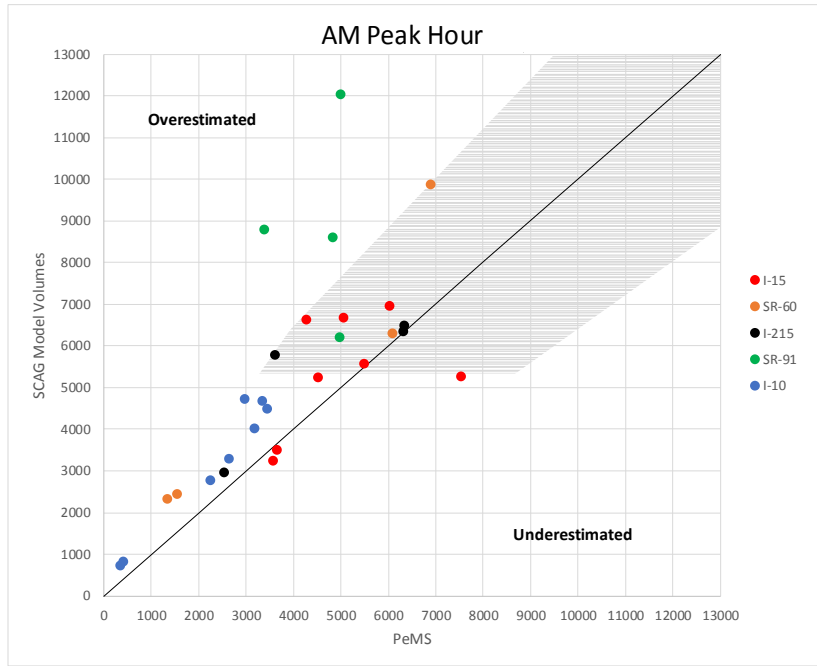


Figure 18: Comparison of Model to Actual Traffic in the PM Peak Hour

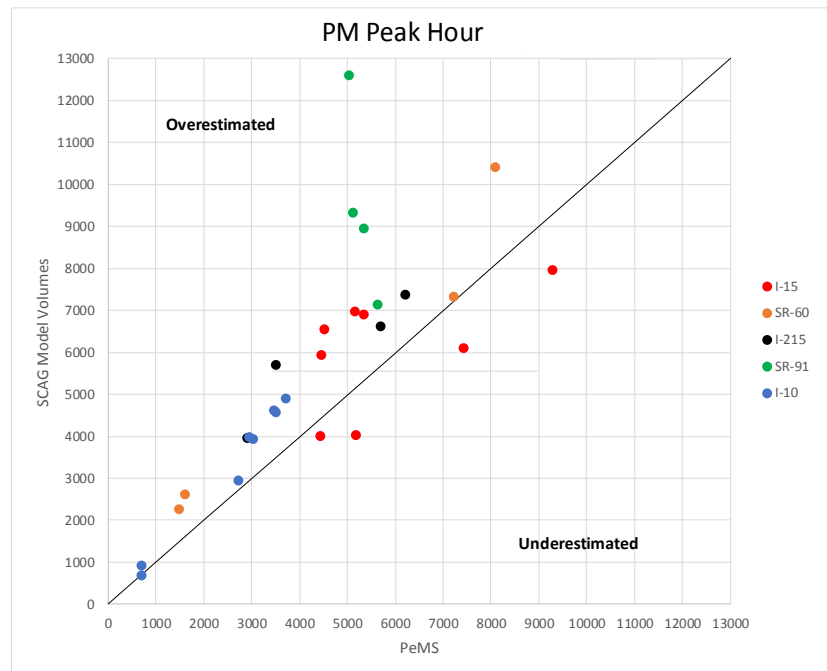


Figure 19: Freeway Sections Used to Check Truck Forecasts



Table 23: Comparison of Model’s Truck Volumes to Counts of Actual Truck Traffic

ID	Route	SCAG 2016 Model Daily Volumes			AADT 2015 (Census)			Counts		Difference in Heavy Truck Percentage
		Total Vehicles	Heavy Trucks	Heavy Trucks %	AADT	4+ Axle AADT	Heavy Truck %	Difference Heavy Trucks	Ratio	
1&2	I-15	185,621	9,165	4.9%	151,000	9,082	6.0%	83	1.01	-1.1%
3&4	I-15	139,861	10,033	7.2%	117,000	5,762	4.9%	4,271	1.74	2.2%
7&8	I-15	197,698	9,092	4.6%	190,000	5,857	3.1%	3,235	1.55	1.5%
9&10	I-15	153,487	6,932	4.5%	159,000	6,226	3.9%	706	1.11	0.6%
13&14	SR-60/I-215	210,042	19,361	9.2%	170,000	5,367	3.2%	13,994	3.61	6.1%
15&16	SR 60	66,192	10,448	15.8%	61,000	6,929	11.4%	3,519	1.51	4.4%
17&18	I-215	189,324	7,187	3.8%	153,000	9,747	6.4%	-2,560	0.74	-2.6%
19&20	I-215	121,827	5,590	4.6%	120,000	6,120	5.1%	-530	0.91	-0.5%
23&24	SR-91	276,622	23,815	8.6%	247,000	8,040	3.3%	15,775	2.96	5.4%
25&26	SR-91	191,400	13,614	7.1%	209,000	8,036	3.8%	5,578	1.69	3.3%
27&28	I-10	109,361	9,708	8.9%	93,000	7,821	8.4%	1,887	1.24	0.5%
29&30	I-10	131,961	18,801	14.2%	118,000	16,844	14.3%	1,957	1.12	0.0%
31&32	I-10	96,719	16,418	17.0%	84,000	15,939	19.0%	479	1.03	-2.0%
33&34	I-10	30,654	10,415	34.0%	23,700	7,424	31.3%	2,991	1.40	2.6%

7. DATA ADEQUACY FINDINGS AND RECOMMENDATIONS

The objective of this technical memorandum is to present an overview of warehousing and logistics related development activity in Riverside County, and the availability of appropriate data to assess the impact of this development over time. This document is also intended to provide transparency in the study process by presenting background information regarding the range of data sources available to support the evaluation to be conducted in subsequent tasks.

The review of available data has revealed that Riverside County can expect to see continued development of warehousing and logistics uses in the future, and that growth in warehousing and logistics uses, although focused in specific zones, will occur in cities across Western Riverside County and the Coachella Valley, thereby likely generating impacts across the freeway system. Growth is expected to continue for both low-cube and high-cube warehousing and logistics uses supporting consideration of the impacts associated with the full range of associated development as part of this study, although it is anticipated that the rate of this type of development will decline over time as land availability is reduced for these uses.

SCAG demographic forecasts are provided based on number of employees, although impact fees are most readily applied based on total building (or site) area. The SCAG forecasts follow the NAICS structure which includes several categories associated with warehousing and logistics uses. The NAICS breakdown of employment categories utilized by SCAG supports extraction of warehousing and logistics employment from other uses as the basis to estimate growth in warehousing and logistics use over time. And while the SCAG Warehouse Study information that is expected to incorporate information relating to the growth in building area of warehousing is not considered suitable for use at this time, the availability of various employee to building area ratios will support conversion of the SCAG growth forecasts into growth in building area for the purposes of determining a fee. Furthermore, the availability of trip generation rates for a range of differing warehouse and logistics use types (based on employees and building area) will support the ability to determine a fair share fee amount to reflect the differing levels of impact associated with a variety of different types of warehousing and logistics uses.

A comparison of model outputs, O-D study results and actual traffic counts indicates that the SCAG model does a good job of replicating existing truck travel patterns and traffic conditions on the Riverside County freeway system. Furthermore, anomalies in the model results appear to be explicable and able to be resolved with limited post processing of results. This finding

supports the use of the SCAG model as the primary evaluation tool for study evaluation, with supporting information able to be derived from a variety of other sources for validation and post processing of results to accomplish study needs.

The assessment associated with this study task has determined that a range of adequate, suitable data is available to support the determination of impacts associated with warehousing and logistics uses in Riverside County, and more specifically, the cost associated with mitigating the cumulative regional impacts of new warehousing and logistics development on the freeway system in Riverside County. The specific methodology for applying the various data sources to the study evaluation will be described in subsequent Technical Memoranda. In addition, these subsequent documents will present the study findings and results providing the framework for consideration to establish a regional logistics impact fee program.

RCTC TRUCK STUDY AND REGIONAL LOGISTICS MITIGATION FEE

Supplemental Technical Memorandum 1:
Existing and Future Conditions

Model Validation, Calibration and Forecasts

Prepared for :



Prepared by:



In partnership with

FEHR & PEERS

Revised: March 2018

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1. INTRODUCTION

This supplemental technical memorandum documents the modeling steps used to prepare the forecasts of freeway impacts arising from new logistics development in Riverside County, and presents the results of the model runs.

The first section of this supplemental technical memorandum describes how the model was reviewed and calibrated to correct the problems reported in the earlier Technical Memorandum 1¹. The second section describes the methodology used to forecast the growth in logistics in Riverside County. This is followed by a section describing the results of the model runs used to identify the impacts of truck traffic arising from new logistics warehouses. The final section of this memo discusses next steps in the analysis process.

2. ADJUSTING THE SCAG MODEL

Best industry practice requires that a regional travel demand model be adjusted and re-validated prior to using it for sub-regional studies:

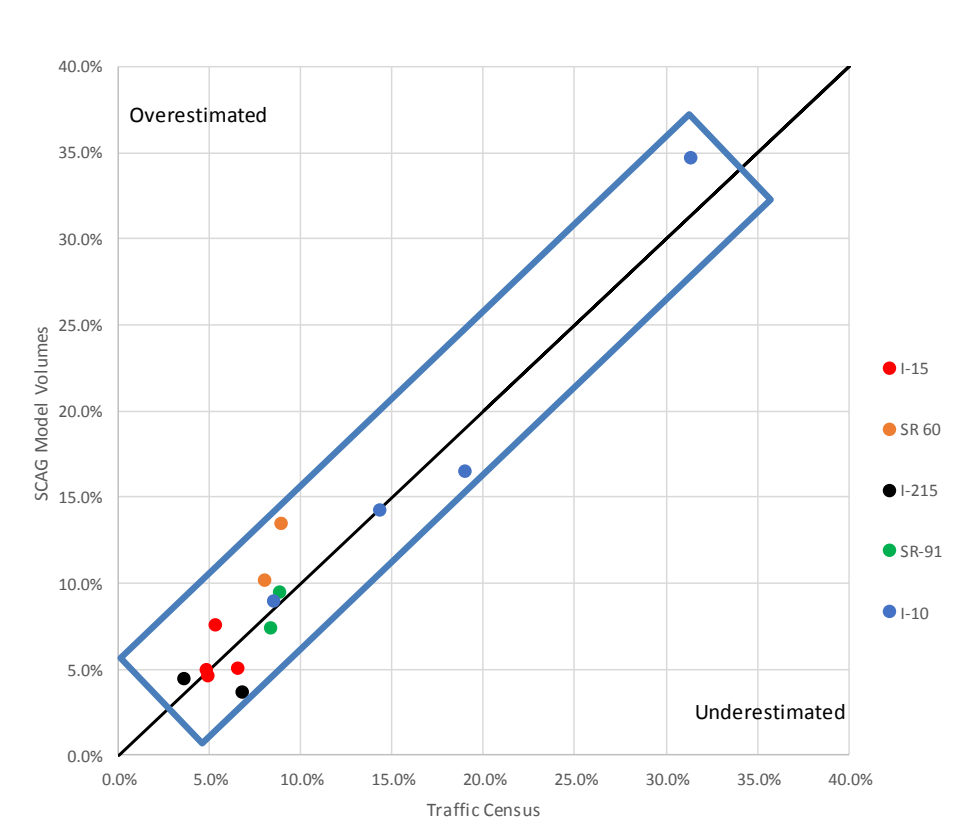
“Agencies that use MPO models for purposes other than regional planning should ensure that the model provides the appropriate scale and sensitivity for applications at a sub-regional level such as corridor, sub-area, or local planning studies. Below the regional level, model refinements are likely necessary to ensure the model meets the validation targets established in these guidelines and is appropriately sensitive to smaller scale changes associated with sub-regional studies.”

Source: California Regional Transportation Plan Guidelines, California Transportation Commission, 2010.

Technical Memorandum 1 described a series of diagnostic tests that were performed on the SCAG model to test its validity for use to conduct technical evaluation as part of the RCTC Truck Study and Regional Logistics Mitigation Fee. The tests showed that the model represented truck traffic on Riverside County freeways well. For example, Exhibit 1 compares the percentage of trucks in the traffic on various freeways in the model versus the percentage in the Caltrans performance measurement system (PeMS) data, and Exhibit 2 shows a similar comparison for the truck volumes. The exhibits show a close correlation between the model and actual values, and no systemic tendency towards over- or under-estimating the truck percentage.

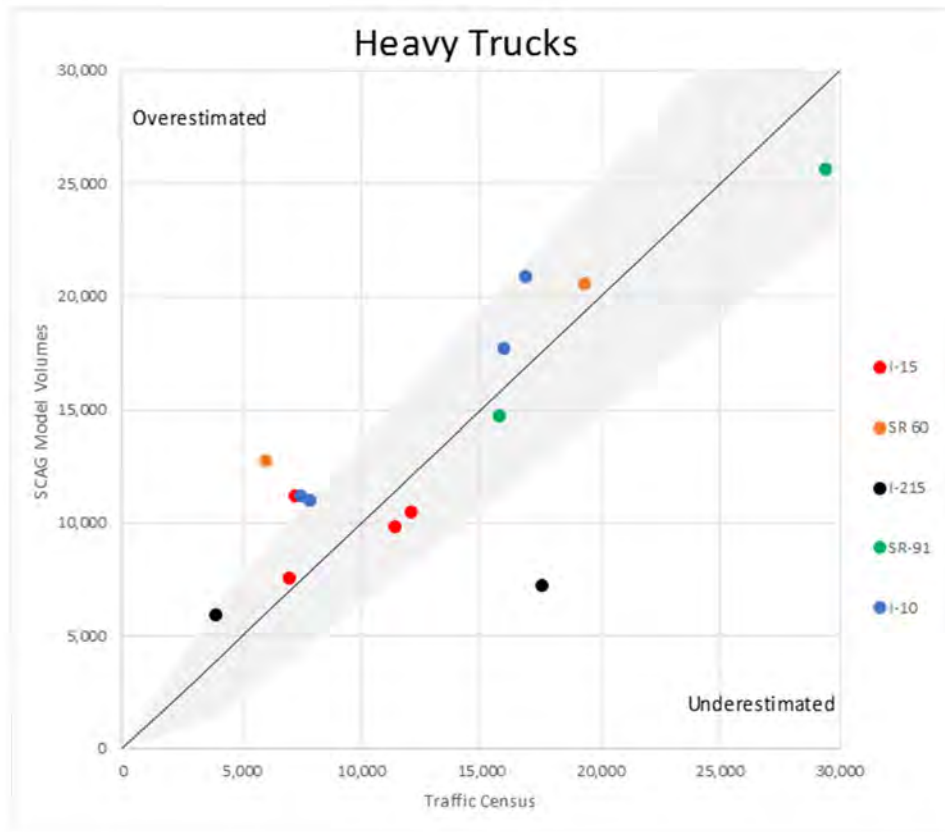
¹ See the discussion of diagnostic tests of the SCAG model in *Technical Memorandum 1: Existing and Future Conditions*, WSP, October 2017

Exhibit 1: Comparison of Modeled to Actual Truck Percentages on Riverside County Freeways



Data sources: SCAG 2016 RTP Travel Demand Model; Caltrans Freeway Performance Monitoring System (PeMS)

Exhibit 2: Comparison of Modeled to Actual Truck Volumes on Riverside County Freeways

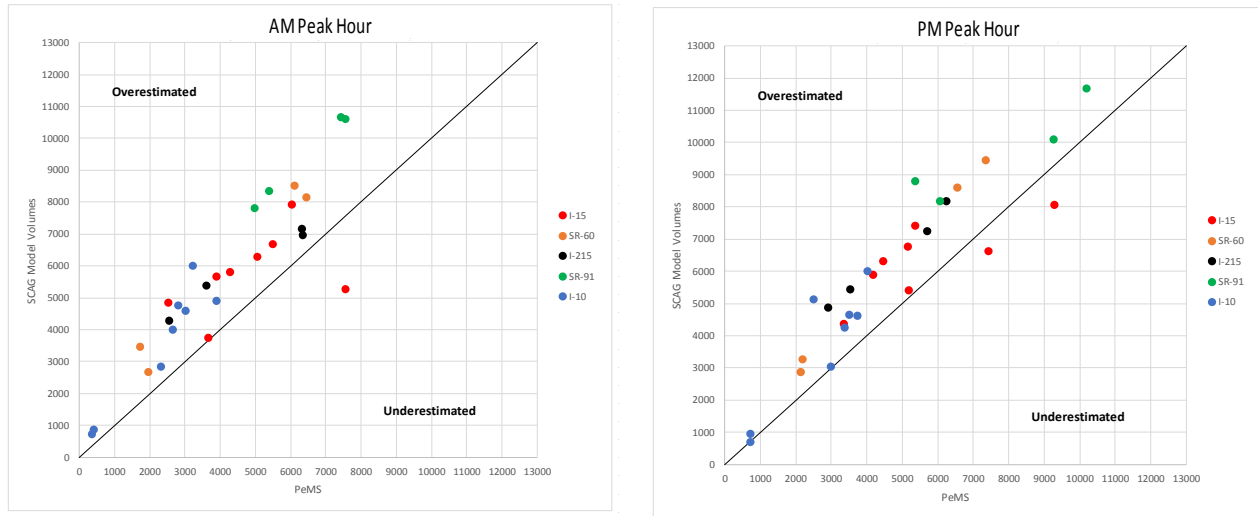


Data sources: SCAG 2016 RTP Travel Demand Model; Caltrans Freeway Performance Monitoring System (PeMS)

However, the tests also revealed that there was an issue warranting adjustment. Exhibit 3 shows link flows from a SCAG model run for 2016 compared to PeMS data for the same year. This data was evaluated two ways, namely:

- The shaded area in Exhibit 3 shows the allowable deviation based on Caltrans guidelines. The allowable deviation reflects the fact that the actual traffic volumes on roads fluctuate from day to day, so the “normal” traffic volume that a model should replicate is a range rather than a fixed value. A model is considered generally valid if 75% of the points fall within the allowable deviation. In this case 77% of the sites are within the allowable range in the AM peak hour and 81% in the PM peak hour, so the model passes this test of validity.
- The second test was to see whether there a general tendency for the model to over-estimate or under-estimate freeway volumes on freeways in Riverside County. The exhibit shows that the model failed this test demonstrating a tendency to over-estimate freeway traffic, as illustrated by the fact the points nearly all fall above the equilibrium line which crosses diagonally through the middle of the exhibits, with an average over-estimation of 26% in the AM peak hour and 20% in the PM peak hour.

Exhibit 3: AM and PM Peak Hour Comparison of Traffic Counts and SCAG Model Volumes



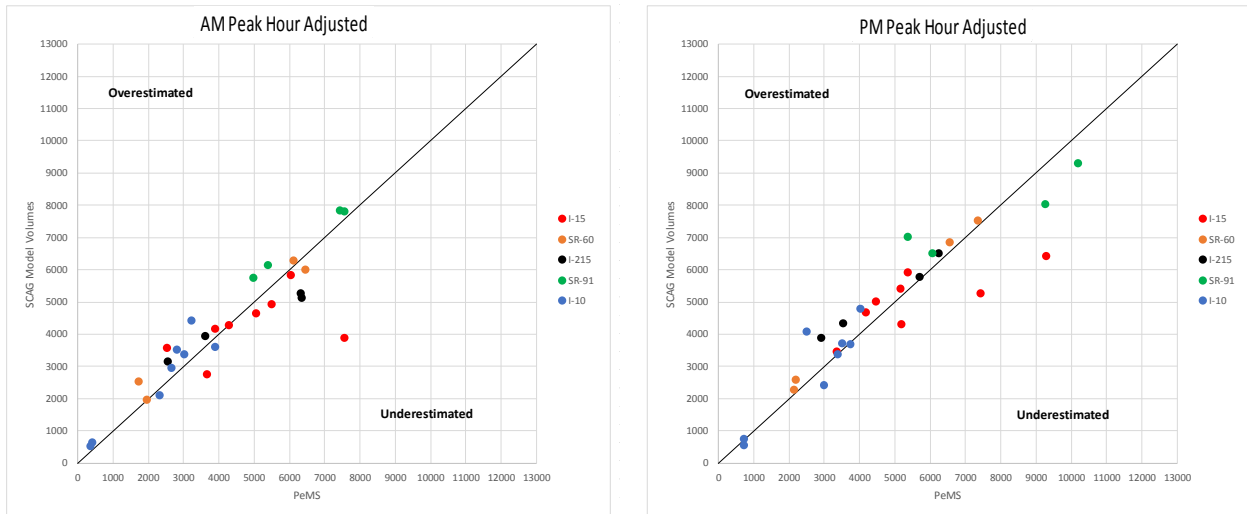
Data sources: SCAG 2016 RTP Travel Demand Model; Caltrans Freeway Performance Monitoring System (PeMS)

Both the AM and PM peak hour overestimates can be reduced by factoring down model volumes in a post-model adjustment. Note that only car volumes were factored down, not truck volumes, because Exhibit 2 showed that the truck volumes were not in error.

Exhibit 4 shows the results after applying the factors of 0.74 and 0.80 in the AM peak hour and PM peak hour. The accuracy of the forecasts was much improved by these adjustments, with the R-squared² value increasing from 0.15 to 0.79 in the AM peak hour and from 0.53 to 0.84 in the PM peak hour. The factoring down of the model forecasts to correct for the overestimation of car volumes by the model is important in the context of the study to ensure both existing and future deficiencies on the freeway network are not being overstated.

² R-squared is a measure of how well the forecast accounts for variations in the traffic counts. R-squared values can range from 0.00, indicating no relationship between the model values and the counts, to 1.00, indicating that the model accounts fully for variation in the count data set.

Exhibit 4: AM and PM Peak Hour Comparison of Traffic Counts and SCAG Model Adjusted Volumes



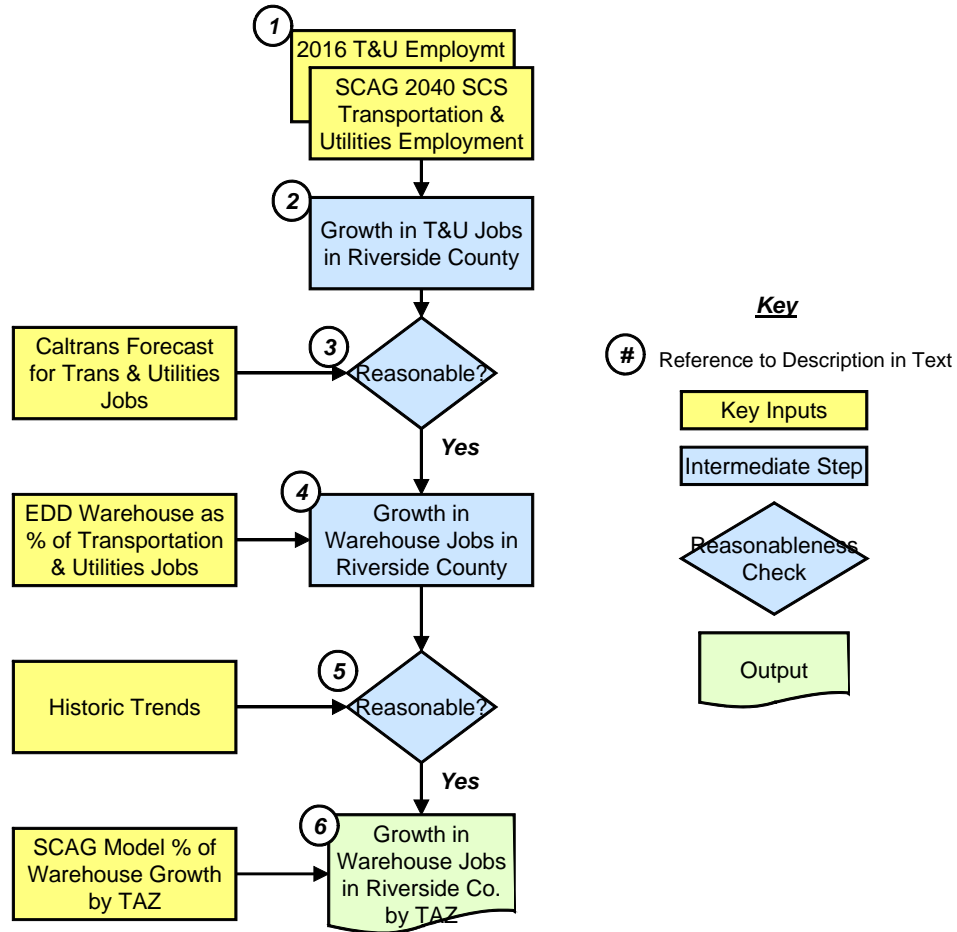
Data sources: SCAG 2016 RTP Travel Demand Model (adjusted volumes); Caltrans Freeway Performance Monitoring System (PeMS)

3. FORECASTING THE GROWTH IN LOGISTICS IN RIVERSIDE COUNTY

The steps used to forecast for the growth in logistics in Riverside County are illustrated in Exhibit 5. The steps in the process are described in the following section. The data sources recommended as the basis to accomplish these steps was previously described in Technical Memorandum 1.

1. The starting point for forecasting logistics growth in Riverside County was the adopted SCAG 2016 RTP/SCS. The SCS included a number of employment categories, of which the most relevant for this study is Transportation and Warehousing (corresponding to NAICS code 48-49). Warehousing employment (NAICS subcategory code 493) is included within this broad category, along with such things as air and rail transportation, trucking, transit, pipeline, and postal service jobs. The SCS data was obtained from SCAG in the form of socio-economic data (SED) inputs for the latest SCAG model (v6.3).
2. The growth in jobs in the Transportation and Warehousing category was derived as the difference in the employment figures for 2016 and 2040.

Exhibit 5: Steps Used to Forecast Logistics Growth



3. Caltrans’ Transportation Economics Branch provides annual county-level projections of employment by 2-digit NAICS industry categories out to 2050³. Their forecast is shown in Exhibit 6. This was compared to the forecast from the adopted SCAG SCS as a reasonableness check. As can be seen in Exhibit 7, the two forecasts are reasonably consistent. The SCS forecast is a little lower in magnitude than the Caltrans’ forecast, making it a more conservative basis for a fee program⁴.
4. Next, the growth in employment in the warehouse sub-category needed to be separated out from the growth of the broader Transportation and Warehousing category. The best available data for accomplishing this comes from the California Employment Development Department (EDD). EDD collects data on employment by detailed NAICS industries, but only at the Metropolitan Statistical Area (MSA)

³ http://www.dot.ca.gov/hq/tpp/offices/eab/socio_economic.html

⁴ The Mitigation Fee Act prohibits agencies from over-charging a fee, but not under-charging (in most cases an agency is not required to charge any fee at all). For fee studies it is important not to *over*-state impacts. This is different from studies done pursuant to CEQA, where it is important not to *under*-state impacts.

geography. Moreover, EDD does not include long-term forecasts. Therefore, the EDD historical data for the Riverside-San Bernardino-Ontario MSA extrapolated into the future based on the continuation of historical trend.

The proportion of Transportation and Warehouse employment that is in the warehousing sub-category was computed (see Exhibit 8) to observe the historical trend. As seen in Exhibit 8, 2003 marks an inflection point where the rate of growth in warehousing increases relative to the growth of transportation employment as a whole. Therefore, the post-2003 trend was used to extrapolate from 2016 to 2040 for both for the warehousing sub-category and the rest of Transportation sub-categories.

Exhibit 6: Caltrans Economic Forecast for Riverside and San Bernardino Counties

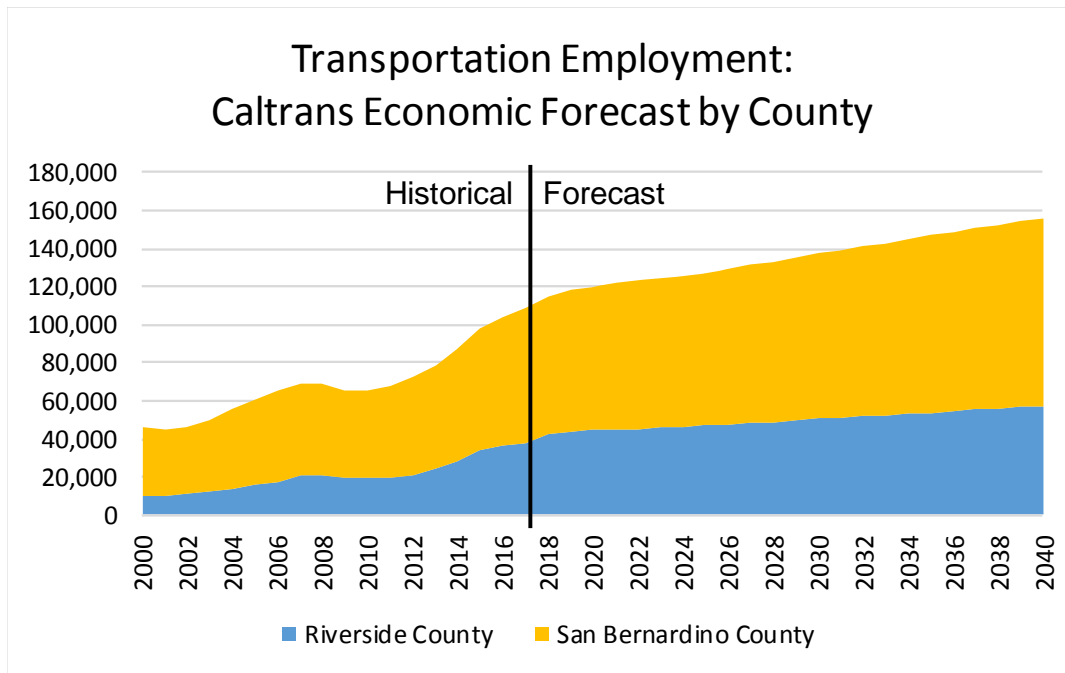


Exhibit 7: Caltrans Economic Forecast Transportation Employment Compared to the SCAG model's Transportation Employment Data for Riverside

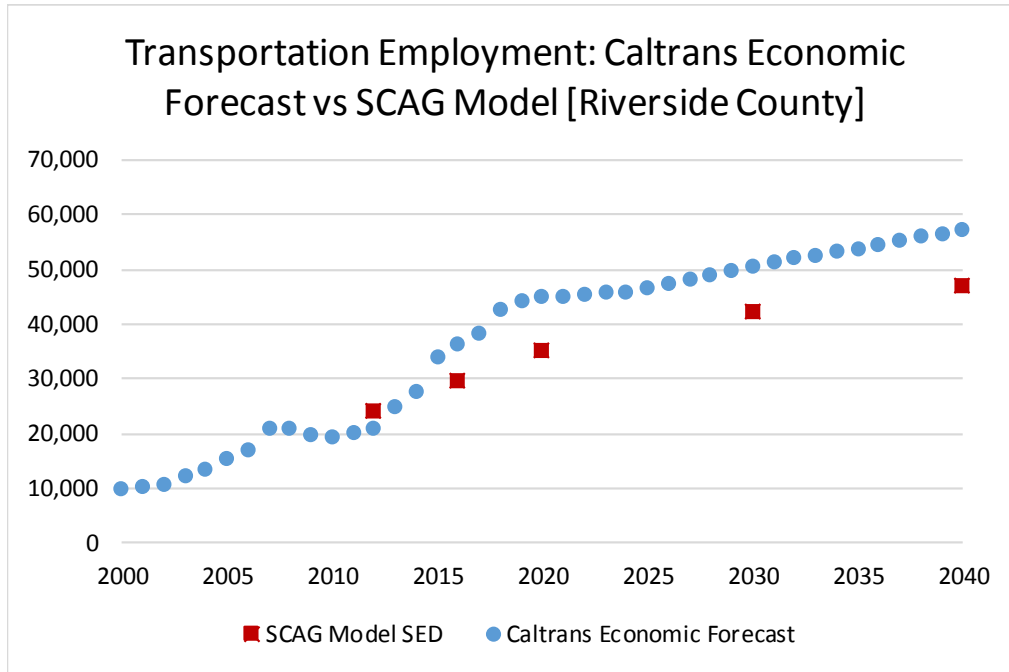
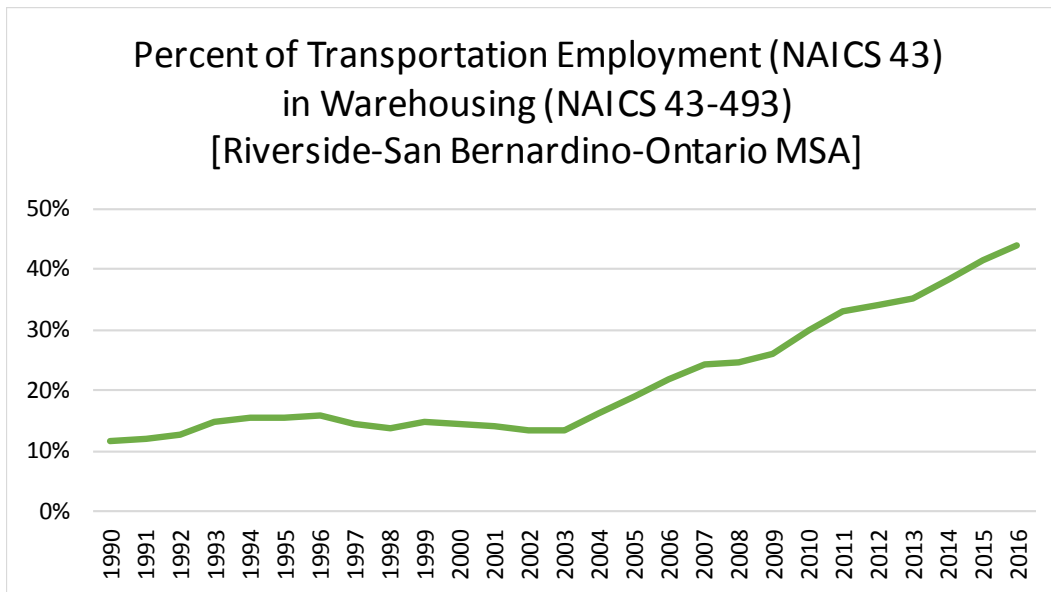
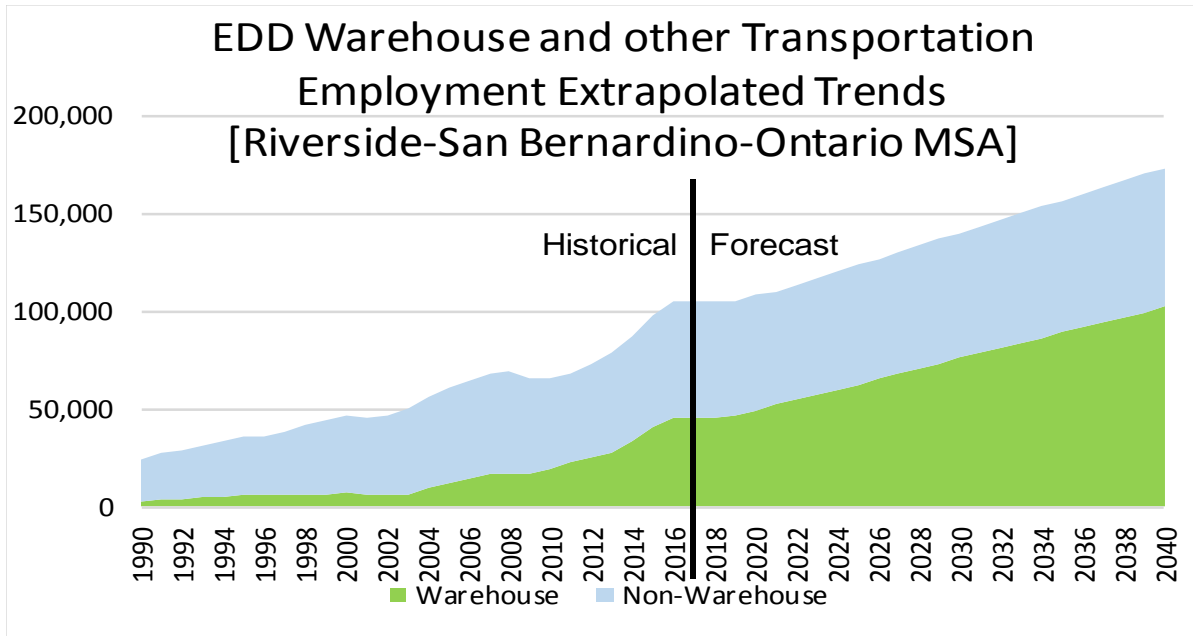


Exhibit 8: The Proportion of Warehousing to Transportation Employment from the Riverside-San Bernardino-Ontario MSA



5. As a reasonableness check, the growth in warehouse jobs and non-warehouse jobs in the Transportation and Warehouse category were compared to historic trends. As can be seen in
6. , the forecasts produced by steps 1 through 4 appear to be reasonable in light of the best available data, and generally reflect a continuation of recent historical trends.

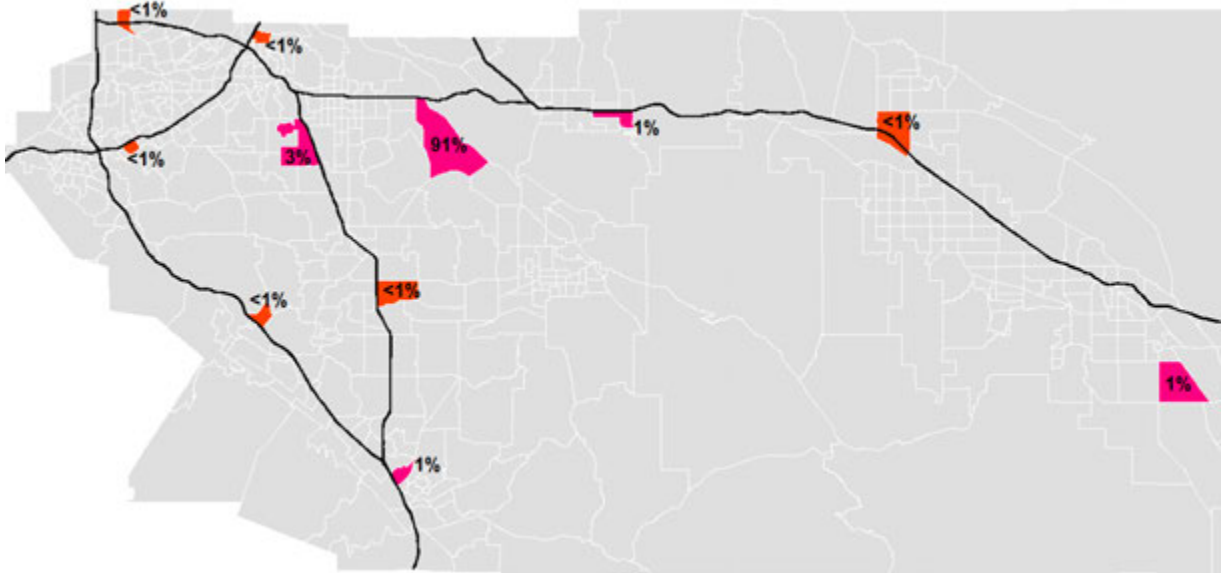
Exhibit 9: Extrapolated EDD to 2040 using the 2003 to 2016 trend for warehousing and other transportation employment



7. Steps 1 through 5 produced a control total for the growth in warehouse jobs in Riverside County, but contain no information about where in the county the jobs would be located. The best available data for the distribution of growth among the traffic analysis zones (TAZs) comes from a study currently underway by SCAG, some products of which are available for modeling purposes⁵. Exhibit 10 shows the TAZs with the highest warehousing growth in the SCAG model SED. The large majority of growth is associated with the World Logistics Center—this TAZ contains 91% of the growth shown for the county at the time the SED was developed. Another 3% of the projected growth is reflected in a TAZ encompassing the western portion of the March Joint Powers Authority (JPA) March Air Force Base Reuse Plan. Three additional TAZ’s each show 1% of the forecast growth in warehousing, while six additional TAZs each show warehousing growth of less than 1%.

The control total from Step 5 was multiplied by the percentage of growth for each TAZ to produce the forecast of the growth in warehouse employment by TAZ.

⁵ The on-going SCAG study also produced some forecasts of warehouse jobs by TAZ, but the SCAG team stated that these were very preliminary and recommended that they not be used for the current nexus study.

Exhibit 10: TAZs with Largest Warehousing/Logistics Growth**4. RESULTS OF NEW MODEL RUNS**

Once the model was prepared as described in the previous sections, new model runs were performed to forecast various traffic performance measures including the volume-to-capacity V/C ratio for each portion of the freeway network in Riverside County. The V/C ratio was computed using the passenger car equivalent (PCE) factors⁶ embedded in the model. The Riverside County Congestion Management Plan (CMP) sets a target LOS of “E” (V/C ratio no greater than 0.99) for freeways, so any segment with a V/C ratio equal to or greater than 1.00 is considered deficient as defined by the CMP.

Exhibit 11 plots the existing freeway V/C ratios geographically. There are three current deficiencies as illustrated: I-15 in the Jurupa Valley, I-215 between downtown Riverside and Moreno Valley, and SR-91 through Corona. It should be noted that in many cases the extents of congestion drivers experience is exacerbated by queuing from downstream segments where deficiencies are observed (i.e. the bottlenecks identified by the model).

Exhibit 12 illustrates the impact of 2040 travel demands on the existing freeway network with no additional capacity improvements. The deficiencies shown in Exhibit 11 worsen and an additional three deficiencies are identified. Both plots only show Western Riverside County because no deficiencies were observed on freeways elsewhere in Riverside.

⁶ PCE factors are used to account for the difference in size, speed, and maneuverability between different classes of vehicles, including the effect of slopes on the operating characteristics of trucks.

Exhibit 11: Existing Freeway Deficiencies in Western Riverside County



Exhibit 12: Future Freeway Deficiencies in Western Riverside County

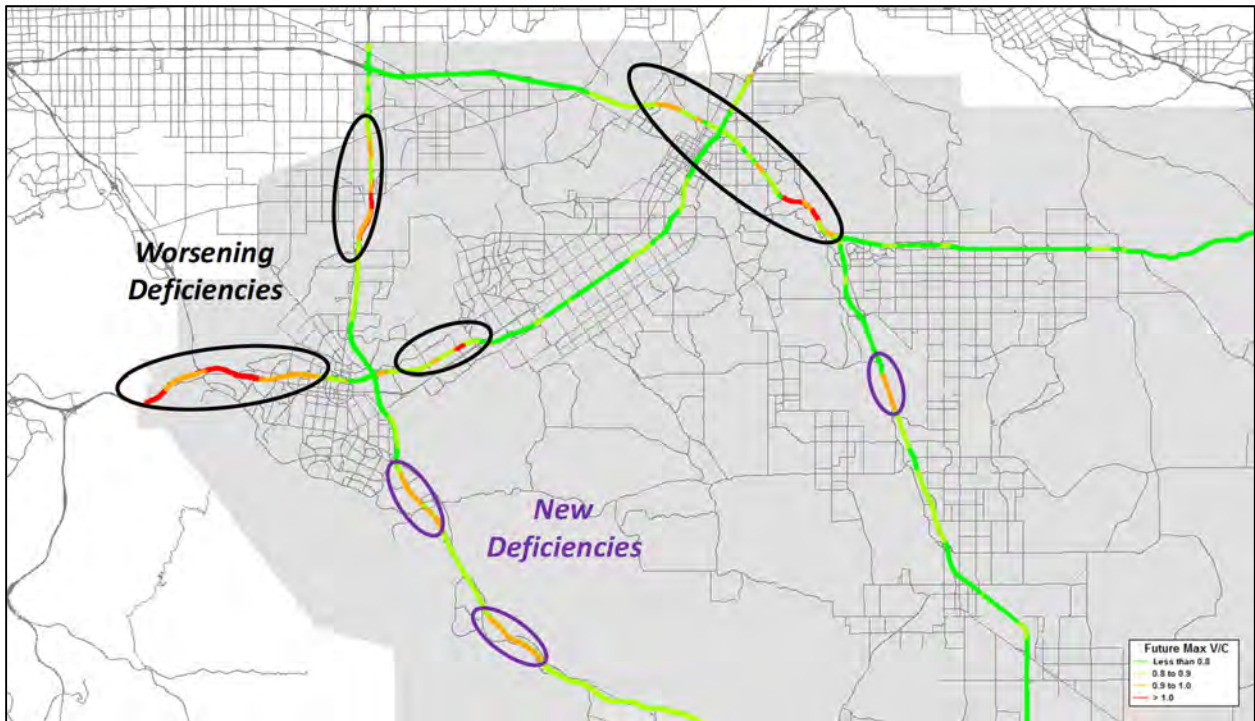
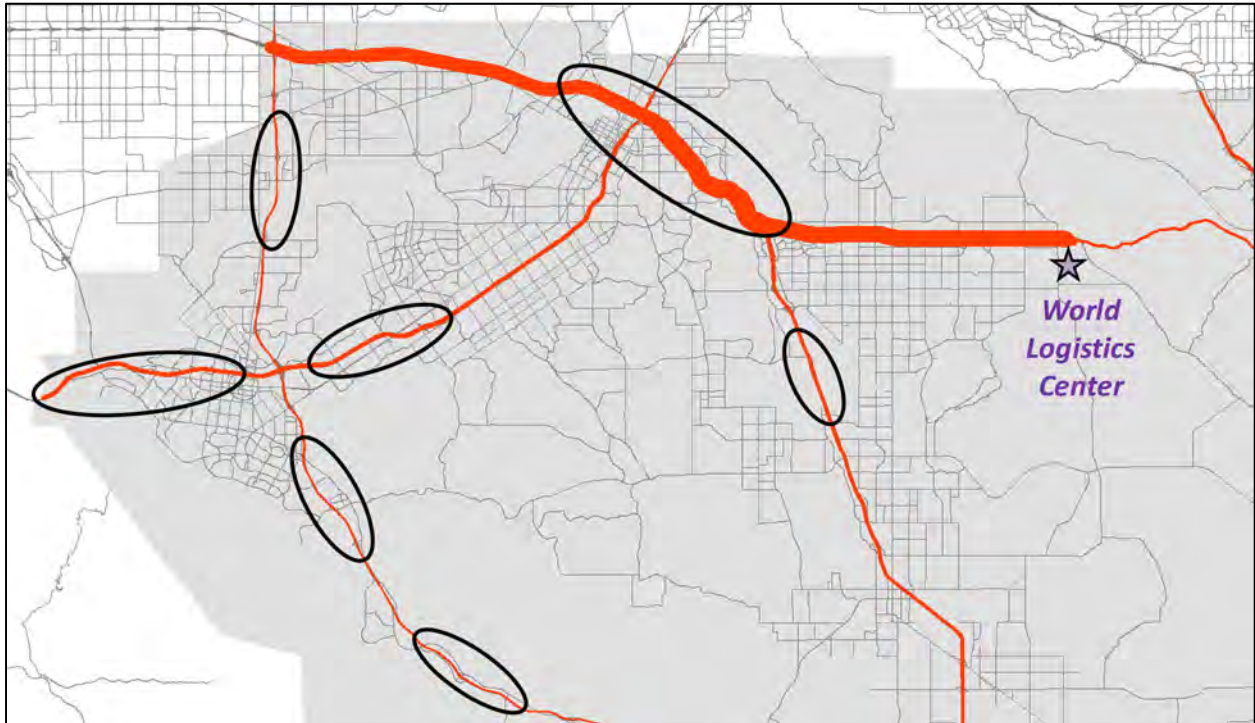


Exhibit 13 shows the relative growth in truck traffic due to new logistics, with the bandwidth being proportional to the increased volume. The largest flows of trucks are forecast to come from truck traffic to and from the proposed World Logistics Center. The largest increases in truck flows would occur on SR-60 and I-215 west of the World Logistics Center. However, truck traffic from new warehouses would contribute to worsening traffic conditions at all of the deficient freeway sections previously identified in Exhibit 11 and Exhibit 12, and as indicated by the black ellipses in Exhibit 13 .

Exhibit 13: New Logistics Trucks on Freeways in Western Riverside County



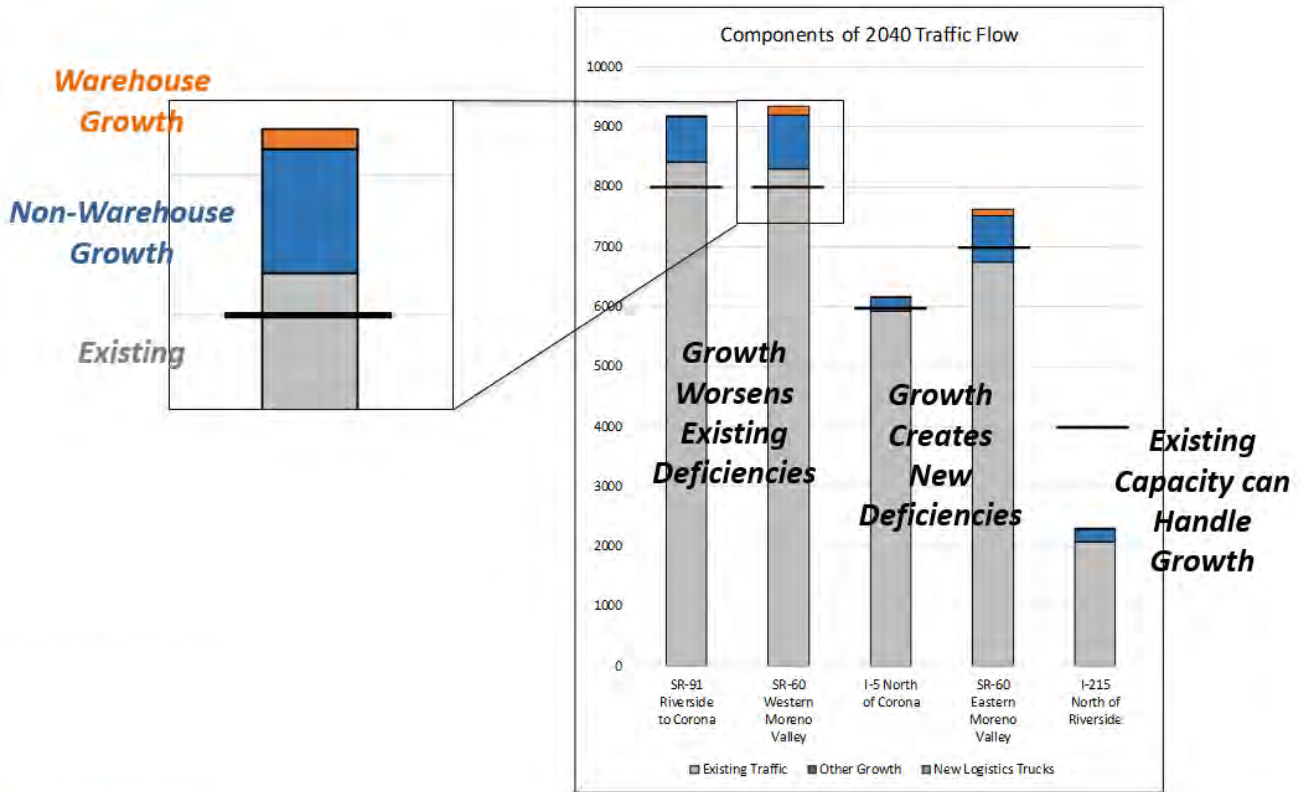
5. NEXT STEPS

Once the existing and future deficiencies were identified and the truck traffic arising from new logistics warehouses was forecast, the next step in the study process will be to determine how much of each future deficiency can be attributed to new truck trips from warehouses. Exhibit 14 shows that there are three possible situations in terms of the determining the relative share of future forecast traffic growth that may be attributable to growth in warehousing in Riverside County:

- Some freeway segments have an existing deficiency that will be worsened with the addition of traffic from new growth. SR-91 between Riverside and Corona and SR-60 in western Moreno Valley appear to fall into this category. In these cases, the percent of the deficiency attributable to new growth is the portion of the excess traffic (excess being the traffic above the capacity of the road) that arises from new growth rather than from existing traffic.
- The second case occurs when the existing traffic volumes are below the capacity of the freeway, but the addition of traffic from new growth creates a deficiency where none previously existed. I-15 north of Corona and SR-60 in eastern Moreno Valley are two examples of this. In such cases 100% of the deficiency can be attributed to new development.
- In the final situation, freeway volumes are below the capacity of the freeway, even when the traffic from new development is added in. In such cases there is no deficiency. No fee can be collected because no improvement is needed to mitigate the impacts of new growth.

It should be noted that in all three examples, the proportion of traffic impacts associated with new warehousing development in Riverside County (illustrated in orange in the exhibit) is relatively small compared to the traffic impacts associated with all other growth (illustrated in blue in the exhibit). As such, the share of the cost of mitigation attributable to growth in warehousing in Riverside County must be commensurate with the relative share of the impact resulting from these uses. Determination of mitigation needs, costs and the relative share attributable to new warehousing in Riverside County will be the subject of the next technical memorandum.

Exhibit 14: Examples of Attribution of 2040 Traffic Flow to Differing Sources



RCTC TRUCK STUDY AND REGIONAL LOGISTICS MITIGATION FEE

Technical Memorandum:
Task 2 – Funding and Cost Analysis

Prepared for :



Prepared by:



In partnership with

FEHR & PEERS

Revised: June 2018

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1. INTRODUCTION

The statutory requirements and legal precedents relating to the imposition of impact fees mandate developing a fully fundable program to ensure that the revenues collected are proportional, adequate and can be spent in a reasonable amount of time to effectively mitigate the resulting impacts. Accomplishing the funding and cost analysis task represents a series of critical steps in the nexus process to identify other available funding sources that will contribute to mitigating the impacts of logistics facilities and other development in the County. This includes quantifying the costs of addressing existing deficiencies in highway infrastructure, the costs to address impacts resulting from other development activities not attributable to the warehousing and logistics sector, and the cost to address the impacts of pass through trips, including goods movement. Additionally, this task will need to establish a program of projects that can be implemented to effectively mitigate the cumulative regional impacts of new logistics related developments and to satisfy requirements for timely revenue expenditure.

The various steps of the nexus development process that contribute to accomplishing this task are summarized as follows. This effort starts by using the traffic data outputs of the prior task to identify capacity deficiencies in the highway network, then determining the proportion of those deficiencies that are attributable to new warehousing and logistics related development. The resultant information can then be cross-referenced with project cost information to determine the overall cost of mitigating freight impacts as the basis for estimating a fee.

2. IDENTIFYING CAPACITY DEFICIENCIES

A primary step in the process of determining the basis for any impact fee program is identifying the extent of the impact that will result from new development activity. For the purposes of this study, the SCAG regional travel demand model was the primary tool used for identifying existing and future capacity deficiencies and determining attribution of deficiencies to new logistics trucking¹. A modified SCAG model was run for existing (2016) and future with no improvement (2040) conditions. Model outputs were processed to identify deficiencies and percent attributable to new logistics trucking, as described in the following sections.

2.1. ADJUSTING THE SCAG MODEL

The SCAG Model's 2016 scenario year network was used for all model runs with the 2016 and 2040 socio-economic data providing the basis for the demand inputs. These model files were from the version of the SCAG model used to develop the 2016 RTP/SCS. In accordance with best industry practice, some adjustments were made to improve the accuracy of the model

¹ The following model analysis was performed by WSP based upon modeling information originally developed by the Southern California Association of Governments (SCAG). SCAG is not responsible for how the model is applied or for any changes to the model scripts, model parameters, or model input data. The resulting modelling data does not necessarily reflect the official views or policies of SCAG. SCAG shall not be held responsible for the modeling results and the content of the documentation.

with respect to freeways in Riverside County. These adjustments are described in an earlier technical memorandum².

2.1.1. Model Validation

Best industry practice requires that a regional model be adjusted and re-validated prior to using it for sub-regional studies:

“Agencies that use MPO models for purposes other than regional planning should ensure that the model provides the appropriate scale and sensitivity for applications at a sub-regional level such as corridor, sub-area, or local planning studies. Below the regional level, model refinements are likely necessary to ensure the model meets the validation targets established in these guidelines and is appropriately sensitive to smaller scale changes associated with sub-regional studies.” From 2010 California Regional Transportation Plan Guidelines, California Transportation Commission.

The previous technical memorandum described a series of diagnostic tests that the study team performed on the SCAG model to test its validity for use in a freeway impact fee nexus study. The tests showed that the model represented truck traffic on Riverside County freeways well. For example, Figure 2-1 compares the percentage of trucks in the traffic on various freeways in the model versus the percentage in the Caltrans performance measurement system (PeMS) data, and Figure 2-2 shows a similar comparison for truck volumes. There is a close correlation between the model and actual values, and no systemic tendency towards over- or under-estimating the truck percentage.

² See the discussion of diagnostic tests of the SCAG model in *Technical Memorandum 1: Existing and Future Conditions*, WSP, July 2017

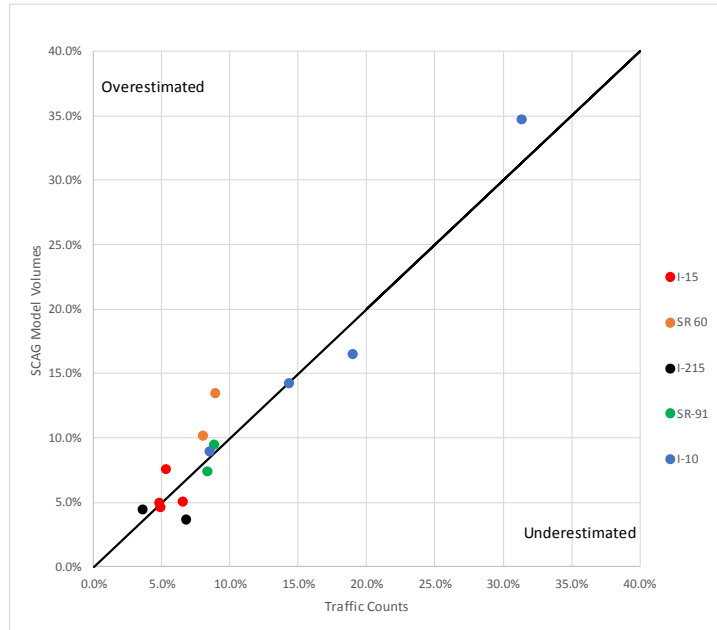


Figure 2-1: Comparison of Modeled to Actual Daily Truck Percentages on Riverside County Freeways

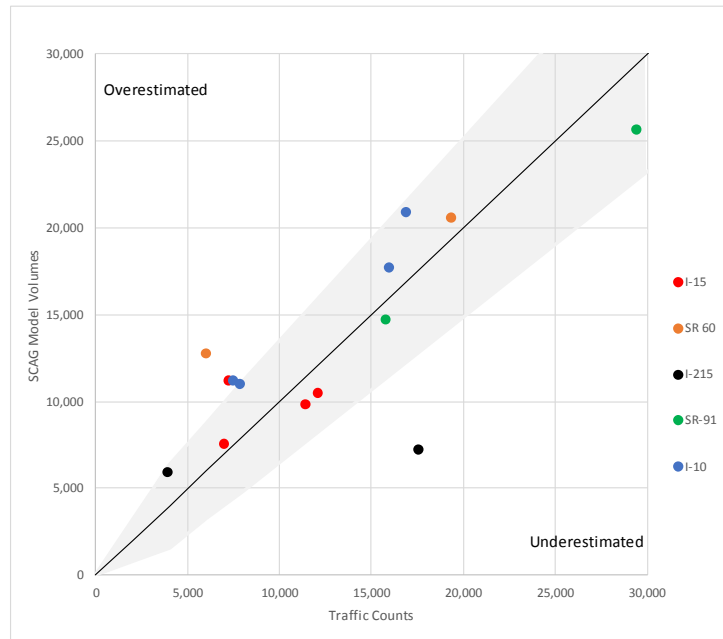


Figure 2-2: Comparison of Modeled to Actual Daily Truck Volumes on Riverside County Freeways

However, the tests also revealed that there was an issue warranting adjustment. Figure 2-3 shows link flows from a SCAG model run for 2016 compared to PeMS data for the same year. This data was evaluated two ways, namely:

- The shaded areas in Figure 2-2 and Figure 2-3 show the allowable deviation based on Caltrans guidelines. The allowable deviation reflects the fact that the actual traffic volumes on roads fluctuate from day to day, so the “normal” traffic volume that a model should replicate is a range rather than a fixed value. A model is considered generally valid if 75% of the points fall within the allowable deviation. In this case 77% of the sites are within the allowable range in the AM peak hour and 86% in the PM peak hour, so the model passes this test of validity.
- The second test was to see whether there was a general tendency for the model to over-estimate or under-estimate freeway volumes on freeways in Riverside County. Figure 2-3 shows that the model failed this test; over-estimating traffic on Riverside County freeways by an average of 26% in the AM peak hour and 20% in the PM peak hour.

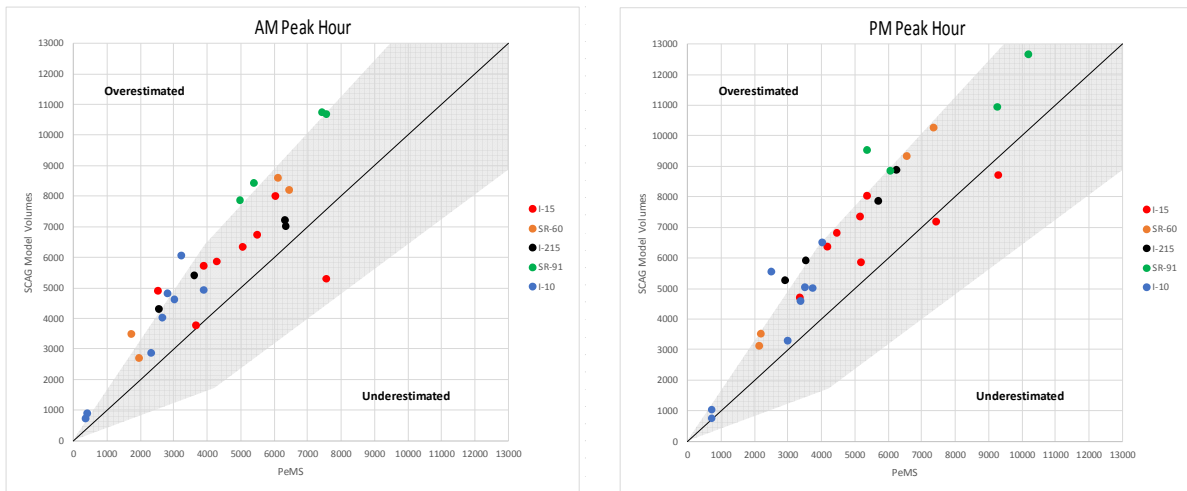


Figure 2-3: AM and PM Peak Hour Comparison of Traffic Counts and SCAG Model Volumes

The model overestimation can be reduced by factoring down model volumes in a post-model adjustment. Only car volumes were factored down, not truck volumes, because truck volumes did not show the same trend (see Figure 2-2).

Figure 2-4 shows the results after applying factors of 0.74 and 0.80 in the AM peak hour and PM peak hour, respectively. After adjustments, the R-squared³ value increased from 0.11 to 0.79 in the AM peak hour and from 0.51 to 0.84 in the PM peak hour.

3 R-squared is a measure of how well the forecast accounts for variations in the traffic counts. R-squared values can range from 0.00, indicating no relationship between the model values and the counts, to 1.00, indicating that the model accounts for all variation in the count data set.

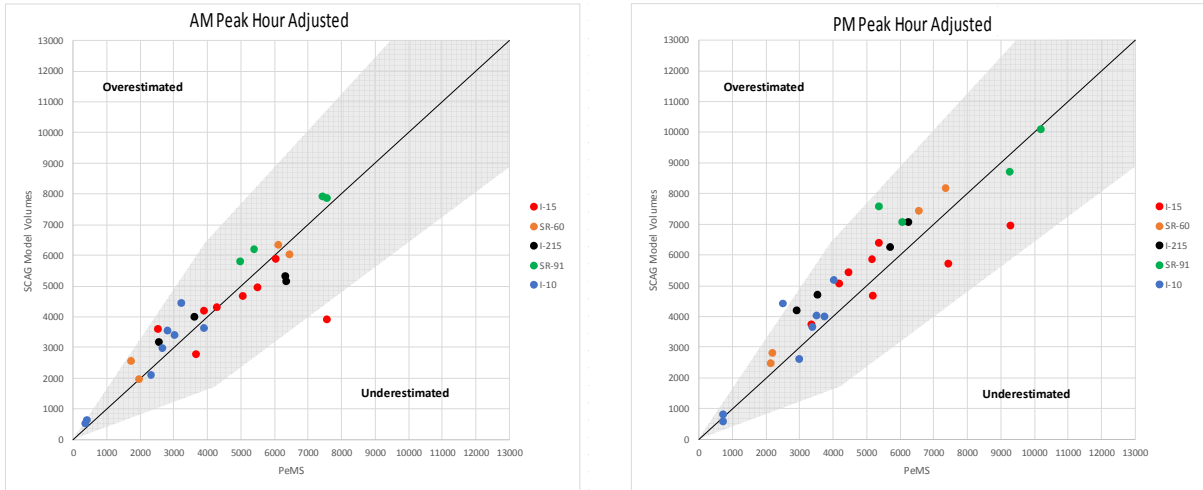


Figure 2-4: AM and PM Peak Hour Comparison of Traffic Counts and SCAG Model Adjusted Volumes

2.1.2. Forecasting the Growth in Logistics Employment in Riverside County

The steps used to forecast for the growth in logistics in Riverside County are outline in Figure 2-5 below.

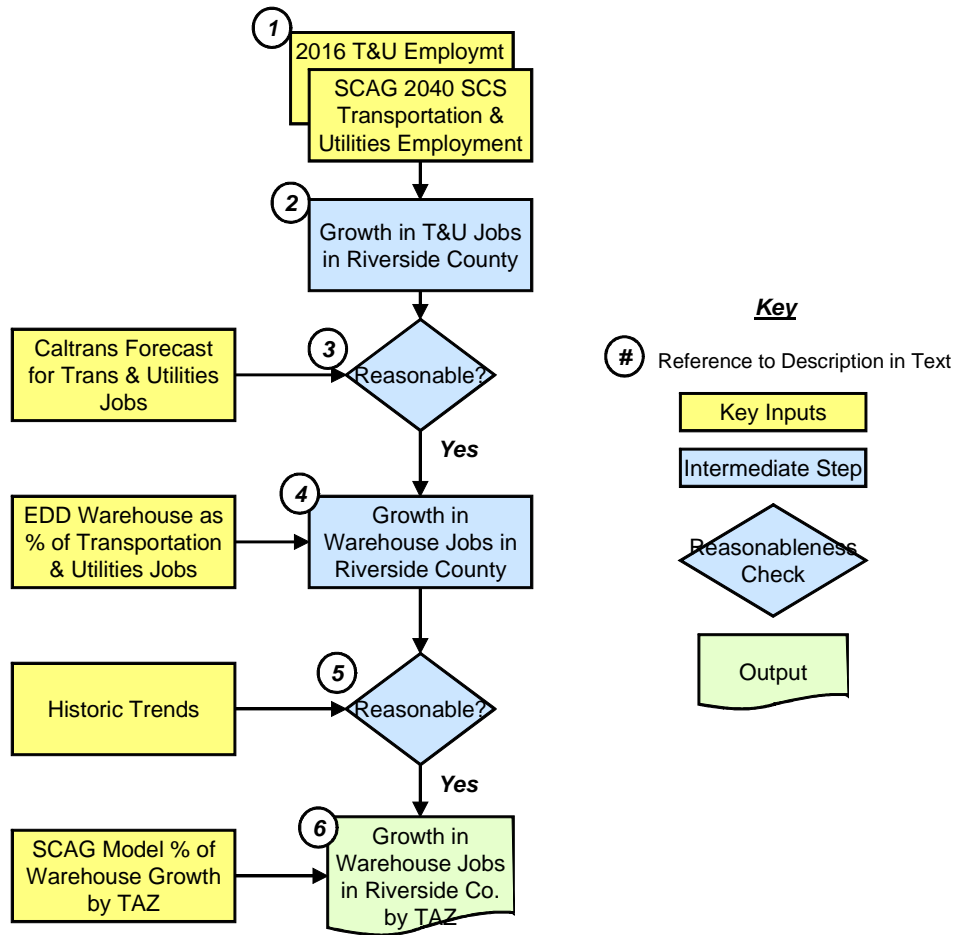


Figure 2-5: Steps Used to Forecast Logistics Growth

The steps in the process were:

- 1) The starting point for forecasting logistics growth in Riverside County was the adopted SCAG 2016 RTP/SCS. The SCS socio-economic data (SED) included several employment categories, of which the most relevant for this study is Transportation and Warehousing (corresponding to NAICS code 48-49). Warehousing employment (NAICS subcategory code 493) is included within this category, along with other types of employment such as air and rail transportation, trucking, transit, pipeline, and postal service. The SCS data was obtained from SCAG in the form of SED inputs for the latest SCAG model (v6.3).

- 2) The growth in jobs in the Transportation and Warehousing category was derived as the difference in the employment figures for 2016 and 2040.
- 3) Caltrans' Transportation Economics Branch provides annual county-level projections of employment by 2-digit NAICS industry categories out to 2050⁴. Their forecast is shown in Figure 2-6. This was compared to the forecast from the adopted SCS as a reasonableness check. As can be seen in Figure 2-7, the two forecasts are reasonably consistent. The SCS forecast is a little lower than the Caltrans' forecast, representing a more conservative forecast as the basis a fee program⁵.
- 4) Next, the growth in employment in the warehouse sub-category needed to be separated out from the growth of the broader Transportation and Warehousing category. The best data available for doing this comes from the California Employment Development Department (EDD). EDD collects data on employment by detailed NAICS industries, but only at the Metropolitan Statistical Area (MSA) geography. Moreover, EDD does not include long-term forecasts. Therefore, the EDD historical data for the Riverside-San Bernardino-Ontario MSA had to be extrapolated into the future.

First, the proportion of Transportation and Warehouse employment that is in the warehousing sub-category was computed (see Figure 2-8) to observe the historical trend. As seen in Figure 2-8, 2003 marks an inflection point where the rate of growth in warehousing increases relative to the growth of transportation/warehousing employment overall. Therefore, the post-2003 trend was used to extrapolate from 2016 to 2040 for both for the warehousing sub-category and the rest of Transportation sub-categories.

- 5) As a reasonableness check, the growth in warehouse jobs and non-warehouse jobs in the Transportation and Warehouse category were compared to historic trends. As can be seen in Figure 2-9, the forecasts produced by steps 1 through 4 appear to be reasonable considering the best available data.
- 6) Steps 1 through 5 produced a control total for the growth in warehouse jobs in Riverside County, but contain no information about where in the county the jobs would be located. Locational data is needed so that the growth will be properly represented in the forecast in terms of where they will affect the freeway system.

The best available data for the distribution of growth among the traffic analysis zones (TAZs) comes from a study currently underway by SCAG, some products of which are available for modeling purposes⁶. Figure 2-10 shows the TAZs with the highest warehousing growth in the SCAG model SED. The large majority of growth is associated

⁴ http://www.dot.ca.gov/hq/tpp/offices/eab/socio_economic.html

⁵ Impact fee programs must demonstrate a rational nexus and rough proportionality between the nature of the development that would be subject to the fee, the magnitude of the impact being created, and the cost to mitigate the specific impact. For fee studies, it is important not to *over-estimate* impacts or the required mitigation, which can be different from other types of traffic impact studies done pursuant to CEQA, where it is typically more important not to *under-estimate* impacts.

⁶ The on-going SCAG study also produced some forecasts of warehouse jobs by TAZ, but the SCAG team stated that these were very preliminary and recommended that they not be used for the current nexus study.

with the World Logistics Center—this TAZ contains 91% of the growth for the county. After the five TAZ with the largest growth, there are six TAZs each with less than 1% of the warehousing employment in the county.

The control total from Step 5 was multiplied by the percentage of growth for each TAZ to produce the forecast of the growth in warehouse employment by TAZ.

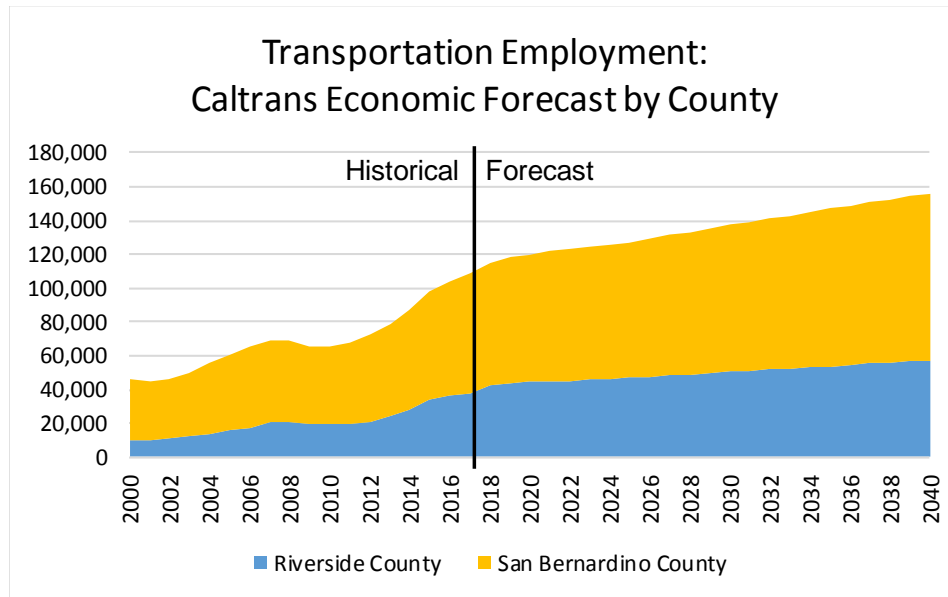


Figure 2-6: Caltrans Economic Forecast for Riverside and San Bernardino Counties

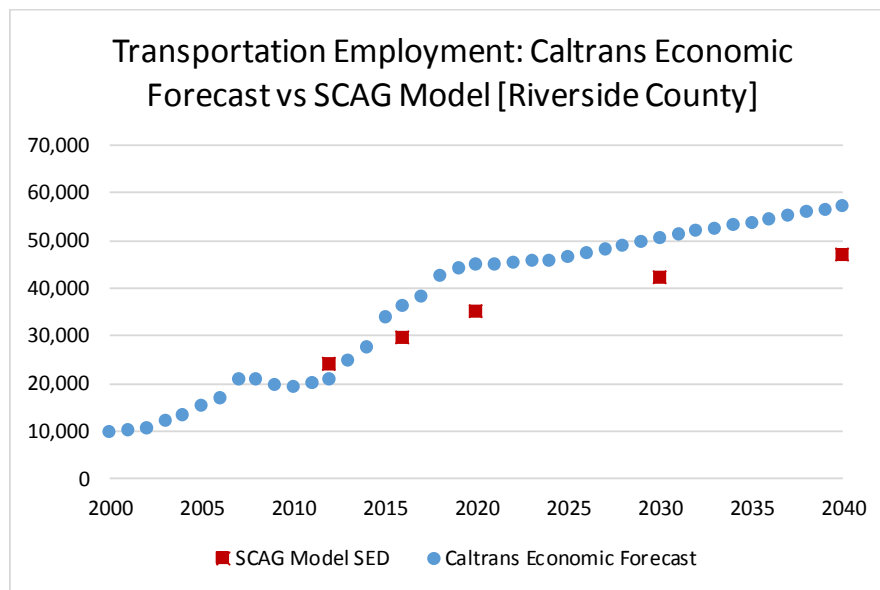


Figure 2-7: Caltrans Economic Forecast Transportation Employment Compared to the SCAG model's Transportation Employment Data for Riverside

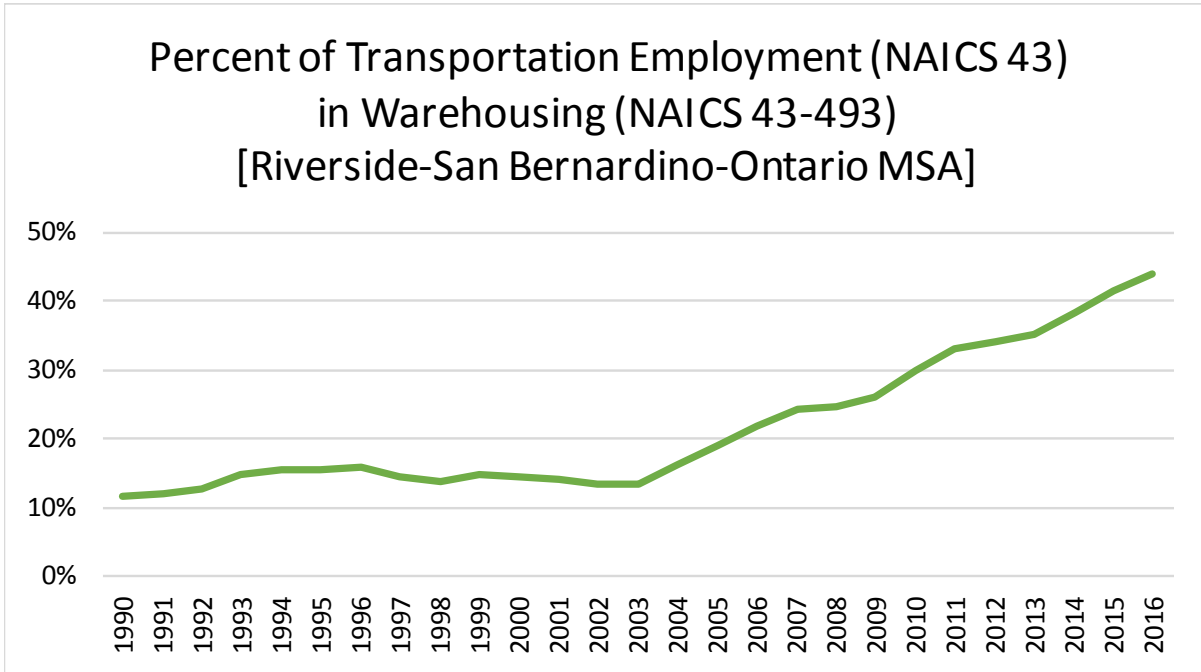


Figure 2-8: The Proportion of Warehousing to Transportation Employment from the Riverside-San Bernardino-Ontario MSA

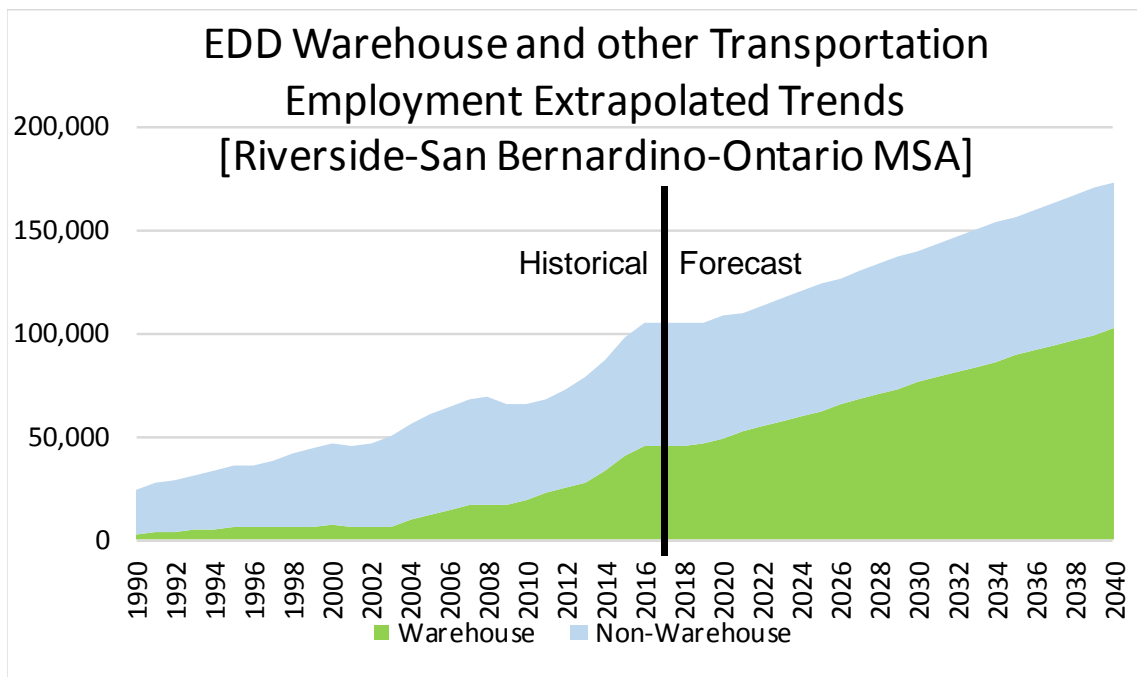


Figure 2-9: Extrapolated EDD to 2040 Using the 2003 to 2016 Trend for Warehousing and Other Transportation Employment

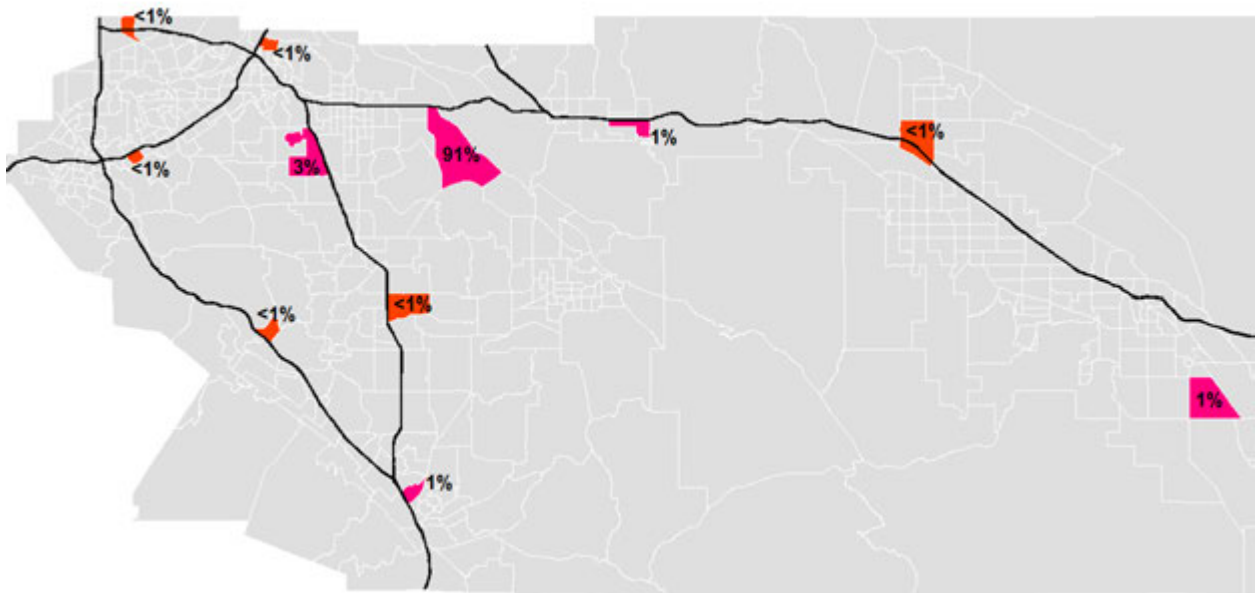


Figure 2-10: TAZs with Largest Warehousing/Logistics Growth in Riverside County

2.1.3. Model Post Processing

The model data was post-processed to calculate peak hour volume-to-capacity (V/C) ratios and identify deficiencies. Link data was processed for all freeway links in Riverside County. The SCAG model generates link flows for the AM peak (3-hour) and PM (4-hour) peak periods. Peak period flows for non-trucks were converted to hourly flows using conversion factors of 0.35 and 0.28 for AM and PM peak hours, respectively. These factors were taken from *San Bernardino County CMP Appendix H - Post Processed Traffic Volume Guidelines* and are widely used in model applications in Riverside and San Bernardino Counties. Trucks were assumed to have a flat demand for each hour within a peak period (i.e. factors of 0.33 and 0.25 for AM and PM). Then, the validation factors discussed in Section 2.1 (0.74 and 0.80 in the AM and PM peak hours, respectively) were applied to non-truck flows.

2.2. IDENTIFYING DEFICIENCIES

The V/C ratio was computed for each link in the AM and PM peak hours using the capacities and passenger car equivalent (PCE) factors⁷ embedded in the SCAG model which account for grade. Per the RCTC Congestion Management Program, the adopted minimum Level of Service (LOS) threshold for freeways in Riverside County is LOS “E” meaning that facilities with a V/C ratio of 1.0 or higher are considered deficient.

Figure 2-11 and Figure 2-13 show the existing V/C ratios for the AM peak hour and PM peak hour, respectively. There are three current deficiencies identified in Riverside County: SR-91 in Corona during the both the AM and PM peak hours, I-15 in the Jurupa Valley during the PM peak hour, and I-215 between Riverside and Moreno Valley during the PM peak hour. These congested sections may result in queuing in upstream sections whose V/C ratios would not in themselves be problematic, so drivers may perceive the problem sections to be longer than shown.

Figure 2-12 and Figure 2-14 shows 2040 traffic demand assigned to the existing network⁸ with no capacity improvements for the AM and PM peak hours, respectively. The existing deficiencies would worsen and two additional deficiencies in the AM peak hour and five additional deficiencies in the PM peak hour would be created.

⁷ PCE factors are used to account for the difference in size, speed, and maneuverability between different classes of vehicles, including the effect of slopes on the operating characteristics of trucks.

⁸ The SCAG existing model network represents the current state of the transportation system in 2016 and does not reflect those projects completed since 2016. In Riverside County, the SR-91 Express Lanes Extension project that included various freeway improvements along SR-91 from the Orange County line to I-15 was completed after 2016. Projects completed after 2016 (as well as projects currently under construction) get reconciled during subsequent study steps, as described in Chapter 4 of this technical memorandum.

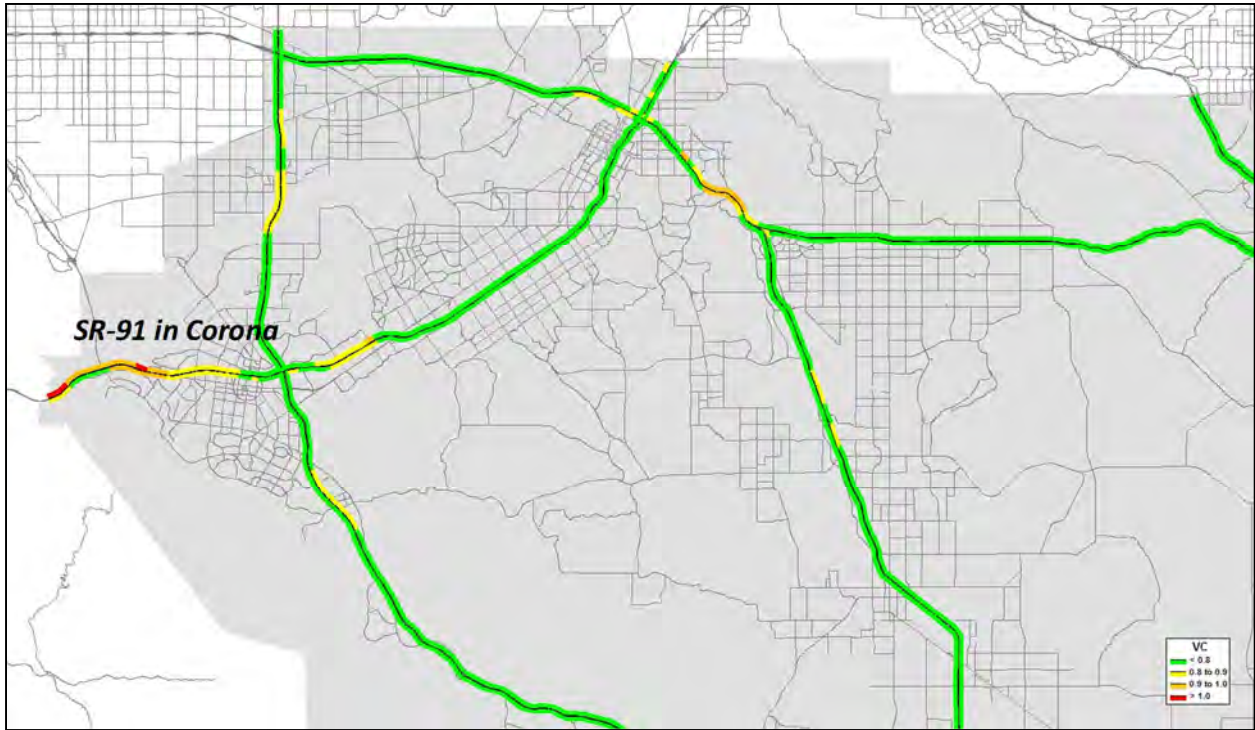


Figure 2-11: Existing Deficiencies in Riverside County during the AM Peak Hour

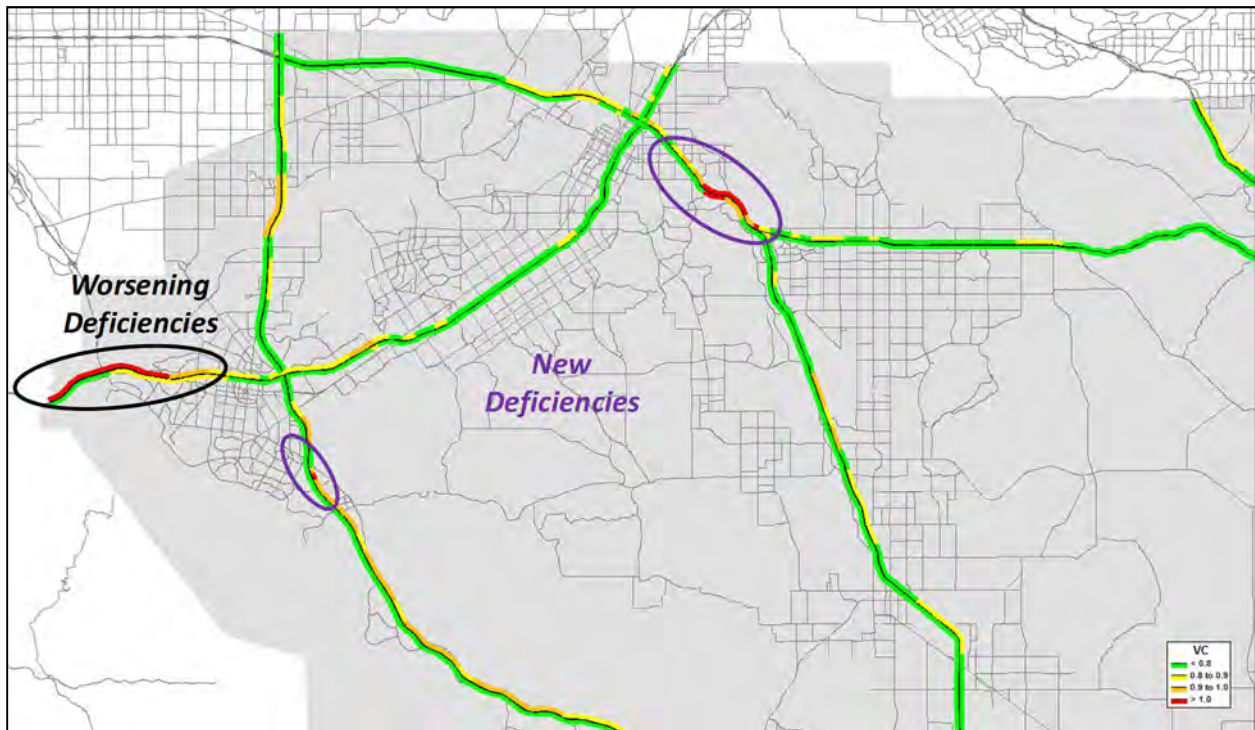


Figure 2-12: Future Deficiencies in Riverside County during the AM Peak Hour

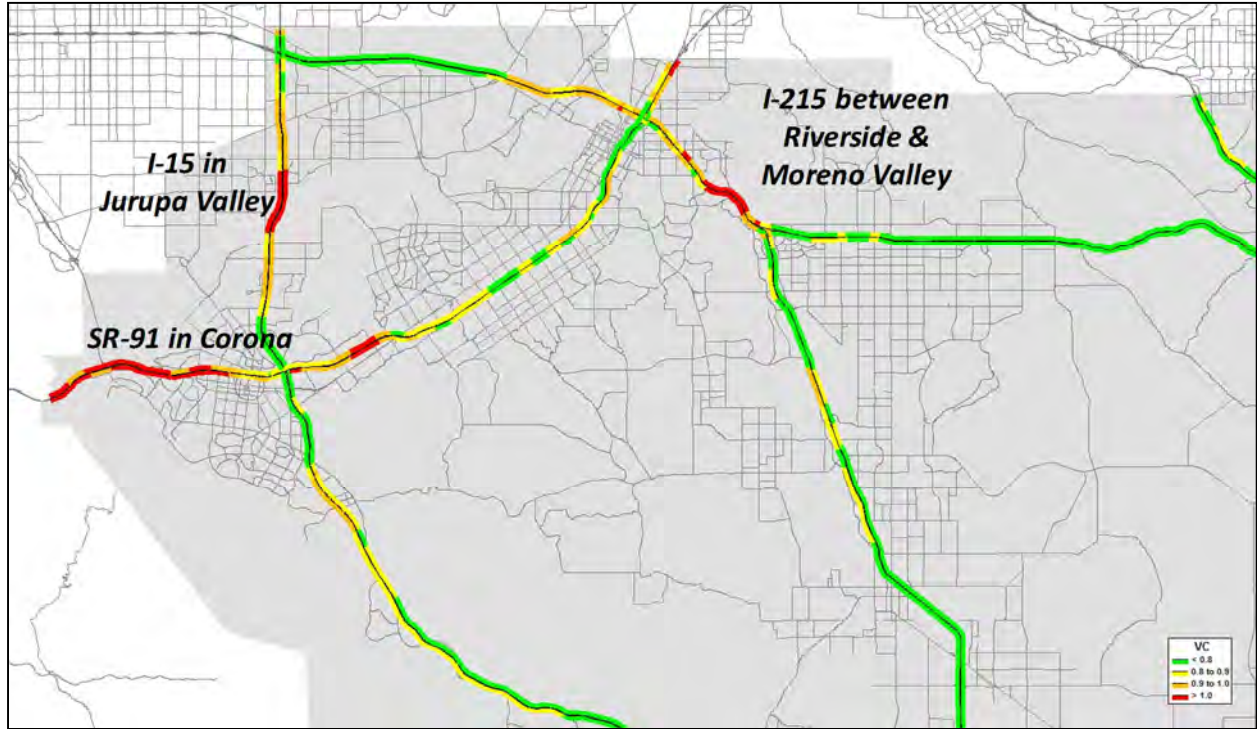


Figure 2-13: Existing Deficiencies in Riverside County during the PM Peak Hour

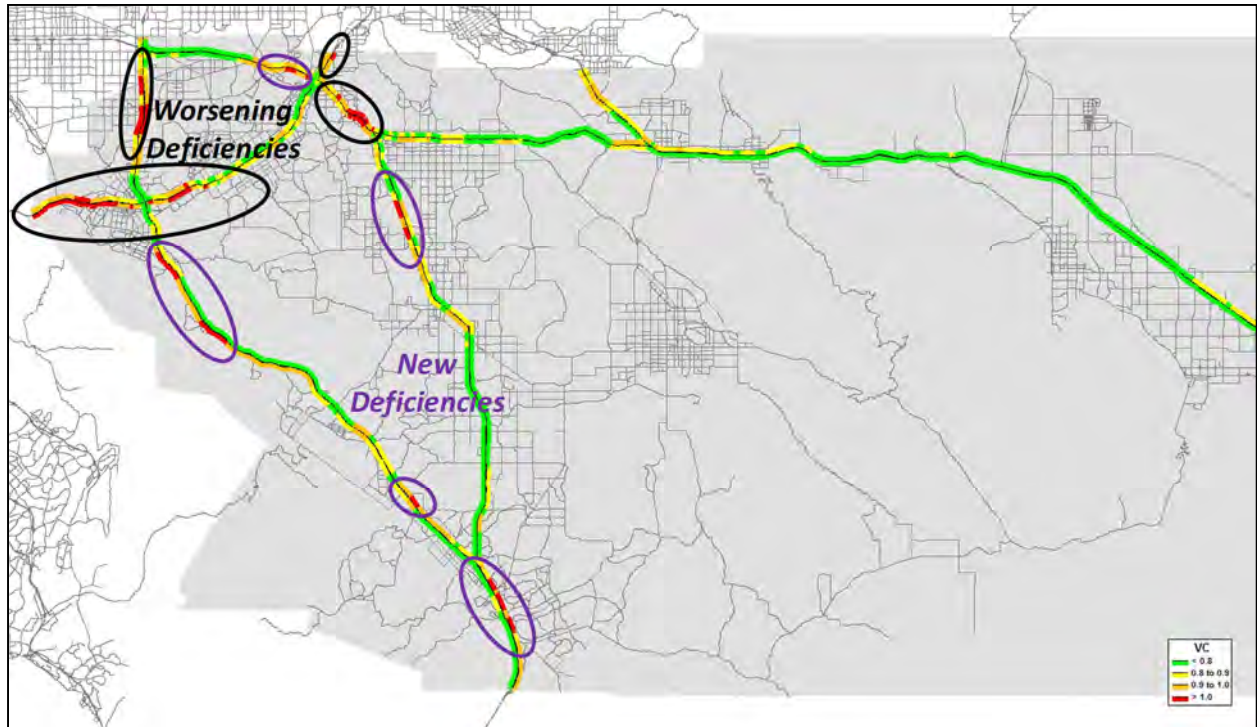


Figure 2-14: Future Deficiencies in Riverside County during the PM Peak Hour

3. ATTRIBUTING CAPACITY DEFICIENCIES TO NEW LOGISTICS DEVELOPMENT

3.1. PERCENT ATTRIBUTABLE TO FUTURE DEVELOPMENT

The Mitigation Fee Act limits impact fees to new development's "fair share" of the cost of needed improvements. For that reason, once the existing and future freeway deficiencies were identified, the next step was to determine how much of each future deficiency can be attributed to traffic from future development. There are three possible situations for each freeway link:

- Freeway volumes are below the capacity of the freeway, even when the traffic from new development is added in. In such cases there is no deficiency. No fee can be collected because no improvement is needed.
- Existing traffic volumes are below the capacity of the freeway, but the addition of traffic from new growth creates a deficiency where none previously existed. In such cases 100% of the deficiency can be attributed to new development.
- There is an existing deficiency that will worsen with the addition of traffic from new growth. In these cases, the percent of the deficiency attributable to new growth is the portion of the excess traffic (excess being the traffic above the capacity of the road) that arises from new growth rather than from existing traffic.

3.2. PERCENT ATTRIBUTABLE TO NEW LOGISTICS DEVELOPMENT

3.2.1. Tracking new logistics truck traffic in the SCAG model

In order to compute the percent of each deficiency that is attributable to new logistics development, it was necessary to keep track of trips generated by new logistics uses during the model assignment. The socio-economic data (SED) input files were modified in such a way that only growth in warehousing employment were allocated to traffic analysis zones (TAZ), so all trips to or from these TAZ can be attributed to only new logistics activity. A select-zone query was generated during the assignment step so the new logistics trips were recorded for each link in the model. The SCAG model classifies vehicles by class including trucks, so trucks in the select-zone query represent all the truck traffic attributable to new logistics development.

Figure 3-1 shows the truck traffic due to new logistics, with bandwidth proportional to traffic flow. The largest flows are forecast to come from the proposed World Logistics Center, with the location of the World Logistics Center highlighted for easy reference. The largest increases in truck flows would occur on SR-60 and I-215 west of the World Logistics Center.

3.2.2. Percent Attributable to New Logistics Development

First, for each link, the growth in traffic volumes (measured as passenger car equivalents or PCE) from 2016 to 2040 was calculated. Then new logistics truck traffic was taken as a percent of that overall growth. This percent of growth attributable to new logistics trucks was

multiplied by the percent of deficiencies attributable to growth to find the percent of each deficiency specifically attributable to new logistics truck traffic. All these steps were done for both AM and PM peak hour traffic, then the peak hour with the higher percent attributable was selected to represent the link.

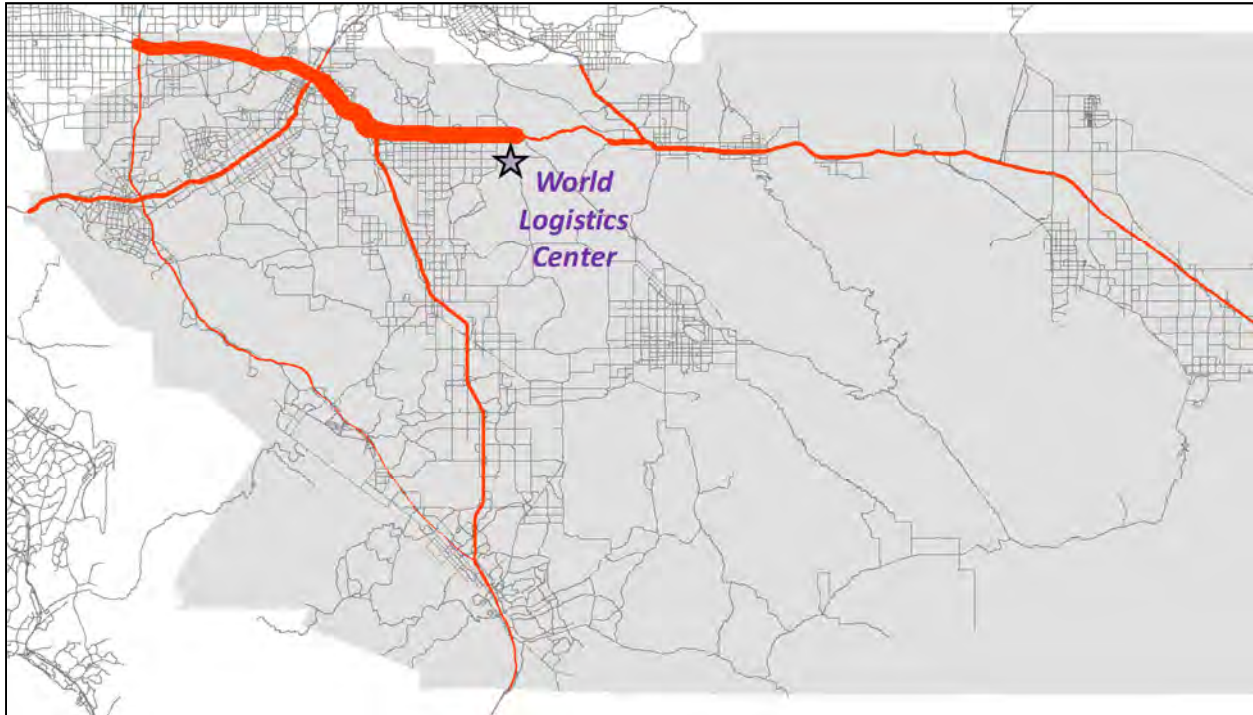


Figure 3-1: New Logistics Trucks in western Riverside County

3.3. IDENTIFYING PROJECTS

Links with new or increased deficiencies in either peak hour relative to existing conditions were identified as potential locations for improvement projects. Continuous sequences of model links were grouped into locations represented by a critical link for determining percent attributable to new logistics.

Table 3-1 shows the critical V/C ratios, deficiencies, and percent attributable for each project location. Figure 3-2 visually represents the components of traffic (existing, non-logistics growth, and logistics growth) relative to the capacity for each project location. For example, existing demand is less than capacity at project 4, so there is no existing deficiency. Therefore, the deficiency that is expected to appear by 2040 is entirely attributable to new development. At project 5, the existing demand exceeds capacity, and growth increases the deficiency. Figure 3-3 shows the project locations on a map.

Table 3-1: Deficient Segment Locations and Percent Attributable

Project ID	Route Name	Dir	Critical Segment		2016 GP Lanes on Critical Segment	Critical V/C ratio				Percent Deficiency Attributable to New Development		New Logistics Trucks as Percent of 2016 to 2040 Growth		Percent Deficiency Attributable to New Logistics Trucks by Peak Hour		Percent Deficiency Attributable to New Logistics Trucks
						2016 AM V/C	2016 PM V/C	2040 AM V/C	2040 PM V/C	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
			Start	End		(A)	(B)	(C) = 100%, for (A) < 1.0 and (B) > 1.0 (C) = [(B)-(A)]/[(B)-1], for (A) > 1.0	(D)	(E) = (C) * (D)	(F) = Max (E)					
1	I-15	NB	SR-79 S	Rancho California Rd	4	0.35	0.66	0.52	1.01	No Deficiency	100%	1.2%	0.7%	No Deficiency	0.7%	0.7%
			Rancho California Rd	Winchester Rd	4	0.45	0.74	0.60	1.01	No Deficiency	100%	1.4%	0.7%	No Deficiency	0.7%	0.7%
2	I-15	NB	Winchester Rd	Lane Add south of I-15/I-215 Split	4	0.46	0.79	0.58	1.02	No Deficiency	100%	2.3%	0.9%	No Deficiency	0.9%	0.9%
3	I-15	NB	Clinton Keith Rd	Baxter Rd	3	0.52	0.80	0.65	1.03	No Deficiency	100%	1.1%	0.3%	No Deficiency	0.3%	0.3%
4	I-15	NB	El Cerrito Rd	Ontario Ave	3	0.86	0.90	1.03	0.88	100%	No Deficiency	1.1%	100.0%	1.1%	No Deficiency	1.1%
5	I-15	NB	Norco Dr/6th Street	Limonite Ave	3	0.82	1.10	0.87	1.14	No Deficiency	29%	4.1%	2.5%	No Deficiency	0.7%	0.7%
6	I-15	SB	Cantu Galeano Ranch Rd	Limonite Ave	3	0.77	0.96	0.77	1.02	No Deficiency	100%	100.0%	4.3%	No Deficiency	4.3%	4.3%
			Limonite Ave	Norco Dr/6th Street	3	0.87	1.01	0.90	1.04	No Deficiency	88%	4.7%	5.9%	No Deficiency	5.2%	5.2%
7	I-15	SB	El Cerrito Rd	Dos Lagos Dr	3	0.65	0.92	0.61	1.03	No Deficiency	100%	100.0%	2.2%	No Deficiency	2.2%	2.2%
8	I-15	SB	Temescal Canyon Rd	Indian Truck Trail	3	0.61	0.83	0.56	1.01	No Deficiency	100%	100.0%	1.4%	No Deficiency	1.4%	1.4%
9	SR-60	EB	Rubidoux Blvd	Market St	3	0.84	0.95	0.81	1.03	No Deficiency	100%	100.0%	30.9%	No Deficiency	30.9%	30.9%
			Market St	Main St	3	0.87	1.00	0.82	1.06	No Deficiency	100%	100.0%	39.0%	No Deficiency	39.0%	39.0%
10	I-215	NB	Box Springs Rd	Central Ave	4	0.94	1.08	1.09	1.07	100%	0%	14.3%	100.0%	14.3%	0.0%	14.3%
			Watkins Dr	Martin Luther King Jr	4	0.94	1.05	1.12	1.16	100%	66%	24.8%	57.9%	24.8%	38.4%	38.4%
10c	I-215	NB	University Ave Off-Ramp	Upstream of Univ Ave On-ramp	3	0.90	1.04	0.98	1.04	No Deficiency	13%	26.9%	100.0%	No Deficiency	13.3%	13.3%
11	I-215	NB	Center St Off-Ramp	Riverside County Line/Iowa Ave	3	0.79	1.00	0.79	1.03	No Deficiency	97%	91.5%	12.2%	No Deficiency	11.8%	11.8%
12	I-215	SB	Martin Luther King Jr	Sycamore Canyon Rd	4	0.96	1.13	1.07	1.25	100%	50%	57.1%	55.2%	57.1%	27.7%	57.1%
13	I-215	SB	Van Buren Blvd	Harley Knox Blvd	3	0.67	0.95	0.64	1.06	No Deficiency	100%	100.0%	4.4%	No Deficiency	4.4%	4.4%
14	SR-91	NB	Riverside County Line	Green River Rd Off-Ramp	5	0.89	1.18	0.76	1.23	No Deficiency	23%	100.0%	6.1%	No Deficiency	1.4%	1.4%
			Green River Rd Off-Ramp	SR-71	5	0.79	1.01	0.72	1.02	No Deficiency	69%	100.0%	14.1%	No Deficiency	9.8%	9.8%
			SR-71	Serfas Club Dr Off-Ramp	4	0.92	1.17	0.85	1.27	No Deficiency	36%	100.0%	4.1%	No Deficiency	1.5%	1.5%
15	SR-91	NB	Serfas Club Dr Off-Ramp	Grand Blvd Off-Ramp	4	0.85	1.00	0.80	1.03	No Deficiency	100%	100.0%	8.9%	No Deficiency	8.9%	8.9%
16	SR-91	NB	On-Ramp from SB I-15	On-Ramp from NB I-15	3	0.81	1.03	0.76	1.07	No Deficiency	55%	100.0%	13.6%	No Deficiency	7.5%	7.5%
17	SR-91	NB	McKinley St Off-Ramp	Pierce St	3	0.81	0.98	0.76	1.02	No Deficiency	100%	100.0%	10.1%	No Deficiency	10.1%	10.1%
18	SR-91	NB	Magnolia Ave	La Sierra Ave	3	0.76	0.93	0.69	1.00	No Deficiency	100%	100.0%	8.3%	No Deficiency	8.3%	8.3%
19	SR-91	SB	Serfas Club Dr Off-Ramp	Lane Add at SR-71	4	0.97	1.08	1.05	1.01	100%	0%	2.8%	100.0%	2.8%	0.0%	2.8%
			Lane Add at SR-71	Riverside County Line	5	0.92	1.00	1.02	0.91	100%	No Deficiency	1.8%	100.0%	1.8%	No Deficiency	1.8%

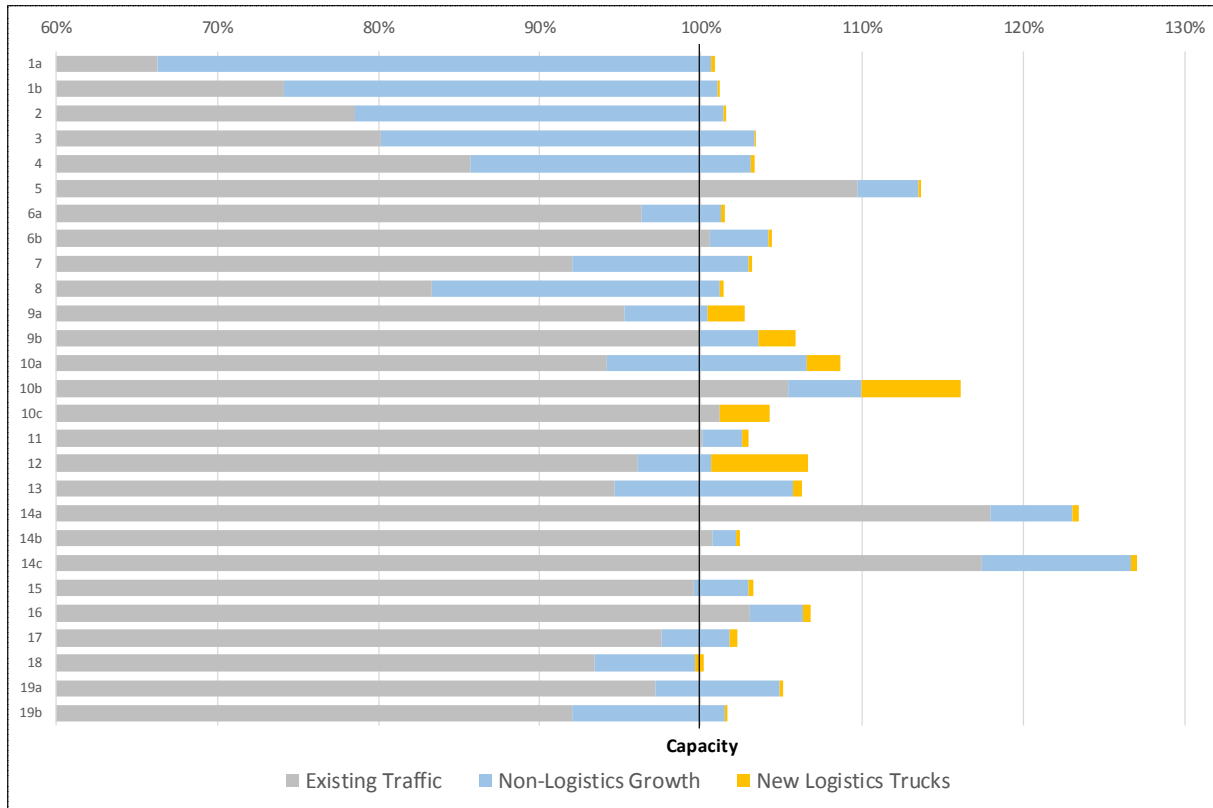


Figure 3-2: Components of 2040 Traffic Demand as a Percentage of Capacity

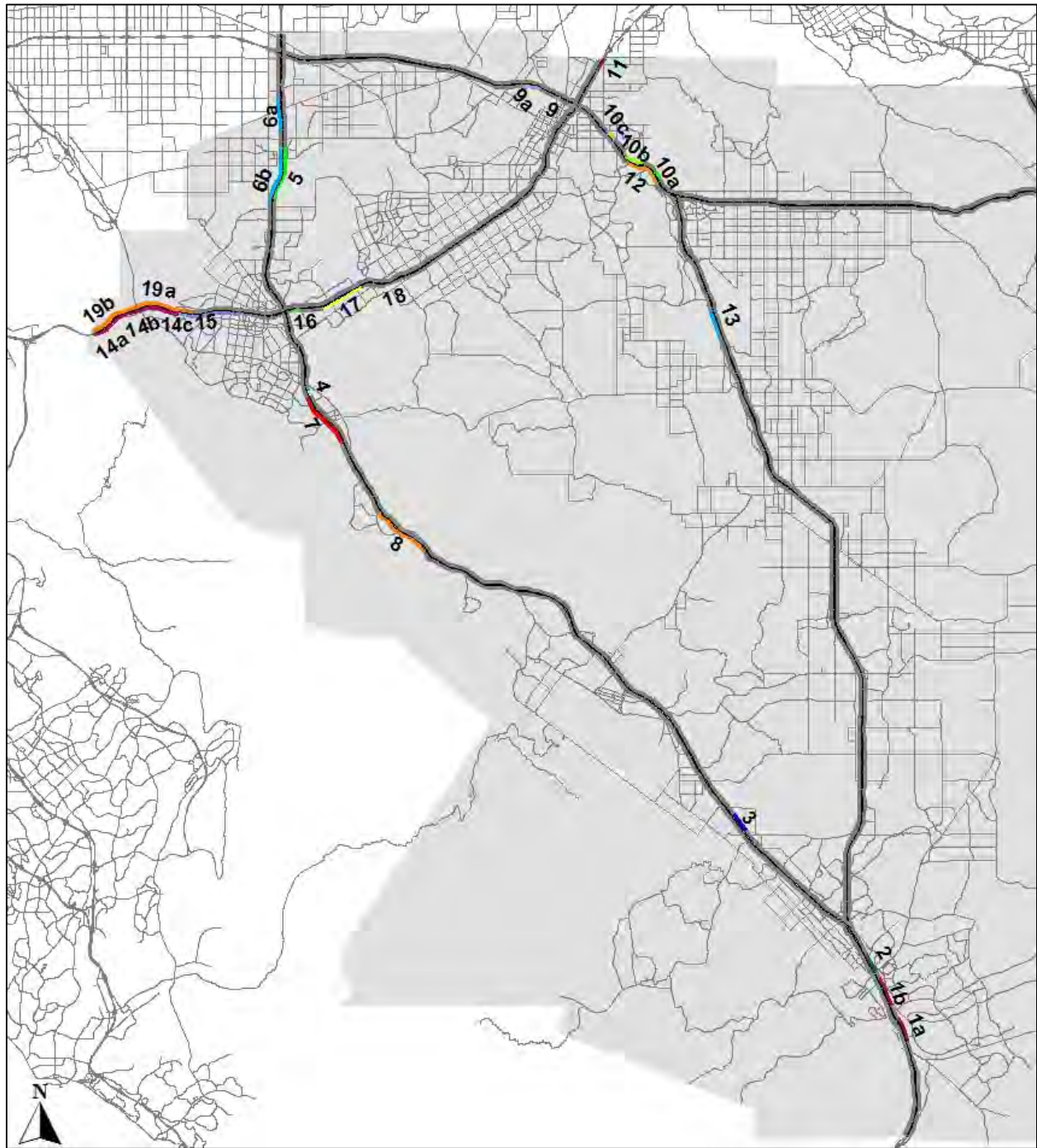


Figure 3-3: Deficient Segment Location Map

4. ESTIMATING FREEWAY PROJECT COSTS

4.1. ASSESSING PROJECT LIMITS

Section 2 of this memorandum described how future capacity deficiencies on the freeway network in Riverside County were identified. The findings of this effort were summarized as a list of directional freeway segments where the future demand exceeded capacity and resulted in a bottleneck in the system. Limiting capacity expansion to the specific identified segment would be expected mitigate the bottleneck in that segment, however it is likely that the bottleneck would be moved to the next adjacent segment without alleviating the capacity deficiency. Therefore, the list of deficient segments was reviewed in relation to the traffic data and the physical characteristics of the existing freeway facility to determine the extent of the improvement projects that would be necessary (i.e. to define the practical limits and logical termini for the associated improvement project) to address the actual operational problem, not just the specific upstream bottleneck location.

At each freeway segment identified as having a capacity deficiency, the traffic data was reviewed to determine the location (typically an off-ramp) where the demand along the corridor was reduced enough to no longer exceed the capacity of the freeway mainline. Other considerations were physical characteristics of the freeway that might also contribute to capacity reduction, such as uphill grades where truck lanes would benefit the operation of the freeway, and system interchanges where demand changed substantially and there were opportunities for lane drops at freeway-to-freeway connectors. The practical limits of each of the 19 projects required to mitigate the deficient segments are listed in Table 4-1.

Table 4-1: Practical Limits of Capacity Deficient Segment Improvement Projects

ID	Route Name	Dir	Beginning	End
1	I-15	NB	SR-79 S	Rancho California Rd
			Rancho California Rd	Winchester Rd
Winchester Rd			Lane Add south of I-15/I-215 Split	
Clinton Keith Rd			Baxter Rd	
El Cerrito Rd			Ontario Ave	
2		SB	Norco Dr/6th St	Limonite Ave
3			Cantu Galeano Ranch Rd	Limonite Ave
4			Limonite Ave	Norco Dr/6th
5			Cajalco Rd	Indian Truck Trail
6			El Cerrito Rd	Cajalco Rd
9	SR-60	EB	Rubidoux Blvd	Market St
			Market St	Main St
10	I-215	NB	Box Springs Rd	Central Ave/Watkins Dr

ID	Route Name	Dir	Beginning	End
			Central Ave/Watkins	Martin Luther King
10c			Martin Luther King Blvd	SR-91
11			Center St Off-Ramp	Riverside County Line/Iowa
12		SB	Martin Luther King Jr	Sycamore Canyon Rd
13			Van Buren Blvd	Case Rd
14	SR-91	EB	Riverside County Line	Green River Rd Off-Ramp
			Green River Rd Off-Ramp	SR-71
SR-71			Serfas Club Dr Off-Ramp	
Serfas Club Dr Off-Ramp			Grand Blvd Rd Off-Ramp	
15			On-Ramp from SB-I-15	On Ramp from NB- I-15
16			McKinley St Off Ramp	Pierce St
17		Pierce St	Magnolia St	
18		WB	Serfas Club Dr Off-Ramp	Lane Add at SR-71
19			Lane Add at SR-71	Riverside County Line

The limits of one project, Number 13, were slightly ambiguous based on the review of traffic and physical features, as well in consideration of the proximity of future warehousing and logistics development activity. For these reasons, Project 13 was presented with two options – from Van Buren Boulevard to D Street and from Van Buren Boulevard to Case Road – and cost estimates were prepared for each option so that the Study Advisory Team could assess the value of each option separately and determine which option adequately addressed the capacity constraint. The Study Advisory Team, at the meeting held on February 22, 2018, recommended Option 2 be advanced for the purposes of the study.

4.2. REVIEW OF CURRENTLY FUNDED/PROGRAMMED IMPROVEMENTS

Once the practical limits of the improvements were defined, each project was compared to known, funded/programmed projects that were recently completed (and are not included in the SCAG 2016 Model existing network), are currently under construction, or are currently in development and are funded for construction. There are three projects that are within the study area that were identified as meeting these criteria:

- The I-15/French Valley Parkway Interchange Project, Phases 1 and 2
- The I-15 Express Lane Project
- The SR-91 Express Lane Extension Project

The French Valley Parkway Project includes the implementation of the I-15/French Valley Parkway Interchange as well as improvements to the Winchester Road Interchange and a

collector-distributor road system along I-15 between Winchester Road and the I-15/I-215 system interchange. This project adds as many as three lanes in each direction north of Winchester Road. Based on the Preferred Alternative Layout Plans included in the IS/EA (January 2010), the FVP Phasing Exhibit (December 2, 2015) and the Ultimate Project Exhibit (July 12, 2017), it was determined that the French Valley Parkway Project successfully eliminates the need to further mitigate deficient segment 2.

The I-15 Express Lane Project will implement one or two tolled managed lanes in each direction northbound and southbound between Cajalco Road and SR-60. This project also adds general purpose lanes and auxiliary lanes at specific locations. Based on a review of the I-15 Express Lane Project Tolling Concept Plans (June 21, 2017), the I-15 Express Lane Project successfully eliminates the need to further mitigate deficient segments 4, 5, and 6.

The SR-91 Express Lane Extension Project extends from west of the Orange County Line to east of I-15 both eastbound and westbound. In addition to the tolled express lanes, additional general purpose lanes were also constructed as part of this project. Based on a field review of the project as it has been constructed, the SR-91 Express Lane Extension Project successfully eliminates the need to further mitigate deficient segments 14, 15, 17, and 19.

Table 4-2 lists the remaining deficient segments and associated mitigation projects that would be included as the basis for the logistics fee program.

Table 4-2: Capacity Deficient Segment Improvement Projects to be Included in the Fee Program

ID	Route Name	Dir	Beginning	End
1	I-15	NB	SR-79 S	Rancho California Rd
3			Rancho California Rd	Winchester Rd
7			Clinton Keith Rd	Baxter Rd
8	I-15	SB	Cajalco Rd	Indian Truck Trail
8			El Cerrito Rd	Cajalco Rd
9	SR-60	EB	Rubidoux Blvd	Market St
			Market St	Main St
10	I-215	NB	Box Springs Rd	Central Ave/Watkins Dr
10c			Central Ave/Watkins	Martin Luther King
11			Martin Luther King Blvd	SR-91
12		SB	Center St Off-Ramp	Riverside County Line/Iowa
13			Martin Luther King Jr	Sycamore Canyon Rd
16	SR-91	EB	On-Ramp from SB-I-15	On Ramp from NB- I-15
18			Pierce St	Magnolia St

4.3. DEVELOPMENT OF PROJECT CONCEPTS

Using scalable, georeferenced aerial photography, project concept plans were developed that show the primary quantifiable cost items for each project, including:

- Right-of-Way Impact
- Retaining Walls
- Freeway Mainline Widening
- Structure Construction
- Ramp Realignment
- Roadway Excavation
- Street Improvements
- Signalization

The concept plans show colored lines and areas that can be measured and used to estimate quantities for the various categories of construction or property acquisition. These project concept drawings were reviewed by the Study Advisory Team to confirm that they reasonably represent the minimum improvements necessary to mitigate the identified deficiency.

The resultant improvement concept plans are included in Appendix A of this technical memorandum.

4.4. PROJECT COST ESTIMATING

For the initial assessment and development of project concept plans, Google Earth was used to determine existing conditions for the corridors. The conditions recorded include number of lanes, width of pavement, HOV lanes, inside (left) shoulder width, outside (right) shoulder width, assumed right-of-way boundary, freeway structures, ramp locations, major drainage facilities, retaining walls, sound walls, signage, and signals. All widths and lengths provided were obtained by doing desktop research on Google Earth and limited field reviews, and were based on sound engineering judgement.

The unit costs for the various construction components were taken from the Caltrans cost database and other recent project cost estimates for project of similar scale and scope within the Inland Empire. Right-of-way cost per residential unit and per square foot are based on current property valuations in Riverside County.

Roadway Item Costs

- Roadway costs include PCC pavement, tie-back walls, pavement markings and markers and replacement of signs. Unit costs were extrapolated from a similar freeway construction project.

- The quantity of each component was then multiplied by the unit cost to produce a cost item for the roadway component.

Drainage Item Costs

- Per our initial assessment, widening affects the existing drainage. Further analysis is needed as impacts to drainage can increase the costs.
- The costs associated with the potential impacts to drainage are 15% of the roadway items cost.

Specialty Item Costs

- Specialty item costs include retaining walls due to proposed widening, removal of existing retaining walls, sound wall replacement, tie back walls and ramp adjustments.
- The quantity of each component was then multiplied by the unit cost to produce a cost item for the specialty item costs.

Minor Items Costs

- Minor items can include anything from ADA items to other minor items that are not considered high costs items. Typical Caltrans value is 5-10%.

Mobilization Costs

- Mobilization includes costs incurred due to mobilization of personnel and equipment as well as pre-construction expenses. Typical value of 10% can be adjusted when actual costs are available.

Roadway Additions

- Roadway addition items can include price index fluctuations, value analysis, maintaining traffic, removal of rock and debris, etc. These supplemental items cover work for items that cannot be quantified as contract bid item. All roadway supplemental items would be within the FHWA approved items list. At this stage it is appropriate to assume there will be supplemental items. Typical Caltrans value is 5-10%.

Contingency

- Contingency of 25% is within Caltrans recommended values. Pre-PSR 30%, PSR 25%, Draft PR 20%, PR 15%, after PR approval 10% and final PS&E is 5%. Caltrans contingencies allow for unforeseen increases. Due to the level of detail and engineering available, the contingency percentage is appropriate. As more information becomes available, costs would be refined and contingency would be decreased. This is typical per Caltrans.

Support Costs

- Support costs are 35% of the capital outlay costs. Support costs include design costs, construction management, Caltrans reimbursed costs and Metro internal costs. These

costs are functional overhead costs not administrative overhead. The support costs can be refined as more information becomes available.

The costs presented are based on a conceptual engineering assessment using Google desktop research. All costs and impacts are based on a visual analysis and it should be noted that no detailed engineering or surveying has been done to verify the assumptions.

The proposed improvement project conceptual cost estimates were compared to the Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF) program, with a focus on identifying arterial-freeway interchange and bridge projects that are also included in TUMF. The TUMF program assesses all development types, including warehouse and logistics uses, impact fees to mitigate the cumulative regional transportation impacts of new development on the arterial highway system, including arterial-freeway interchanges and bridges. As such, new warehouse and logistics uses are already contributing toward the cost of these improvement projects to the extent they are included in the TUMF program. Where the conceptual improvement projects were determined to include project elements that were also identified in the TUMF program, the conceptual cost estimate for the project was reduced by an amount equal to the lesser of the estimated conceptual cost of the relevant project element (i.e. the conceptual cost of the arterial interchange and/or bridge improvements) or the maximum eligible amount prescribed in the 2016 TUMF Nexus Study. This reduction in the conceptual improvement costs as part of this study eliminates overlap with the TUMF program in terms of the cost for implementing arterial interchange and bridge improvements necessary to accommodate the proposed freeway capacity expansion necessary to mitigate the cumulative regional impacts of new development, including warehousing and logistics uses, on the freeway network.

The resultant conceptual project cost estimates are summarized it

Table 4-3. A more detailed breakout of the conceptual project cost estimates to mitigate the deficient segments is included in Appendix B of this technical memorandum.

Table 4-3: Capacity Deficient Segment Improvement Project Conceptual Cost Estimates

ID	Route Name	Dir	Beginning	End	Cost Estimate
1	I-15	NB	SR-79 S	Rancho California Rd	\$36,237,000
			Rancho California Rd	Winchester Rd	
3			Clinton Keith Rd	Baxter Rd	\$7,406,000
7		SB	Cajalco Rd	Indian Truck Trail	\$37,825,000
8			El Cerrito Rd	Cajalco Rd	\$10,408,000
9	SR-60	EB	Rubidoux Blvd	Market St	\$40,234,000
	Market St		Main St		
10	I-215	NB	Box Springs Rd	Central Ave/Watkins Dr	\$26,513,000
			Central Ave/Watkins	Martin Luther King	
10c			Martin Luther King Blvd	SR-91	\$55,081,000
11		Center St Off-Ramp	Riverside County Line/Iowa	\$42,212,000	
12		SB	Martin Luther King Jr	Sycamore Canyon Rd	\$13,403,000
13			Van Buren Blvd	Case Rd	\$95,365,000
16	SR-91	EB	On-Ramp from SB-I-15	On Ramp from NB- I-15	\$7,611,000
18			Pierce St	Magnolia St	\$13,040,000
Total Project Cost Estimate				\$385,335,000	

5. FUNDING SOURCES AND FUNDING GAP

This section of the memorandum reviews transportation funding projections in existing documents and describes recent or anticipated additional sources that might be available to complete freeway⁹ capacity expansion projects identified as part of this study. This analysis starts with a recent, comprehensive analysis of potential funding - the Riverside County Strategic Assessment - which is described in the next section. It takes the results of this assessment and uses similar assumptions to add in more recent funding sources, such as those associate with California Senate Bill (SB) 1.

The various funding sources are then assessed for their potential to fulfill identified project needs and costs described in Chapters 2 to 4 of this memorandum. The potential revenues and anticipated needs are then compared to conclude a gap analysis in the following chapter.

5.1. RIVERSIDE COUNTY STRATEGIC ASSESSMENT

In 2015, the RCTC directed its staff to conduct an assessment to assist the Commission in examining the County's need for transportation investments. The objective was to produce findings and recommendation on actions the Commission could take to proactively prepare for the future. In early 2016, the RCTC approved the Riverside County Strategic Assessment¹⁰. It considered demographics, state local, federal transportation policies and revenues and a survey of public and stakeholder perspectives. The assessment includes recommendations regarding future planning, asset maximization, increasing funding and communication.

The Strategic Assessment includes a detailed review of federal, state and local revenues through 2040.^{11 12} It looked at 37 different funding sources covering all modes and categorized them into three levels (A, B and C), depending on their level of certainty. Category A represents existing revenues that can be reasonably expected to be available in the future, Category B includes existing and programmed revenues that Riverside County might realistically secure on a discretionary or competitive basis and those in Category C are considered strategy revenues. Category C revenues represent the highest risk as they are contingent upon implementation of future legislation or funding mechanisms.

The Strategic Assessment conducted an analysis for the 24-year period from 2016-2039. It assumed that most programs continued with increases at the rate of inflation throughout this period, with noted exceptions¹³. It found that, of the total \$23 billion in projected need, categories A and B left a funding gap of \$16 billion. New revenues from Category C were only expected to cover \$6 million of the need, leaving a \$10 billion gap.

In looking more closely at funding by project type, the Strategic Assessment reviewed the following funding sources for freeways and interchanges:

⁹ Arterial funding sources are not addressed in this analysis as there are separate fee mechanisms already in place for arterial projects.

¹⁰ HDR, January 2016, Riverside County Strategic Assessment: Executive Summary, RCTC.

¹¹ Since the document was prepared in 2015, it did not include several recent funding sources, which are discussed later in this memo.

¹² HDR, November 4, 2015, RCTC Strategic Assessment Technical Memorandum: Task 4 Funding Gap Analysis.

¹³ Ibid. Details of programs and assumptions are contained the tables 8-12 in the appendix to the technical memo.

Federal

- Congestion Mitigation and Air Quality (CMAQ)
- Regional Surface Transportation Program (RSTP)

State

- Regional Improvement Program (RIP)
- Interregional Improvement Program (IIP)
- Mileage Based User-Fees (MBUF)

Local

- Measure A
- SR 91 toll revenues
- I-15 Express Lane toll revenues
- Mid County Parkway (MCP) toll revenues

CMAQ and RSTP funds can go to various modes. The Strategic Assessment assumed that, while historically much of the CMAQ funds have gone to toll lanes, over time transit projects will receive a greater portion of the funding. It assumed that 30% of the CMAQ and 50% of RSTP funds will go to freeway projects in the future.

The Regional Improvement Program (RIP) is the largest funding source over which RCTC has programming authority. The State Transportation Improvement Program (STIP) is developed and approved by the California Transportation Commission (CTC) by April of every even year. Each county transportation agency in the state is responsible for programming projects on or off the state highway system with Regional Improvement Program (RIP) funds, which represent 75% of the total STIP funds available for project programming. Eligible projects include capital improvement projects (e.g. interchange improvements, freeway and arterial widening, commuter rail stations, etc.) and planning and rideshare activities.

The Strategic Assessment includes federal Highway Safety Improvement Program (HSIP) funds under arterials rather than freeways, although funds can be devoted to any public road. The HSIP requires a data-driven, performance based approach to improving highway safety. It provides a maximum of \$10 million in federal funds on projects that reduce traffic fatalities and serious injuries and can be designed and constructed expeditiously.

Another fund that has been used on freeways but was not included in the Strategic Assessment is the State Highway Operation and Protection Program (SHOPP). SHOPP is the State's "fix-it-first" program that funds the repair and preservation of the State Highway System (SHS), safety improvements, and some highway operational improvements. While the Strategic Assessment did not address preservation and maintenance, the SHOPP is worth noting as it

protects the enormous investment that has been made over many decades to create and manage the approximately 50,000 lane-mile SHS. All projects funded by the SHOPP are limited to capital improvements that do not add capacity (no new highway lanes) to the SHS, although auxiliary lanes (including truck climbing lanes) are eligible for SHOPP funding. Revenues for the SHOPP are generated by federal and state gas taxes and are fiscally constrained by the State Transportation Improvement Program Fund Estimate (Fund Estimate) that is produced by Caltrans based on established criteria and adopted by the California Transportation Commission.

According to the Strategic Assessment, the total costs of freeway and interchange projects between 2016 and 2039 were expected to be \$8.724 billion and the revenues are \$5.326 billion. So, only 61% of the freeway needs are funded, leaving an unfunded gap of \$3.326 billion through 2039. Table 5-1 shows the breakdown of funding by program and risk.

Table 5-1: Freeway Funding Program, Amount (in millions) and Risk

Funding Program	Category A	Category B	Category C
Federal			
Congestion Mitigation and Air Quality (CMAQ)	\$219.7		
Regional Surface Transportation Program (RSTP)	\$315.2		
State			
Regional Improvement Program (RIP)	\$441.9		
Interregional Improvement Program (IIP)		\$58.8	
Mileage Based User-Fees (MBUF)			\$2,233.5
Local			
Measure A*	\$915.7		
SR 91 Net Toll Revenues*	\$618.5		
I-15 Express Lane Toll Revenues*	\$319.7		
Mid County Parkway (MCP) toll revenues			\$153.5
Total (2016-2039)	\$2,880	\$59	\$2,387

*Debt service and operations and maintenance costs have been deducted from these amounts.

The Strategic Assessment points out that funds for freeway and interchanges rely most heavily on the highest risk (Category C) funding sources. So, of the funding that was anticipated for

freeways and interchanges, fully 67% was from Category C. As shown in Table 5-1, a large portion of the Category C funds are from MBUF and tolled-based financing of the MCP.

The Assessment also noted that Measure A programs are further suballocated to additional geographies and programs. For example, while the majority appears to be allocated to freeways, there are specific suballocations to counties and, within those, to various modal programs. While the majority of the amount apportioned to freeways falls within the western part of the County, some is dedicated to Coachella Valley. We have not completed further disaggregation based on geography for this analysis.

Because the assessment was prepared in 2015 it did not include certain funding sources approved after that. New funding sources and their potential implications are described in the following sections.

5.2. FIXING AMERICA'S SURFACE TRANSPORTATION ACT

On December 4, 2015 President Obama signed Fixing America's Surface Transportation Act (FAST) Act¹⁴ into law. It was the first law enacted in over ten years that provides long-term funding certainty for surface transportation. The FAST Act allows states and local governments greater confidence in federal funding for transportation projects.

Overall, the FAST Act largely maintains program structures and funding shares between highways and transit. It was viewed as a down-payment for building a 21st century transportation system.

The law also makes changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects. The relevant funding programs are described below. The funding implications of all FAST Act funding programs on RCTC are discussed at the end of this section.

5.2.1. Nationally Significant Freight and Highway Projects

The Nationally Significant Freight and Highway Projects (NSFHP) program¹⁵ provides financial assistance—competitive grants, known as INFRA grants, or credit assistance—to nationally and regionally significant freight and highway projects. Funding is \$800 million to \$1 billion annually over the program life. Both large (over \$100 million) and small (more than \$5 million) projects are eligible, but 90% of program funds are reserved for large projects.

Projects must support the national program goals to:

- improve the safety, efficiency, and reliability of the movement of freight and people;
- generate national or regional economic benefits and an increase in global economic competitiveness of the U.S.;
- reduce highway congestion and bottlenecks;
- improve connectivity between modes of freight transportation;

¹⁴ Pub. L. No. 114-94

¹⁵ FAST Act § 1105; 23 U.S.C. 117

- enhance the resiliency of critical highway infrastructure and help protect the environment;
- improve roadways vital to national energy security; and
- address the impact of population growth on the movement of people and freight.

Both highway and freight projects - including rail intermodal projects, grade crossings and rail and port projects - are eligible. Highway projects must be either on the NHS or the National Highway Freight network. Funding for non-highway freight projects is limited to \$500 million over the life of the program.

Funding may go to any project phase including planning, construction, and operational improvements. However, the project must have completed preliminary engineering and be reasonably expected to begin construction within 18 months of obligation of funds.

States, MPOs, local governments, public authorities, political subdivision, tribal governments and groups of these entities may apply. The program encourages the use of nontraditional financing, innovative design and construction techniques, innovative technologies, and non-Federal contributions as well as geographic diversity among grant recipients. Non-federal funding commitments, however, must be backed by contingency and have additional stable and dependable sources of funding to construct operate and maintain and operate the project.

Projects must:

- generate national or regional economic, mobility, or safety benefits;
- be cost effective;
- contribute to the accomplishment of one or more of the national goals

5.2.2. Advanced Transportation and Congestion Management Technologies Deployment Program

The Advanced Transportation and Congestion Management Technologies Deployment Program¹⁶ makes competitive grants for the development of model deployment sites for large scale installation and operation of advanced transportation technologies that improve safety, efficiency, system performance, and infrastructure return on investment.

Program funding totals \$60 million annually. The federal share cannot exceed 50% of the cost of the project.

Eligible projects include deployment of advanced transportation and congestion management technologies, such as:

- advanced traveler information systems;
- advanced transportation management technologies;
- infrastructure maintenance, monitoring, and condition assessment;
- advanced public transportation systems;

¹⁶ FAST Act § 6004; 23 U.S.C. 503(c)(4)

- transportation system performance data collection, analysis, and dissemination systems;
- advanced safety systems, including vehicle-to-vehicle and vehicle-to-infrastructure communications;
- technologies associated with autonomous vehicles, and other collision avoidance technologies, including systems using cellular technology;
- integration of intelligent transportation systems with the Smart Grid and other energy distribution and charging systems;
- electronic pricing and payment systems; or
- advanced mobility and access technologies, such as dynamic ridesharing and information systems to support human services for elderly and disabled individuals.¹⁷

5.2.3. Surface Transportation System Funding Alternatives Program

The Surface Transportation System Funding Alternatives Program¹⁸ provides grants to States or groups of States to demonstrate user-based alternative revenue mechanisms that utilize a user fee structure to maintain the long-term solvency of the Highway Trust Fund.

The objectives of the program are:

- to test the design, acceptance, and implementation of two or more future user-based alternative mechanisms;
- to improve the functionality of the user-based alternative revenue mechanisms;
- to conduct outreach to increase public awareness regarding the need for alternative funding sources for surface transportation programs and to provide information on possible approaches;
- to provide recommendations regarding adoption and implementation of user-based alternative revenue mechanisms; and
- to minimize the administrative cost of any potential user-based alternative revenue mechanisms.

A total of \$20 million is available annually. The Federal share of the cost of an activity carried out under the program may not exceed 50 percent. Geographic diversity will be considered in award of grants.

Program funds will test the design, acceptance, and implementation of a user-based alternative revenue mechanism, consistent with the program's objectives. Revenue collected through a user-based alternative revenue mechanism established with program funds may not be considered a toll under 23 U.S.C. 301. Because of the program's limitations and focus on testing, no estimates have been included among the funds available for freeway projects in this analysis.

¹⁷ 23.U.S.C. 503(c)(4)(E)

¹⁸ FAST Act § 6020

5.2.4. FAST Act Funding Implications for RCTC

As described in the previous section, the FAST Act provided two new grant programs – NSFHP and the Advanced Technology and Congestion program – that could reasonably be relied upon to provide funding for freeway and interchange projects in Riverside County. As stated previously, this analysis took similar assumptions as the Strategic Assessment. In the Assessment, RCTC assumed that it could win competitive grants commensurate with the proportion its population represents. For federal grants, Riverside County represented .74 percent of the national population¹⁹. Table 5-2 shows the new FAST funding amounts by program and risk category that could reasonably be expected to be available to RCTC each year based on this proportion of total program funding:

Table 5-2: Projected Annual RCTC Funding from FAST (in millions)

Funding Program	Category A	Category B	Category C
NSFHP (INFRA)		\$6.66	
Advanced Technology and Congestion Management Deployment Program		\$.444	
Total		\$7.104	

5.3. ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 (SENATE BILL 1)

In 2017 the California legislature passed and the governor signed into law a major transportation funding bill.²⁰ The Road Repair and Accountability Act of 2017 (referred to as SB1) provided additional funding to several existing programs, including the STIP, and established several new funding programs that are relevant to this project. The relevant SB1 programs and their implications for RCTC are described below.

5.3.1. Trade Corridor Enhancement Program

The objective of the Trade Corridor Enhancement Program is to fund infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement as determined by the Commission.²¹ The Trade Corridor Enhancement Program is also intended to support the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan.

¹⁹ <https://www.census.gov/quickfacts/fact/table/riversidecountycalifornia,US/PST045216>

²⁰ <http://catc.ca.gov/>

²¹ <http://catc.ca.gov/programs/sb1/tcep/>

The Commission intends to allocate \$1.3 Billion, in roughly equal annual installments, in the initial three-year program. Allocations are anticipated to continue after 2020, but the amounts aren't known. The initial program is funded by three years of Trade Corridor Enhancement Account funding (\$794 million), five years of federal National Highway Freight Program funding (\$535 million) and a one-time appropriation of \$11 million the Budget Act of 2015. Caltrans is targeted to receive 40% for projects it applies for administrators.

Funding is available for projects that significantly contribute to the freight system's economic activity or vitality; relieve congestion on the freight system; improve the safety, security, or resilience of the freight system; improve or preserve the freight system infrastructure; implement technology or innovation to improve the freight system or reduce or avoid its negative impacts; or reduce or avoid adverse community and/or environmental impacts of the freight system. Qualifying project costs include permits and environmental studies; plans, specifications and estimates; right-of-way; and construction.

The Commission has already identified the following corridors as eligible under this program: Bay Area, Central Valley, Central Coast, Lost Angeles/Inland Empire and San Diego/Border. Other regions are eligible to apply if they have a high volume of freight movement and otherwise meet the criteria for funding. The initial target for the Los Angeles/Inland Empire (which includes Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties) is \$467 million.

Eligible applicants include local, regional, and public agencies such as cities, counties, Metropolitan Planning Organizations, Regional Transportation Planning Agencies, port authorities, public construction authorities, and Caltrans. Project proposals from private entities must be submitted by a public agency.

Projects will first be screened to ensure they: meet the project eligibility requirements and program objectives, are in an adopted RTP that is consistent with regional greenhouse gas emissions reductions targets, demonstrate that negative environmental/community impacts will be mitigated and will stimulate economic activity and jobs. High scoring projects will be evaluated on freight system factors (throughput, velocity and reliability), transportation system factors (safety, congestion reduction, bottleneck relief, multi-modal strategy, interregional benefits, advanced technology) and community impact factors (air quality impact, community impact mitigation, economic/jobs growth).

5.3.2. Solutions for Congested Corridors Program

Solutions for Congested Corridors Program²² (Congested Corridors Program) appropriates two hundred and fifty million dollars (\$250,000,000) annually to projects designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors throughout the state. The primary objective of the Congested Corridors Program is to fund projects that make specific improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices while preserving the character of the local community and creating opportunities for neighborhood enhancement projects.

²² <http://catc.ca.gov/programs/sb1/sccp/>

Funds are allocated by the California Transportation Commission (Commission). Improvements may be on the state highway system, local streets and roads, public transit facilities, bicycle and pedestrian facilities or required mitigation or restoration or some combination thereof.

A regional transportation planning agency or county transportation commission or authority responsible for preparing a regional transportation improvement plan under Section 14527 of the Government Code or Caltrans may nominate projects for funding.

5.3.3. Local Partnership Program

The Local Partnership Program (LPP) appropriates two hundred million dollars (\$200,000,000) annually to local or regional transportation agencies that have sought and received voter approval of taxes or that have imposed fees that are dedicated solely for transportation improvements.²³

Funds are allocated by the California Transportation Commission (Commission) - half competitively and the balance by formula. Projects will require at least a one-to-one match of private, local, federal, or state funds except jurisdictions with a voter approved tax or fee which generates less than \$100,000 annually need only provide a match equal to 50% of the requested funds.

Eligible projects include: (a) improvements to the state highway system; (b) improvements to transit facilities; (c) acquisition, retrofit, or rehabilitation of rolling stock, buses, or other transit equipment; (d) improvements to the local road system; (e) improvements to bicycle or pedestrian safety or mobility; (f) improvements to mitigate the environmental impact of new transportation infrastructure on a locality's or region's air quality or water quality; (g) a separate phase or stage of construction for an eligible project may include mitigation of the project's environmental impacts; (h) sound walls for certain freeways; (i) road maintenance and rehabilitation; and (j) other transportation improvement projects.

Eligible applicants are the taxing authorities that have sought and received voter approval of taxes, tolls, or fees, or that have imposed fees, including uniform developer fees as defined by subdivision (b) of Section 8879.67 of the Government Code, which are dedicated solely to transportation improvements.

The Commission will give higher priority to projects that (a) are more cost-effective; (b) can commence construction or implementation earlier; (c) can leverage more committed funds per program dollar; (d) can demonstrate quantifiable air quality improvements, including a significant reduction in vehicle-miles traveled; (e) can demonstrate regional and community project support; and (f) within a Metropolitan Planning Organization, projects that further the implementation of the sustainable communities strategy.

5.3.4. SB1 Funding Implications for RCTC

Most of the SB1 funds that could go to freeways and interchanges are via competitive grant programs. In 2016, Riverside County represented about six percent of the population in the

²³ <http://catc.ca.gov/programs/sb1/lpp/>

state.²⁴ Assuming, on average, transportation projects are awarded approximately proportionate to county population, Table 5-3 shows the projected annual allocation projects in Riverside County could reasonably be expected to obtain.

Table 5-3: Projected Annual SB1 Funding for RCTC (in millions)

Funding Program	Category A	Category B	Category C
LPP (county allocation)	\$6.786		
TCEP		\$25.997	
SCCP		\$15	
LPP (competitive grant)		\$6.786	
	\$6.786	\$47.783	

5.4. SUMMARY OF AVAILABLE FUNDING FROM ALL SOURCES

To quantify the total funds that might be available to freeway and interchange projects in Riverside County through 2040, sources identified in the Strategic Assessment were combined those from FAST and SB1 programs. Taking the approach used in the Strategic Assessment, unless otherwise specific, program funding levels were assumed to continue at the rate of inflation throughout the study period. Table 5-4 summarizes newly identified funding sources, while Table 5-5 combines new funding sources with those identified previously as part of the Strategic Assessment to establish a total of anticipated freeway project funding through 2040 from all sources by risk category.

²⁴ <https://www.census.gov/quickfacts/fact/table/riversidecountycalifornia,US/PST045216>

Table 5-4: Freeway Project Funding from New Sources 2017-2040 (in millions)

Funding Program	Category A	Category B	Category C
Federal			
NSFHP (INFRA)		\$159.8	
Advanced Technology and Congestion Management Deployment Program		\$10.7	
State			
LPP (County Allocation)	\$162.9		
TCEP		\$623.9	
SCCP		\$360	
LPP (competitive grants)		\$162.9	
Grand Total New Sources	\$162.9	\$1,317.3	

Table 5-5: RCTC Projected Freeway Project Funding 2017-2040 - All Sources (in millions)

Funding Source	Category A	Category B	Category C
Total Strategic Assessment Sources	\$2,948.6	\$61	\$2,465.8
Total New Sources	\$162.9	\$1,317.3	
Grand Total Old and New Sources	\$3111.5	\$1,378.3	\$2,465.8

As can be seen in Table 5-4 and Table 5-5, the infusion of SB1 funds, which are considered risk category B, creates better balance across the risk categories than that found in the Strategic Assessment, which was heavily reliance on high-risk, category C funds. However, although the SB1 program has been legislated there is also an on-going repeal effort, hence they have been identified as risk category B rather than category A.

A sensitivity analysis was completed to assess the impact of a potential repeal on future transportation funding in the County. Table 5-6 shows the projected funds for freeway and interchange projects from all sources without SB1 funds.

Table 5-6: Projected RCTC Projected Freeway Project Funds without SB1, 2017-2040 (millions)

Funding Source	Category A	Category B	Category C
Total Strategic Assessment Sources	\$2,948.6	\$61	\$2,465.8
Total New Sources	\$162.9	\$170.5	
Grand Total Old and New Sources	\$3111.5	\$231.5	\$2,465.8

Table 5-7 shows the total funding that is expected to be available for freeway and related interchange projects in Riverside County over the next 24 years. As can be seen, the total projected funding that might reasonably be expected to be available for freeway and interchange projects in Riverside County through 2040 is expected to be nearly \$6 billion, with approximately half of this funding expected to be made available through low risk category A funding sources, even without SB1 funding. This amount substantially exceeds the estimated cost to complete the various mitigation projects previously identified in Chapter 4 and summarized in

Table 4-3 of this report making the various improvement projects viable to be completed, even following the adjustment of funds to be generated through a potential logistics fee program to account for the portion of impact attributable to logistics uses.

Table 5-7: Projected RCTC Funding with and without SB1, 2017-2040 (in millions)

Scenario	Total Funding
With SB1	\$6,955.6
Without SB1	\$5,808.8

6. FUNDING GAP ANALYSIS

As described in Chapters 3, the fair share of costs to mitigate future freeway deficiencies that are attributable to new warehousing and logistics uses varies by segment, but is a relatively small proportion of the total cost to complete the necessary improvements. Furthermore, although the project concepts associated cost estimates have identified a minimum level of improvement necessary to reasonably mitigate the identified impact, it is likely the scale and scope of any proposed improvement project would be greater to account for the accomplishment of other transportation goals and/or freeway operational needs, including rehabilitation and roadway maintenance, resolution of existing needs, or anticipation of addition future demands beyond the horizon year of the fee program. Since the resolution of these items cannot be fairly attributed to the mitigation of new development impacts, it is necessary to ensure that sufficient alternative funding sources are expected to be available to complete the necessary improvements.

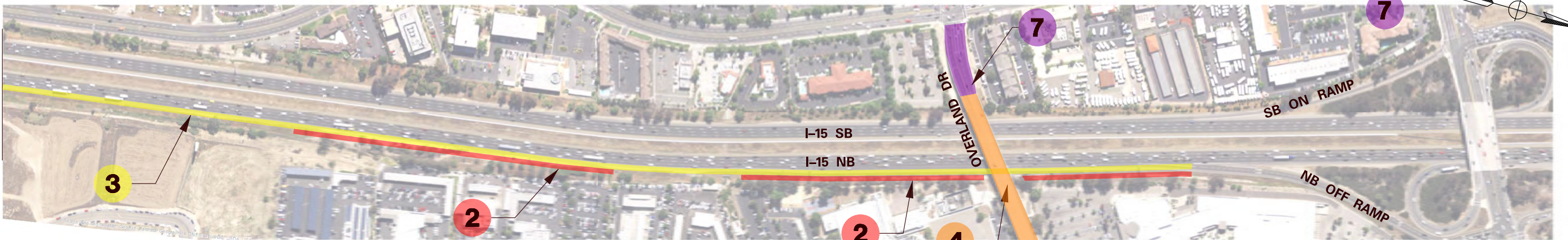
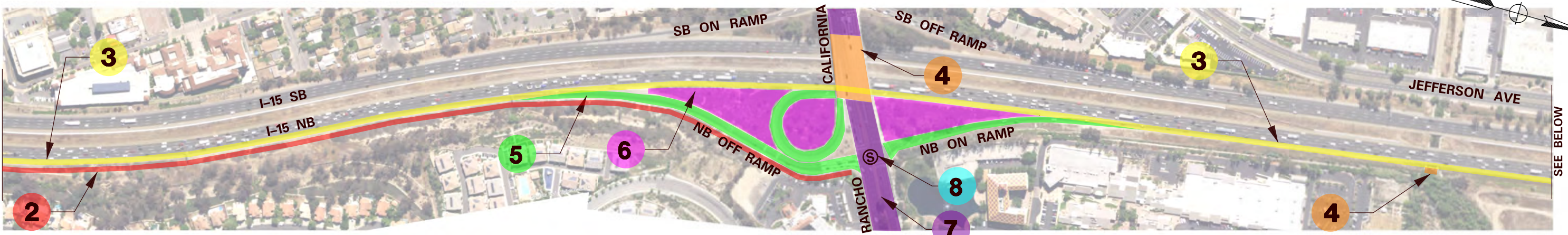
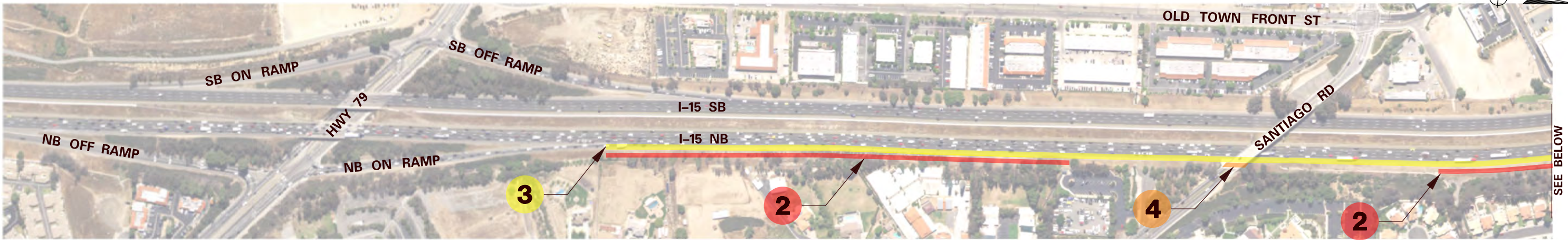
The total estimated conceptual cost to complete the reasonable mitigation of deficient segments identified as part of this study is \$385,335,000. Although a relatively small proportion of this cost can be attributed to new warehousing and logistics developments, and therefore this fair share of the mitigation cost could be derived from a logistics impact fee, the estimates of alternative funding sources described in Chapter 5 clearly indicate that the remaining costs to complete these improvement projects could reasonably be expected to be obtained from existing and proposed funding sources. Furthermore, the projected availability of future funding for freeway and interchange improvement projects is over ten times the amount of the conceptual cost estimates to mitigate the impacts of new development on the freeway system indicating that sufficient funding might reasonably be expected to account for the expansion of scale and scope of associated freeway projects to address other project needs not directly attributable to the impacts of new development.

7. APPENDICES

Appendix A – Capacity Improvement Concept Plans

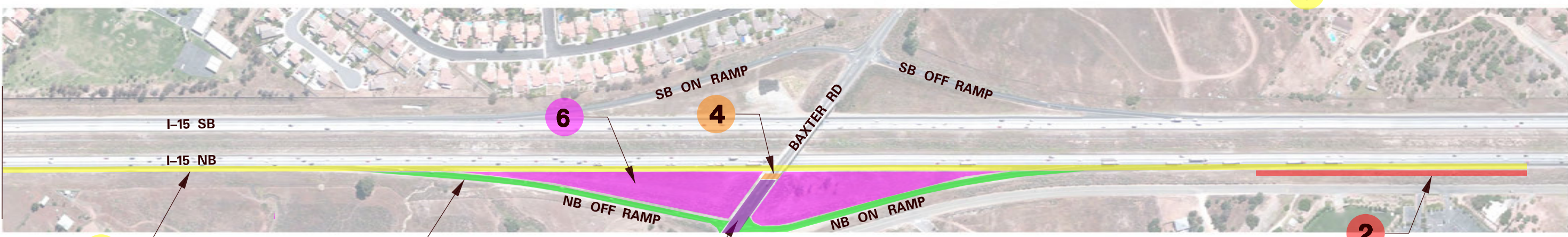
Appendix B – Conceptual Project Cost Estimate Tables

APPENDIX A – CAPACITY IMPROVEMENT CONCEPT PLANS



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- 2** RETAINING WALL
- 3** WIDENING
- 4** STRUCTURE
- 5** RAMP REALIGNMENT
- 6** ROADWAY EXCAVATION
- 7** STREET IMPROVEMENTS
- 8** SIGNALIZATION

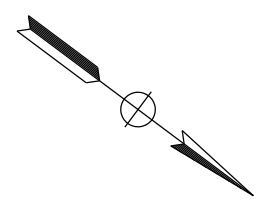
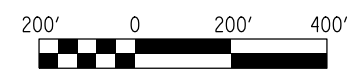


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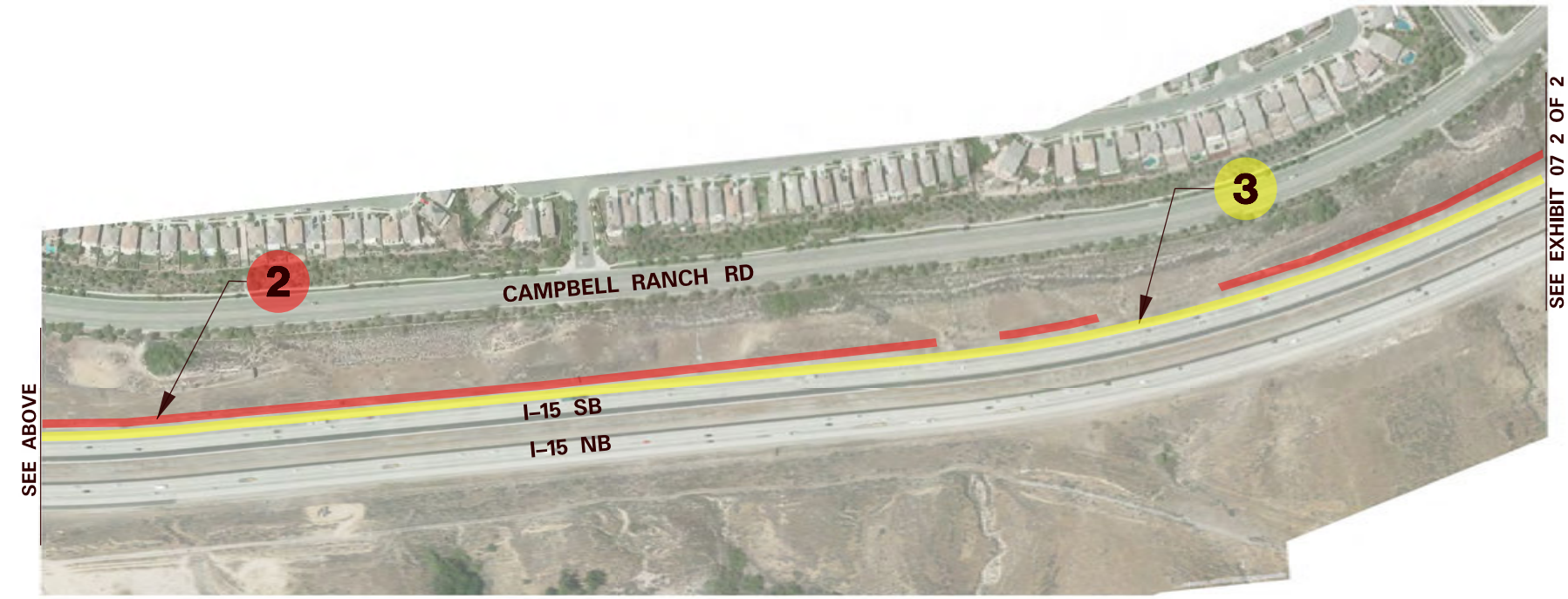
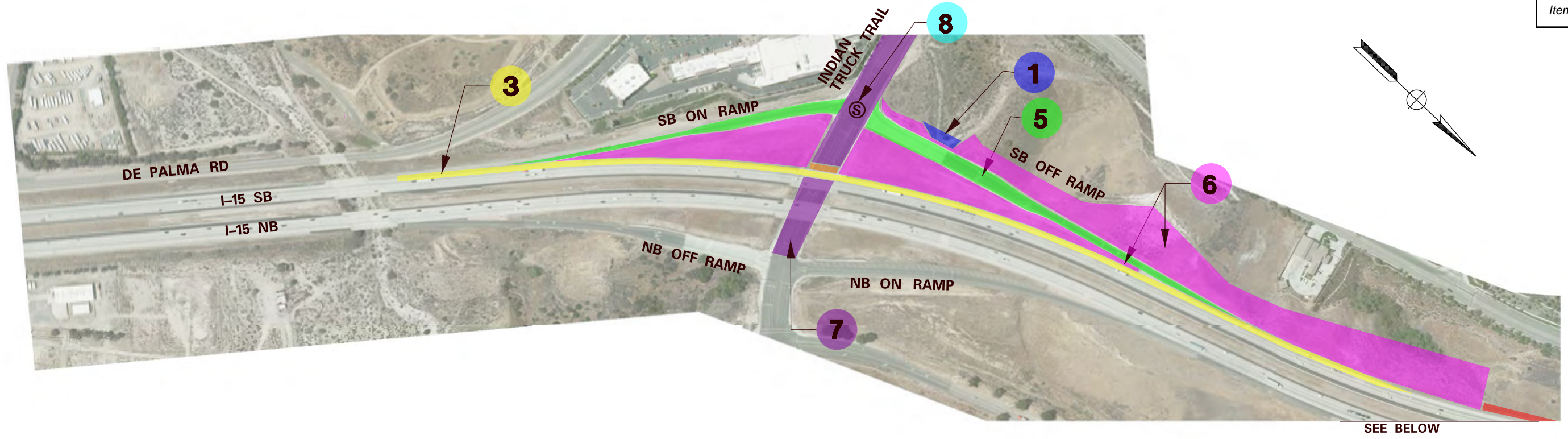
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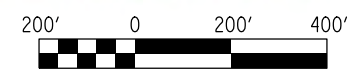
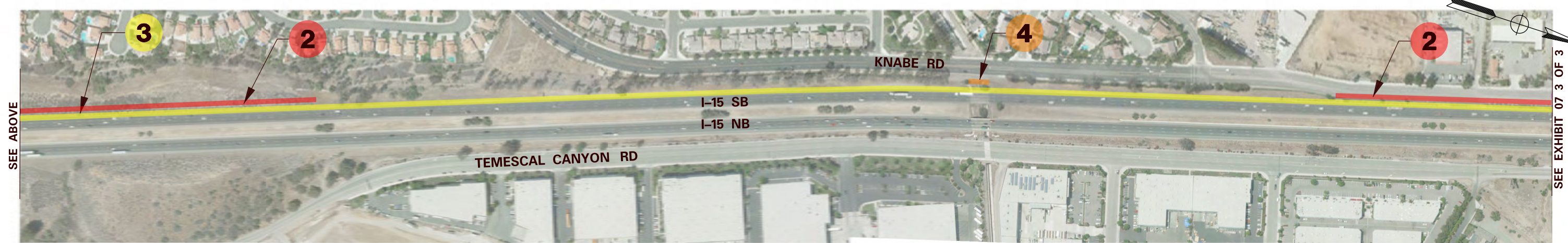
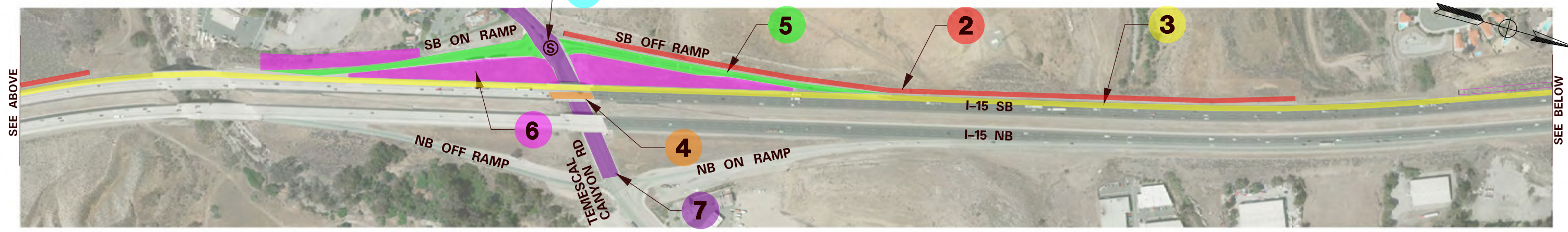
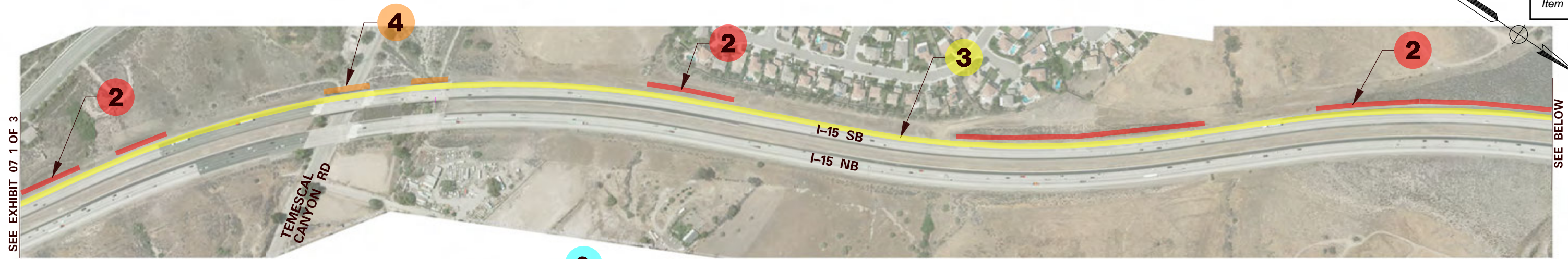
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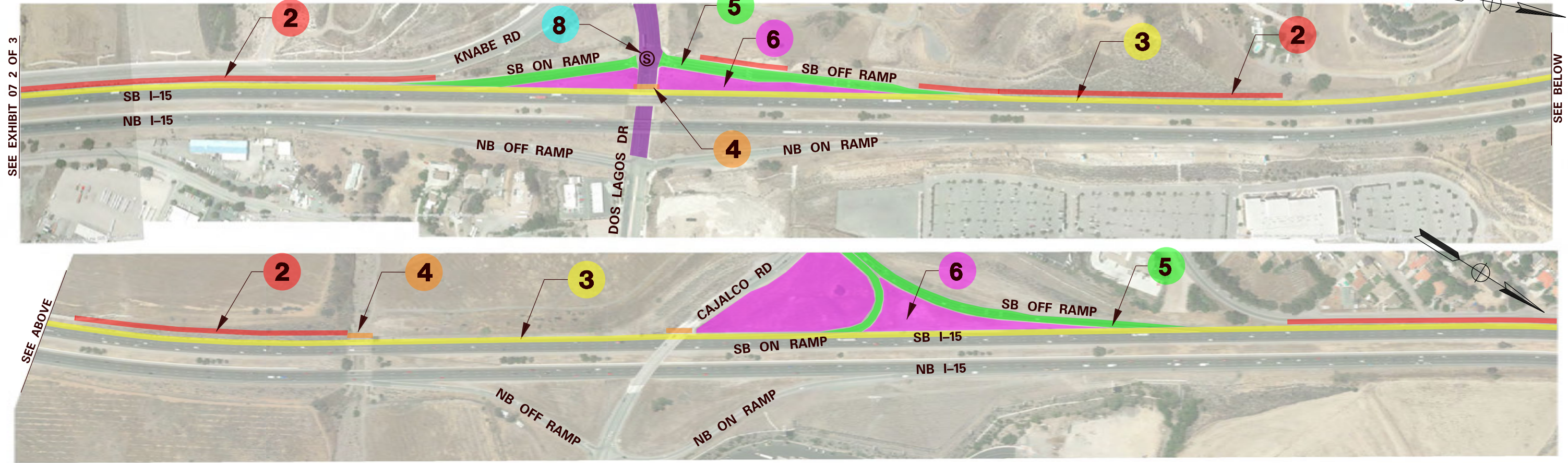
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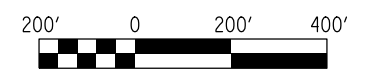
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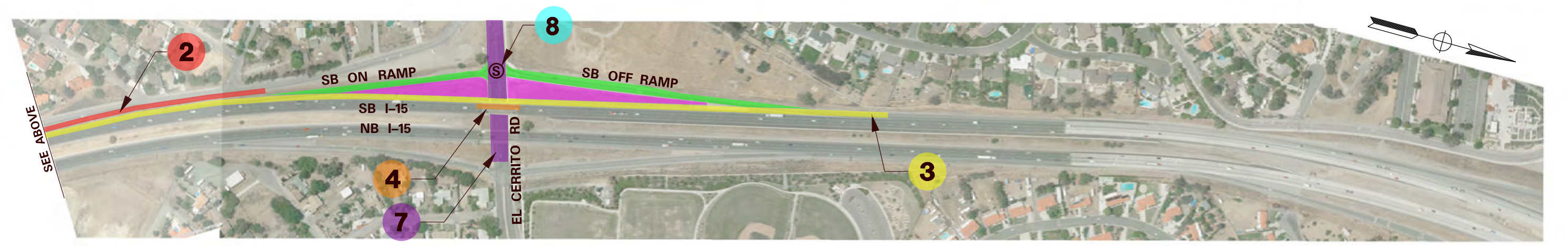
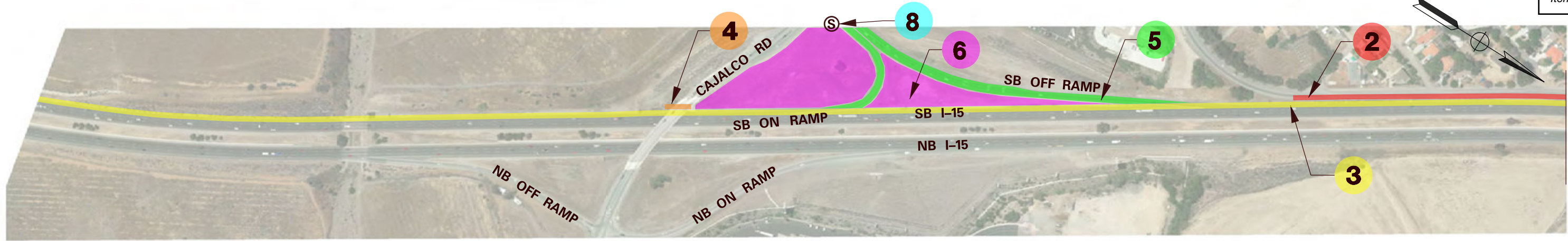
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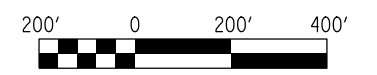
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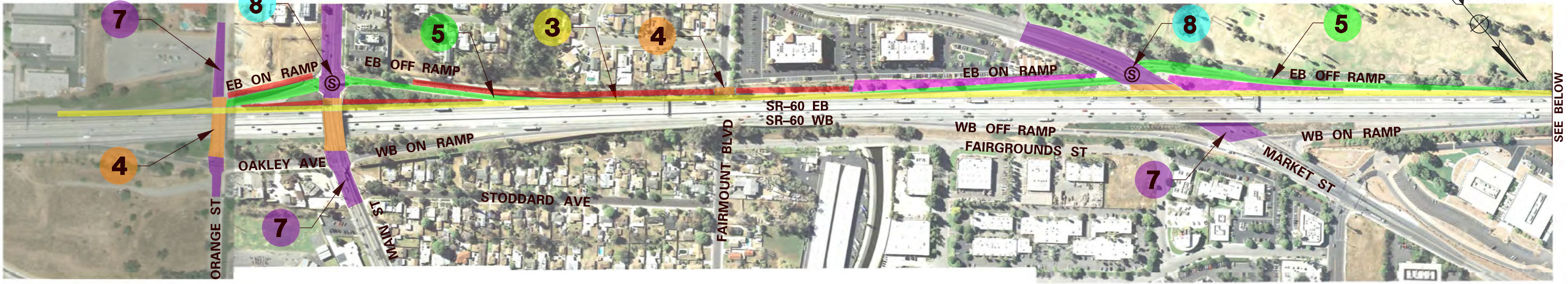




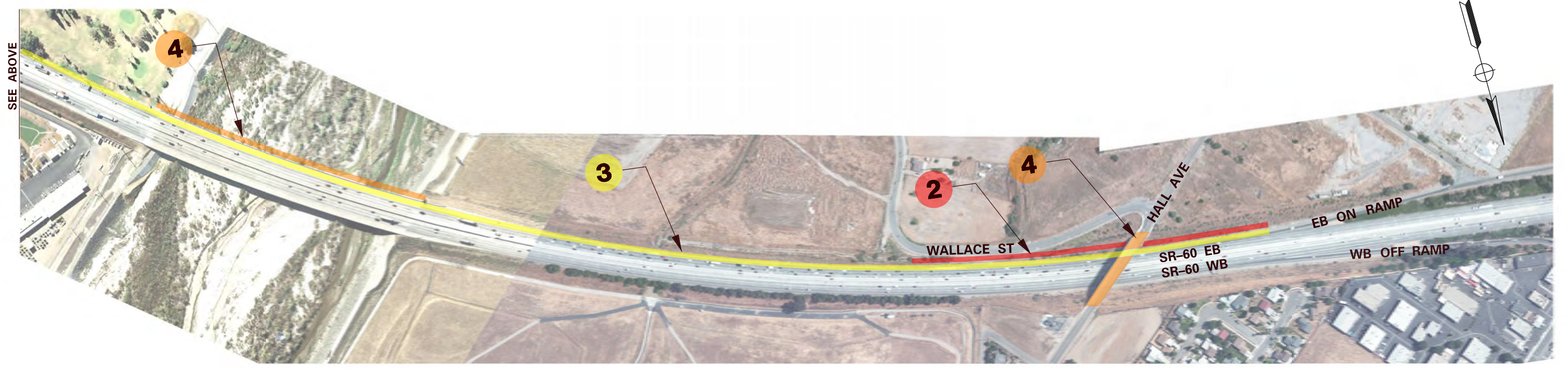
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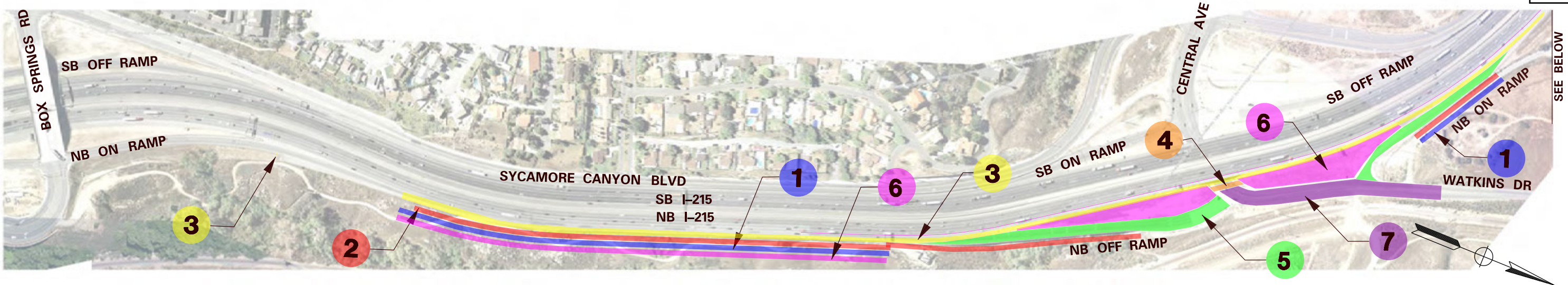


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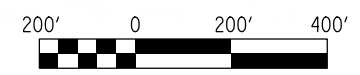
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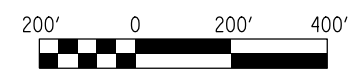
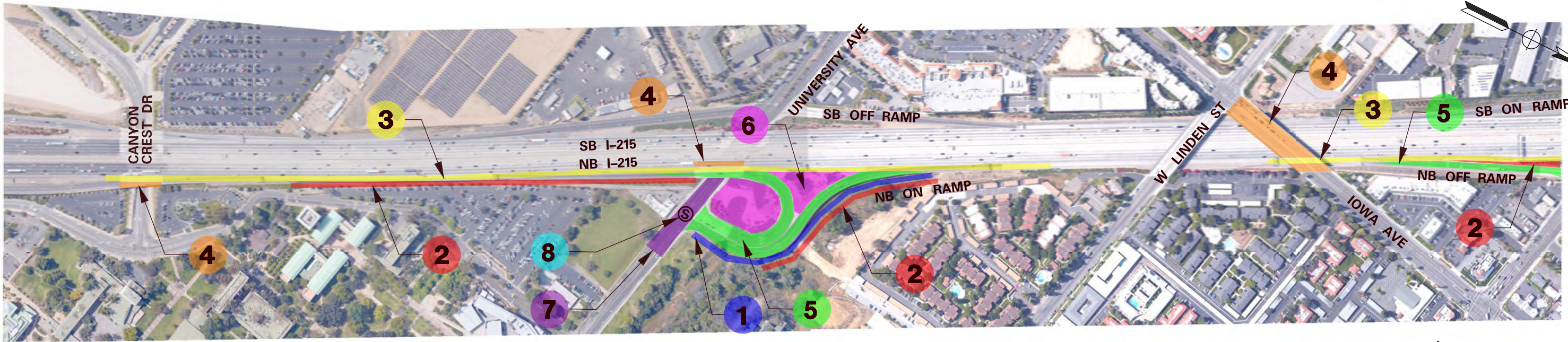
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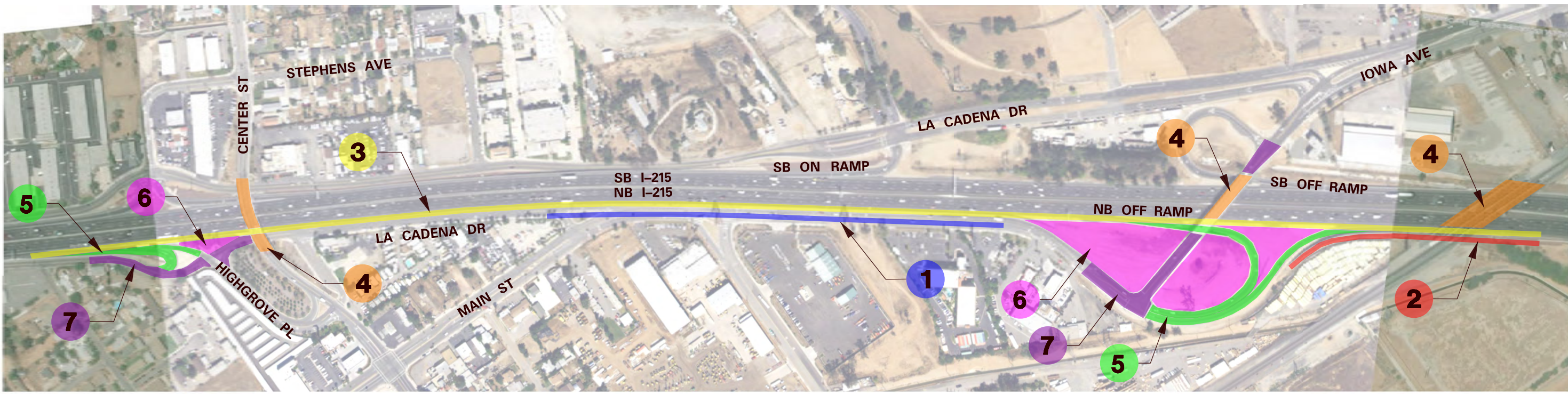
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- 8** SIGNALIZATION

PROJECT ID 10



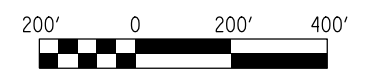
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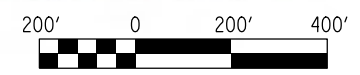
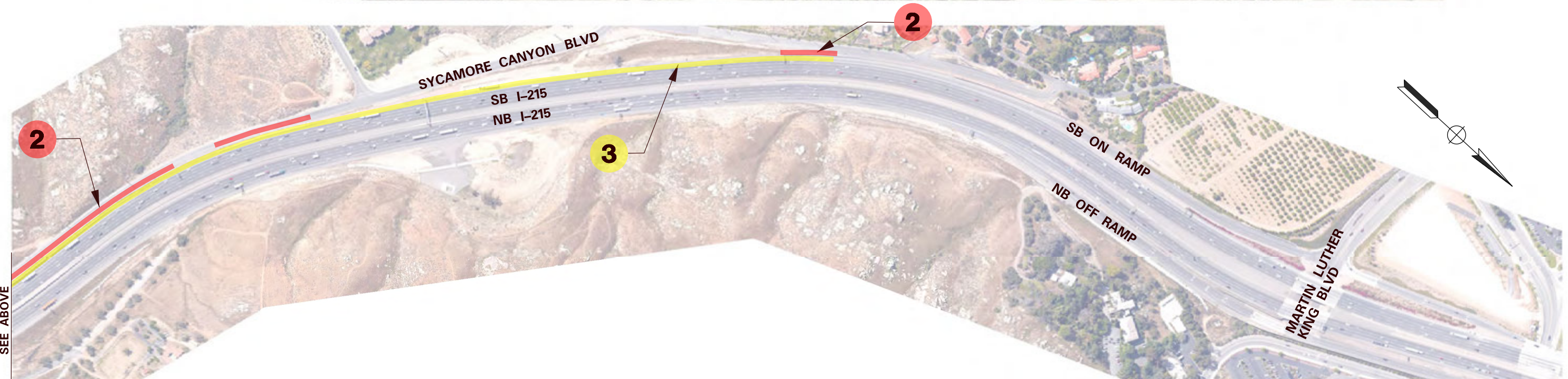
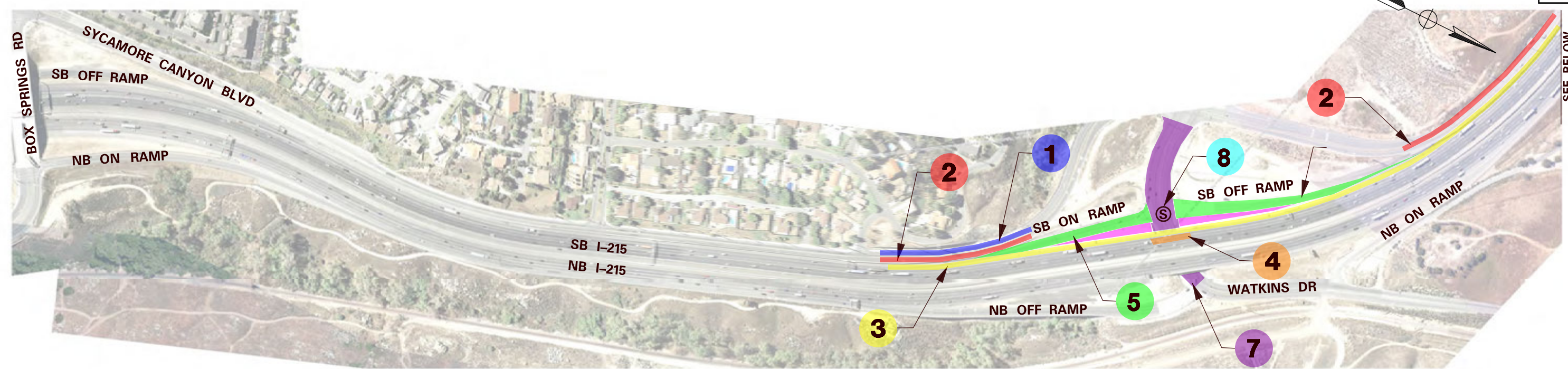
- 1** ROW IMPACTS
- 4** STRUCTURE
- 7** STREET IMPROVEMENTS
- 2** RETAINING WALL
- 5** RAMP REALIGNMENT
- 8** SIGNALIZATION
- 3** WIDENING
- 6** ROADWAY EXCAVATION



LEGEND:

- 1 ROW IMPACTS
- 4 STRUCTURE
- 7 STREET IMPROVEMENTS
- 2 RETAINING WALL
- 5 RAMP REALIGNMENT
- 8 SIGNALIZATION
- 3 WIDENING
- 6 ROADWAY EXCAVATION

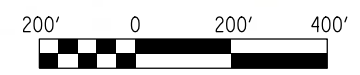
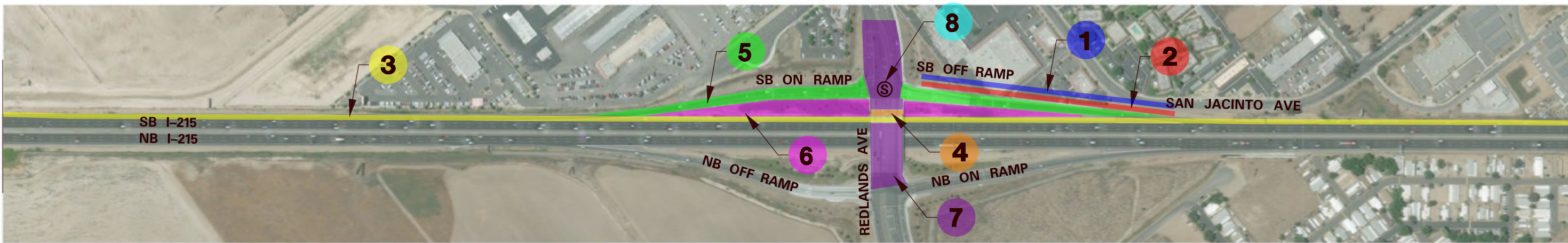
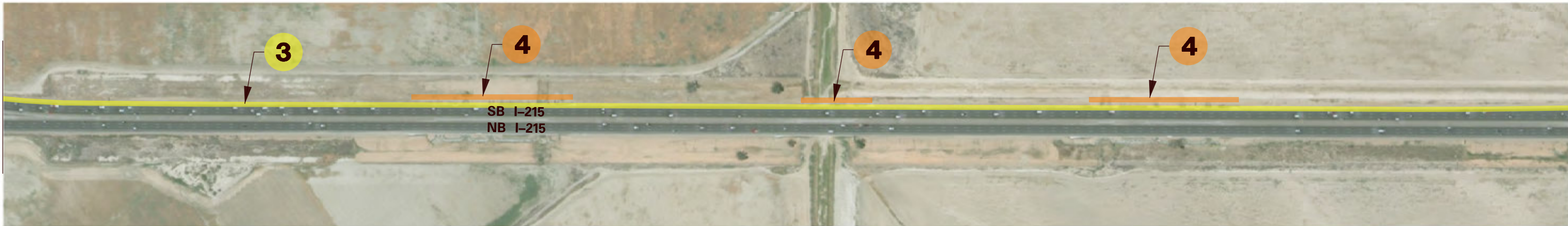




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- 1** ROW IMPACTS
- 4** STRUCTURE
- 7** STREET IMPROVEMENTS
- 2** RETAINING WALL
- 5** RAMP REALIGNMENT
- 8** SIGNALIZATION
- 3** WIDENING
- 6** ROADWAY EXCAVATION

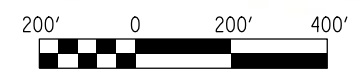
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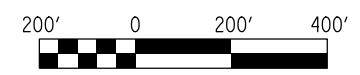
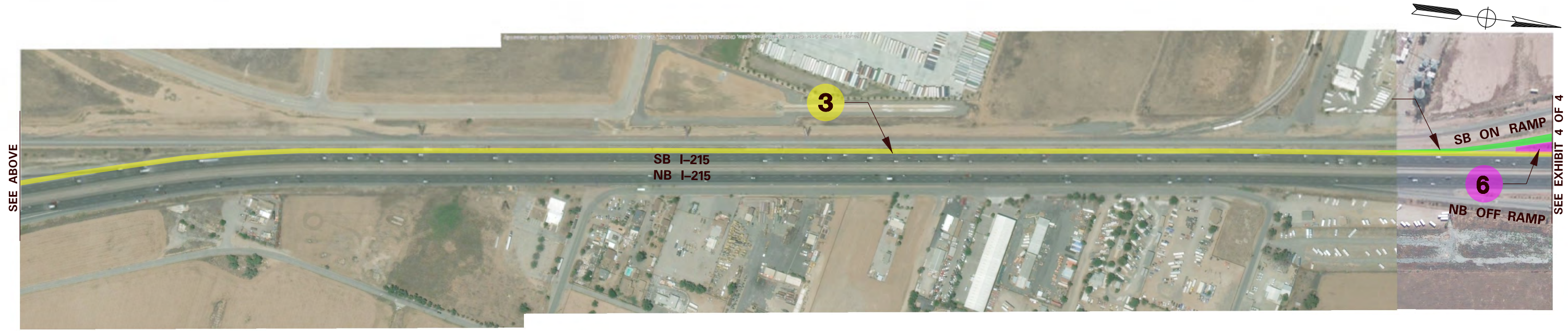
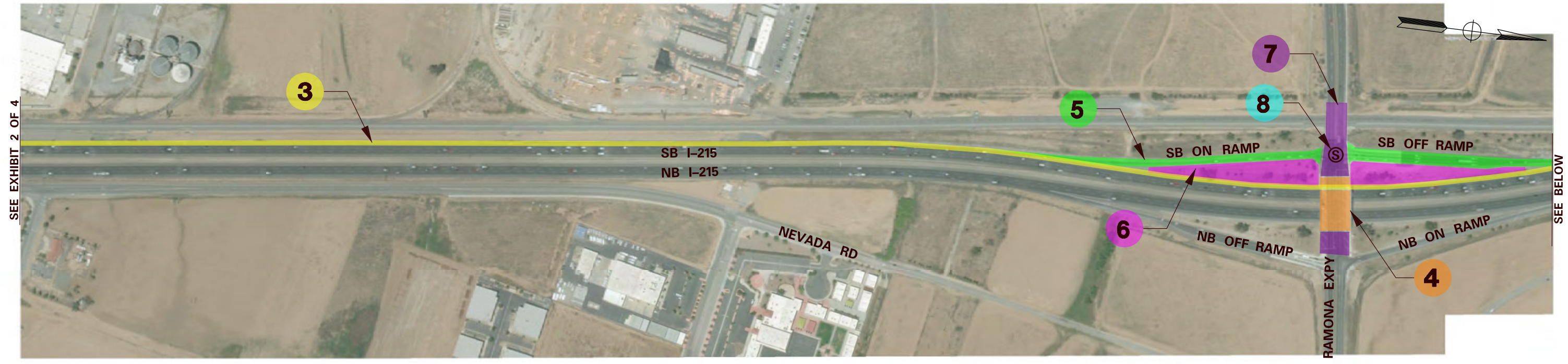
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- 2** RETAINING WALL
- 3** WIDENING
- 4** STRUCTURE
- 5** RAMP REALIGNMENT
- 6** ROADWAY EXCAVATION
- 7** STREET IMPROVEMENTS
- 8** SIGNALIZATION

13_OPT 1 (1 OF 4) CASE-RCTC_Exp.dgn



LEGEND:

- 1 ROW IMPACTS
- 4 STRUCTURE
- 7 STREET IMPROVEMENTS
- 2 RETAINING WALL
- 5 RAMP REALIGNMENT
- 8 SIGNALIZATION
- 3 WIDENING
- 6 ROADWAY EXCAVATION



LEGEND:

- 1 ROW IMPACTS
- 2 RETAINING WALL
- 3 WIDENING
- 4 STRUCTURE
- 5 RAMP REALIGNMENT
- 6 ROADWAY EXCAVATION
- 7 STREET IMPROVEMENTS
- 8 SIGNALIZATION

13_OPT 1 (3 OF 4) CASE-RCTC_Exp.dgn

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SEE EXHIBIT 2 OF 4

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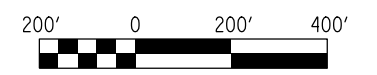
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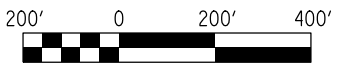
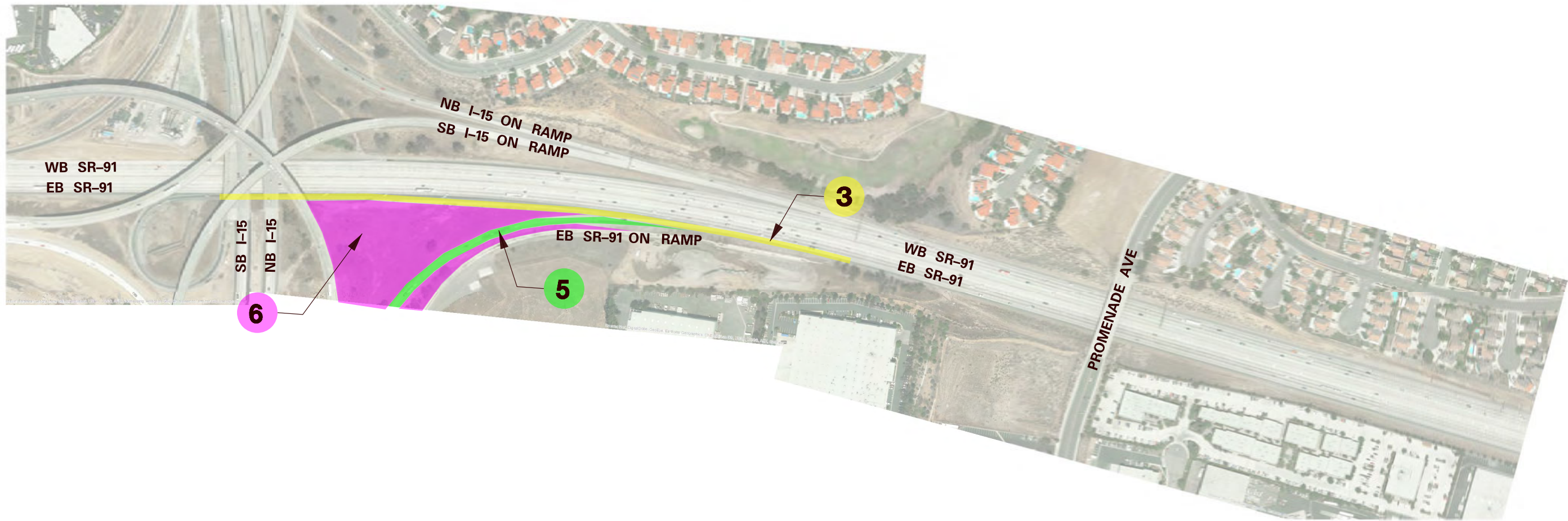
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LEGEND:

- 1 ROW IMPACTS
- 4 STRUCTURE
- 7 STREET IMPROVEMENTS
- 2 RETAINING WALL
- 5 RAMP REALIGNMENT
- 8 SIGNALIZATION
- 3 WIDENING
- 6 ROADWAY EXCAVATION





LEGEND:

- 1** ROW IMPACTS

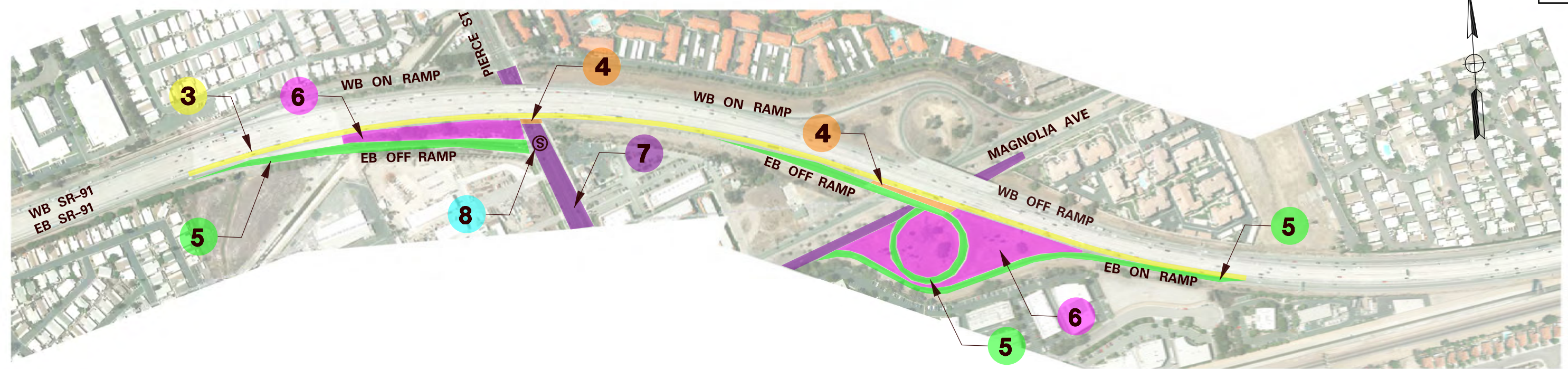
2 RETAINING WALL

3 WIDENING
- 4** STRUCTURE

5 RAMP REALIGNMENT

6 ROADWAY EXCAVATION
- 7** STREET IMPROVEMENTS

8 SIGNALIZATION



LEGEND:

- | | | |
|-------------------------|-----------------------------|------------------------------|
| 1 ROW IMPACTS | 4 STRUCTURE | 7 STREET IMPROVEMENTS |
| 2 RETAINING WALL | 5 RAMP REALIGNMENT | 8 SIGNALIZATION |
| 3 WIDENING | 6 ROADWAY EXCAVATION | |



APPENDIX B – CONCEPTUAL PROJECT COST ESTIMATE TABLES

Project #1: I-15 NB, from SR-79 S On-Ramp to Winchester Rd Off-Ramp		
ITEMS	TOTAL COST	ENGINEERING ASSUMPTIONS
I. Roadway Items Summary		
<u>SECTION 1: EARTHWORK COST</u>	\$665,000	Roadway Cost are all based on a preliminary Google Earth review.
<u>SECTION 2: PAVEMENT STRUCTURAL SECTION</u>	\$6,173,000	
<u>SECTION 3: DRAINAGE</u>	\$1,205,850	Drainage is taken at 15% of Roadway Items due to the lack of detail at this stage. During this review, we do not show that any pumps will be affected. Further analysis should look at all Retaining walls, sound walls, tie back walls and ramp reconfigurations are based on the widening needed. These are all based on a preliminary Google Earth review.
<u>SECTION 4: Specialty Items</u>	\$96,000	
<u>SECTION 6: TRAFFIC ITEMS</u>	\$1,105,000	
<u>SECTION 8: MINOR ITEMS</u> 5% of Sections 1-6	\$462,243	
<u>SECTION 9: MOBILIZATION</u> 10% of Sections 1-6	\$924,485	
<u>SECTION 10: ROADWAY ADDITIONS</u> 5% of Sections 1-6	\$462,243	
<u>SECTION 13: CONTINGENCIES</u> 40% of Sections 1-10	\$4,437,528	
II. STRUCTURE ITEMS		
<u>BRIDGES</u>	\$20,207,000	
TOTAL CAPITAL OUTLAY COSTS	\$35,738,348	
SUPPORT COSTS	\$12,508,000	Support costs are 35% of capital outlay costs
TOTAL PROJECT COSTS	\$48,246,000	

Summary of Quantities								
Project #1: I-15 NB, from SR-79 S On-Ramp to Winchester Rd Off-Ramp								
	Item Description	Distance (ft)	Width (ft)	Quantity	Unit	Cost Assumptions	Total Cost	Engineering Assumptions
I. Roadway Items Summary								
Earthwork								
	Roadway Excavation (NB Off Ramp Rancho California)	0-560	20-235	7831.70	CY	\$15.00	\$117,475.56	
	Roadway Excavation (NB Loop On Ramp Rancho California)	0-202	0-200	13690.93	CY	\$15.00	\$205,363.89	
	Roadway Excavation (NB On Ramp Rancho California)	655	0-185	22810.22	CY	\$15.00	\$342,153.33	
Pavment Structural Section								
	Remove Concrete Pavement (Mainline)	14605.00	10.00	16227.78	SQYD	\$36.38	\$590,366.56	Existing shoulders at 10'
	Class 2 Aggregate Subbase (Mainline)	14605.00	22.00	8330.26	CY	\$72.10	\$600,611.69	Lane plus shoulder at 22' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (Mainline)	14605.00	22.00	5823.74	TON	\$85.00	\$495,018.22	Lane plus shoulder at 22' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (Mainline)	14605.00	22.00	10710.33	CY	\$270.00	\$2,891,790.00	Lane plus shoulder at 22' with a CRCP depth of 0.90'
	Remove Concrete Pavement (NB Off Ramp Rancho California Rd)	1415.00	8.00	1257.78	SQYD	\$36.38	\$45,757.96	Existing shoulders at 8'
	Class 2 Aggregate Subbase (NB Off Ramp Rancho California Rd)	1415.00	38.00	1394.04	CY	\$72.10	\$100,510.07	Lane plus shoulder at 38' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (NB Off Ramp Rancho California Rd)	1415.00	38.00	974.58	TON	\$85.00	\$82,839.41	Lane plus shoulder at 38' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (NB Off Ramp Rancho California Rd)	1415.00	38.00	1792.33	CY	\$270.00	\$483,930.00	Lane plus shoulder at 38' with a CRCP depth of 0.90'
	Remove Concrete Pavement (NB Loop On Ramp Rancho California Rd)	800.00	8.00	711.11	SQYD	\$36.38	\$25,870.22	Existing shoulders at 8'
	Class 2 Aggregate Subbase (NB Loop On Ramp Rancho California Rd)	800.00	46.00	954.07	CY	\$72.10	\$68,788.74	Lane plus shoulder at 46' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (NB Loop On Ramp Rancho California Rd)	800.00	46.00	667.00	TON	\$85.00	\$56,695.00	Lane plus shoulder at 46' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (NB Loop On Ramp Rancho California Rd)	800.00	46.00	1226.67	CY	\$270.00	\$331,200.00	Lane plus shoulder at 46' with a CRCP depth of 0.90'
	Remove Concrete Pavement (NB On Ramp Rancho California)	835.00	8.00	742.22	SQYD	\$36.38	\$27,002.04	Existing shoulders at 8'
	Class 2 Aggregate Subbase (NB On Ramp Rancho California)	835.00	36.00	779.33	CY	\$72.10	\$56,189.93	Lane plus shoulder at 36' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (NB On Ramp Rancho California)	835.00	36.00	544.84	TON	\$85.00	\$46,311.19	Lane plus shoulder at 36' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (NB On Ramp Rancho California)	835.00	36.00	1002.00	CY	\$270.00	\$270,540.00	Lane plus shoulder at 36' with a CRCP depth of 0.90'
Specialty Items								
	Structural Concrete (Retaining Wall)	8625.00		1597.41	SQFT	\$60.00	\$95,844.44	Retaining wall height 5'
Traffic Items								
Traffic Electrical								
	Intersection Signalization			4.00	PER CORNER	\$50,000.00	\$200,000.00	
Traffic Signing and Striping								
	Removal of Existing Striping (Mainline)	14605.00		14605.00	LF	\$0.65	\$9,493.25	
	Thermoplastic Striping (Mainline)	29210.00		29210.00	LF	\$2.41	\$70,396.10	
	Removal of Existing Striping (NB Off Ramp Rancho California Rd)	4252.00		4252.00	LF	\$0.65	\$2,763.80	
	Thermoplastic Striping (NB Off Ramp Rancho California Rd)	4252.00		4252.00	LF	\$2.41	\$10,247.32	
	Removal of Existing Striping (NB Loop On Ramp Rancho California Rd)	2027.00		2027.00	LF	\$0.65	\$1,317.55	
	Thermoplastic Striping (NB Loop On Ramp Rancho California Rd)	2027.00		2027.00	LF	\$2.41	\$4,885.07	
	Removal of Existing Striping (NB On Ramp Rancho California)	1870.00		1870.00	LF	\$0.65	\$1,215.50	
	Thermoplastic Striping (NB On Ramp Rancho California)	1870.00		1870.00	LF	\$2.41	\$4,506.70	
	Reconstruct Sign Structure			4.00	EA	\$200,000.00	\$800,000.00	
II. Structure Items								
	Santiago Rd Bridge-Tie-back	70.00	22.00	1540.00	SQ FT	\$375.00	\$577,500.00	
	Rancho California Rd Bridge Replacement	122.00	262.00	31964.00	SQ FT	\$250.00	\$7,991,000.00	
	Drainage Underpass Widening	58.00	22.00	1276.00	SQ FT	\$375.00	\$478,500.00	
	Overland Rd Bridge Replacement	62.00	720.00	44640.00	SQ FT	\$250.00	\$11,160,000.00	
III. Right of Way								
	I. Roadway Items						\$8,039,000.00	
	Earthwork						\$665,000.00	
	Pavment Structural Section						\$6,173,000.00	
	Specialty Items						\$96,000.00	
	Traffic Items						\$1,105,000.00	
	II. Structural Items						\$20,207,000.00	
	III. Right of Way						\$0.00	

Project #1: I-15 NB at Rancho California Subtotal		
ITEMS	TOTAL COST	ENGINEERING ASSUMPTIONS
I. Roadway Items Summary		
SECTION 1: EARTHWORK COST	\$665,000	Roadway Cost are all based on a preliminary Google Earth review.
SECTION 2: PAVEMENT STRUCTURAL SECTION	\$1,596,000	
SECTION 3: DRAINAGE	\$375,300	Drainage is taken at 15% of Roadway Items due to the lack of detail at this stage. During this review, we do not show that any pumps will be affected. Further analysis should look at all Retaining walls, sound walls, tie back walls and ramp reconfigurations are based on the widening needed. These are all based on a preliminary Google Earth review.
SECTION 4: <u>Specialty Items</u>	\$16,000	
SECTION 6: TRAFFIC ITEMS	\$225,000	
SECTION 8: MINOR ITEMS 5% of Sections 1-6	\$143,865	
SECTION 9: MOBILIZATION 10% of Sections 1-6	\$287,730	
SECTION 10: ROADWAY ADDITIONS 5% of Sections 1-6	\$143,865	
SECTION 13: CONTINGENCIES 40% of Sections 1-10	\$1,381,104	
II. STRUCTURE ITEMS		
BRIDGES	\$7,991,000	
TOTAL CAPITAL OUTLAY COSTS	\$12,824,864	
SUPPORT COSTS	\$4,489,000	Support costs are 35% of capital outlay costs
SUBTOTAL PROJECT COSTS	\$17,314,000	
Amount included in 2016 TUMF Nexus Study	\$12,009,000.00	
Amount to be reduced from Total Project Costs	\$12,009,000.00	

Summary of Quantities							
Project #1: I-15 NB at Rancho California Subtotal							
Item Description	Distance (ft)	Width (ft)	Quantity	Unit	Cost Assumptions	Total Cost	Engineering Assumptions
I. Roadway Items Summary							
Earthwork							
Roadway Excavation (NB Off Ramp Rancho California)	0-560	20-235	7831.70	CY	\$15.00	\$117,475.56	
Roadway Excavation (NB Loop On Ramp Rancho California)	0-202	0-200	13690.93	CY	\$15.00	\$205,363.89	
Roadway Excavation (NB On Ramp Rancho California)	655	0-185	22810.22	CY	\$15.00	\$342,153.33	
Pavment Structural Section							
Remove Concrete Pavement (Mainline)						\$0.00	Existing shoulders at 10'
Class 2 Aggregate Subbase (Mainline)						\$0.00	Lane plus shoulder at 22' with Class 2 Aggregate depth of 0.70'
Hot Mix Asphalt (Type A) (Mainline)						\$0.00	Lane plus shoulder at 22' with a HMA depth of 0.25'
Continuously Reinforced Concrete Pavement (Mainline)						\$0.00	Lane plus shoulder at 22' with a CRCP depth of 0.90'
Remove Concrete Pavement (NB Off Ramp Rancho California Rd)	1415.00	8.00	1257.78	SQYD	\$36.38	\$45,757.96	Existing shoulders at 8'
Class 2 Aggregate Subbase (NB Off Ramp Rancho California Rd)	1415.00	38.00	1394.04	CY	\$72.10	\$100,510.07	Lane plus shoulder at 38' with Class 2 Aggregate depth of 0.70'
Hot Mix Asphalt (Type A) (NB Off Ramp Rancho California Rd)	1415.00	38.00	974.58	TON	\$85.00	\$82,839.41	Lane plus shoulder at 38' with a HMA depth of 0.25'
Continuously Reinforced Concrete Pavement (NB Off Ramp Rancho California Rd)	1415.00	38.00	1792.33	CY	\$270.00	\$483,930.00	Lane plus shoulder at 38' with a CRCP depth of 0.90'
Remove Concrete Pavement (NB Loop On Ramp Rancho California Rd)	800.00	8.00	711.11	SQYD	\$36.38	\$25,870.22	Existing shoulders at 8'
Class 2 Aggregate Subbase (NB Loop On Ramp Rancho California Rd)	800.00	46.00	954.07	CY	\$72.10	\$68,788.74	Lane plus shoulder at 46' with Class 2 Aggregate depth of 0.70'
Hot Mix Asphalt (Type A) (NB Loop On Ramp Rancho California Rd)	800.00	46.00	667.00	TON	\$85.00	\$56,695.00	Lane plus shoulder at 46' with a HMA depth of 0.25'
Continuously Reinforced Concrete Pavement (NB Loop On Ramp Rancho California Rd)	800.00	46.00	1226.67	CY	\$270.00	\$331,200.00	Lane plus shoulder at 46' with a CRCP depth of 0.90'
Remove Concrete Pavement (NB On Ramp Rancho California)	835.00	8.00	742.22	SQYD	\$36.38	\$27,002.04	Existing shoulders at 8'
Class 2 Aggregate Subbase (NB On Ramp Rancho California)	835.00	36.00	779.33	CY	\$72.10	\$56,189.93	Lane plus shoulder at 36' with Class 2 Aggregate depth of 0.70'
Hot Mix Asphalt (Type A) (NB On Ramp Rancho California)	835.00	36.00	544.84	TON	\$85.00	\$46,311.19	Lane plus shoulder at 36' with a HMA depth of 0.25'
Continuously Reinforced Concrete Pavement (NB On Ramp Rancho California)	835.00	36.00	1002.00	CY	\$270.00	\$270,540.00	Lane plus shoulder at 36' with a CRCP depth of 0.90'
Specialty Items							
Structural Concrete (Retaining Wall)	1400.00		259.26	SQFT	\$60.00	\$15,555.56	Retaining wall height 5'
Traffic Items							
Traffic Electrical							
Intersection Signalization			4.00	PER CORNER	\$50,000.00	\$200,000.00	
Traffic Signing and Striping							
Removal of Existing Striping (Mainline)						\$0.00	
Thermoplastic Striping (Mainline)						\$0.00	
Removal of Existing Striping (NB Off Ramp Rancho California Rd)	4252.00		4252.00	LF	\$0.65	\$2,763.80	
Thermoplastic Striping (NB Off Ramp Rancho California Rd)	4252.00		4252.00	LF	\$2.41	\$10,247.32	
Removal of Existing Striping (NB Loop On Ramp Rancho California Rd)	2027.00		2027.00	LF	\$0.65	\$1,317.55	
Thermoplastic Striping (NB Loop On Ramp Rancho California Rd)	2027.00		2027.00	LF	\$2.41	\$4,885.07	
Removal of Existing Striping (NB On Ramp Rancho California)	1870.00		1870.00	LF	\$0.65	\$1,215.50	
Thermoplastic Striping (NB On Ramp Rancho California)	1870.00		1870.00	LF	\$2.41	\$4,506.70	
Reconstruct Sign Structure						\$0.00	
II. Structure Items							
Santiago Rd Bridge-Tie-back						\$0.00	
Rancho California Rd Bridge Replacement	122.00	262.00	31964.00	SQ FT	\$250.00	\$7,991,000.00	
Drainage Underpass Widening						\$0.00	
Overland Rd Bridge Replacement						\$0.00	
III. Right of Way							
			I. Roadway Items			\$2,502,000.00	
			Earthwork			\$665,000.00	
			Pavment Structural Section			\$1,596,000.00	
			Specialty Items			\$16,000.00	
			Traffic Items			\$225,000.00	
			II. Structural Items			\$7,991,000.00	
			III. Right of Way			\$0.00	

Project #3: I-15 NB, from Clinton Keith Rd. On-ramp to Baxter Rd. Off-Ramp		
ITEMS	TOTAL COST	ENGINEERING ASSUMPTIONS
I. Roadway Items Summary		
<u>SECTION 1: EARTHWORK COST</u>	\$2,239,000	Roadway Cost are all based on a preliminary Google Earth review.
<u>SECTION 2: PAVEMENT STRUCTURAL SECTION</u>	\$2,328,000	
<u>SECTION 3: DRAINAGE</u>	\$809,700	Drainage is taken at 15% of Roadway Items due to the lack of detail at this stage. During this review, we do not show that any pumps will be affected. Further analysis should look at all Retaining walls, sound walls, tie back walls and ramp reconfigurations are based on the widening needed. These are all based on a preliminary Google Earth review.
<u>SECTION 4: Specialty Items</u>	\$35,000	
<u>SECTION 6: TRAFFIC ITEMS</u>	\$796,000	
<u>SECTION 8: MINOR ITEMS</u> 5% of Sections 1-6	\$310,385	
<u>SECTION 9: MOBILIZATION</u> 10% of Sections 1-6	\$620,770	
<u>SECTION 10: ROADWAY ADDITIONS</u> 5% of Sections 1-6	\$310,385	
<u>SECTION 13: CONTINGENCIES</u> 40% of Sections 1-10	\$2,979,696	
II. STRUCTURE ITEMS		
<u>BRIDGES</u>	\$360,000	
TOTAL CAPITAL OUTLAY COSTS	\$10,788,936	
SUPPORT COSTS	\$3,776,000	Support costs are 35% of capital outlay costs
TOTAL PROJECT COSTS	\$14,565,000	

Summary of Quantities									
Project #3: I-15 NB, from Clinton Keith Rd. On-ramp to Baxter Rd. Off-Ramp									
	Item Description	Distance (ft)	Width (ft)	Depth (ft)	Quantity	Unit	Cost Assumptions	Total Cost	Engineering Assumptions
I. Roadway Items Summary									
Earthwork									
	Roadway Excavation (NB Off Ramp Baxter Rd)	1175.00	0-185	14.00	50359.04	CY	\$15.00	\$755,385.56	
	Roadway Excavation (NB On Ramp Baxter Rd)	860.00	0-200	28.00	98907.41	CY	\$15.00	\$1,483,611.11	
Pavement Structural Section									
	Remove Concrete Pavement (Mainline)	4840.00	10.00		5377.78	SQYD	\$36.38	\$195,643.56	Existing shoulders at 10'
	Class 2 Aggregate Subbase (Mainline)	4840.00	22.00		2760.59	CY	\$72.10	\$199,038.73	Lane plus shoulder at 22' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (Mainline)	4840.00	22.00		1929.95	TON	\$85.00	\$164,045.75	Lane plus shoulder at 22' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (Mainline)	4840.00	22.00		3549.33	CY	\$270.00	\$958,320.00	Lane plus shoulder at 22' with a CRCP depth of 0.90'
	Remove Concrete Pavement (NB Off Ramp Baxter)	1220.00	8.00		1084.44	SQYD	\$36.38	\$39,452.09	Existing shoulders at 8'
	Class 2 Aggregate Subbase(NB Off Ramp Baxter)	1220.00	24.00		759.11	CY	\$72.10	\$54,731.91	Lane plus shoulder at 24' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (NB Off Ramp Baxter)	1220.00	24.00		530.70	TON	\$85.00	\$45,109.50	Lane plus shoulder at 24' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (NB Off Ramp Baxter)	1220.00	24.00		976.00	CY	\$270.00	\$263,520.00	Lane plus shoulder at 24' with a CRCP depth of 0.90'
	Remove Concrete Pavement (NB On Ramp Baxter)	1235.00	8.00		1097.78	SQYD	\$36.38	\$39,937.16	Existing shoulders at 8'
	Class 2 Aggregate Subbase (NB On Ramp Baxter)	1235.00	24.00		768.44	CY	\$72.10	\$55,404.84	Lane plus shoulder at 24' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (NB On Ramp Baxter)	1235.00	24.00		537.23	TON	\$85.00	\$45,664.13	Lane plus shoulder at 24' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (NB On Ramp Baxter)	1235.00	24.00		988.00	CY	\$270.00	\$266,760.00	Lane plus shoulder at 24' with a CRCP depth of 0.90'
Specialty Items									
	Structural Concrete (Retaining Wall)	1055.00			586.11	SQFT	\$60.00	\$35,166.67	Retaining wall height 5'
Traffic Items									
Traffic Electrical									
	Intersection Signalization				7.00	PER CORNER	\$50,000.00	\$350,000.00	
Traffic Signing and Stripping									
	Removal of Existing Striping (Mainline)	4840.00			4840.00	LF	\$0.65	\$3,146.00	
	Thermoplastic Striping (Mainline)	9680.00			9680.00	LF	\$2.41	\$23,328.80	
	Removal of Existing Striping (NB Off Ramp Baxter)	1475.00			1475.00	LF	\$0.65	\$958.75	
	Thermoplastic Striping (NB Off Ramp Baxter)	1475.00			1475.00	LF	\$2.41	\$3,554.75	
	Removal of Existing Striping (NB On Ramp Baxter)	1235.00			1235.00	LF	\$0.65	\$802.75	
	Thermoplastic Striping (NB On Ramp Baxter)	1235.00			1235.00	LF	\$2.41	\$2,976.35	
	Reconstruct Sign Structure				2.00	EA	\$200,000.00	\$400,000.00	
II. Structure Items									
	Baxter Rd Bridge-Tie-back	60.00	16.00		960.00	SQFT	\$375.00	\$360,000.00	
III. Right of Way									
		I. Roadway Items				\$5,398,000.00			
		Earthwork				\$2,239,000.00			
		Pavement Structural Section				\$2,328,000.00			
		Specialty Items				\$35,000.00			
		Traffic Items				\$796,000.00			
		II. Structural Items				\$360,000.00			
		III. Right of Way				\$0.00			

Project #3: I-15 NB at Baxter Subtotal		
ITEMS	TOTAL COST	ENGINEERING ASSUMPTIONS
I. Roadway Items Summary		
SECTION 1: EARTHWORK COST	\$2,239,000	Roadway Cost are all based on a preliminary Google Earth review.
SECTION 2: PAVEMENT STRUCTURAL SECTION	\$811,000	
SECTION 3: DRAINAGE	\$573,000	Drainage is taken at 15% of Roadway Items due to the lack of detail at this stage. During this review, we do not show that any pumps will be affected. Further analysis should look at all Retaining walls, sound walls, tie back walls and ramp reconfigurations are based on the widening needed. These are all based on a preliminary Google Earth review.
SECTION 4: Specialty Items	\$0	
SECTION 6: TRAFFIC ITEMS	\$770,000	
SECTION 8: MINOR ITEMS 5% of Sections 1-6	\$219,650	
SECTION 9: MOBILIZATION 10% of Sections 1-6	\$439,300	
SECTION 10: ROADWAY ADDITIONS 5% of Sections 1-6	\$219,650	
SECTION 13: CONTINGENCIES 40% of Sections 1-10	\$2,108,640	
II. STRUCTURE ITEMS		
BRIDGES	\$360,000	
TOTAL CAPITAL OUTLAY COSTS	\$7,740,240	
SUPPORT COSTS	\$2,709,000	Support costs are 35% of capital outlay costs
TOTAL PROJECT COSTS	\$10,449,000	

Amount included in 2016 TUMF Nexus Study \$7,159,000.00
 Amount to be reduced from Total Project Costs \$7,159,000.00

Project #7, I-15 SB, from Cajalco Rd On-Ramp to Indian Truck Trail On-Ramp		
ITEMS	TOTAL COST	ENGINEERING ASSUMPTIONS
I. Roadway Items Summary		
<u>SECTION 1: EARTHWORK COST</u>	\$1,510,000	Roadway Cost are all based on a preliminary Google Earth review.
<u>SECTION 2: PAVEMENT STRUCTURAL SECTION</u>	\$11,919,000	
<u>SECTION 3: DRAINAGE</u>	\$2,251,950	Drainage is taken at 15% of Roadway Items due to the lack of detail at this stage. During this review, we do not show that any pumps will be affected. Further analysis should look at all Retaining walls, sound walls, tie back walls and ramp reconfigurations are based on the widening needed. These are all based on a preliminary Google Earth review.
<u>SECTION 4: Specialty Items</u>	\$304,000	
<u>SECTION 6: TRAFFIC ITEMS</u>	\$1,280,000	
<u>SECTION 8: MINOR ITEMS</u> 5% of Sections 1-6	\$863,248	
<u>SECTION 9: MOBILIZATION</u> 10% of Sections 1-6	\$1,726,495	
<u>SECTION 10: ROADWAY ADDITIONS</u> 5% of Sections 1-6	\$863,248	
<u>SECTION 13: CONTINGENCIES</u> 40% of Sections 1-10	\$8,287,176	
II. STRUCTURE ITEMS		
<u>BRIDGES</u>	\$4,310,000	
<u>Right of Way Acquisition</u>	\$375,000	
TOTAL CAPITAL OUTLAY COSTS	\$33,690,116	
SUPPORT COSTS	\$11,792,000	Support costs are 35% of capital outlay costs
TOTAL PROJECT COSTS	\$45,482,000	

Summary of Quantities
Project #7, I-15 SB, from Cajalco Rd On-Ramp to Indian Truck Trail On-Ramp

Item Description	Distance (ft)	Width (ft)	Depth (ft)	Quantity	Unit	Cost Assumptions	Total Cost	Engineering Assumptions
I. Roadway Items Summary								
Earthwork								
Roadway Excavation (SB On Ramp Indian Truck Trail)	840.00	0-186	0-12	36720.00	CY	\$15.00	\$550,800.00	
Roadway Excavation (SB Off Ramp Indian Truck Trail)	1100.00	11-167	0-11	36410.00	CY	\$15.00	\$546,150.00	
Roadway Excavation (West of SB Off Ramp Indian Truck Trail)	1735	0-162	0-7	10460.52	CY	\$15.00	\$156,907.78	
Roadway Excavation (West of SB on Ramp Temescal Canyon)	640.00	36-70	0-2	2587.11	CY	\$15.00	\$38,806.67	
Roadway Excavation (SB on Ramp Temescal Canyon)	830.00	14-102	0-3	5971.00	CY	\$15.00	\$89,565.00	
Roadway Excavation (SB off Ramp Temescal Canyon)	860.00	12-125	0-2	4170.44	CY	\$15.00	\$62,556.67	
Roadway Excavation (SB on Ramp Dos Lagos)	520.00	0-85	0-2	1586.07	CY	\$15.00	\$23,791.11	
Roadway Excavation (SB off Ramp Dos Lagos)	950.00	0-90	0-2	2776.52	CY	\$15.00	\$41,647.78	
Pavement Structural Section								
Remove Concrete Pavement (Mainline)	29203.00	10.00		32447.78	SQYD	\$36.38	\$1,180,450.16	Existing shoulders at 10'
Class 2 Aggregate Subbase (Mainline)	29203.00	22.00		16656.53	CY	\$72.10	\$1,200,935.52	Lane plus shoulder at 22' with Class 2 Aggregate depth of 0.70'
Hot Mix Asphalt (Type A) (Mainline)	29203.00	22.00		11644.70	TON	\$85.00	\$989,799.18	Lane plus shoulder at 22' with a HMA depth of 0.25'
Continuously Reinforced Concrete Pavement (Mainline)	29203.00	22.00		21415.53	CY	\$270.00	\$5,782,194.00	Lane plus shoulder at 22' with a CRCP depth of 0.90'
Remove Concrete Pavement (SB on Ramp Indian Truck Trail)	215.00	8.00		191.11	SQYD	\$36.38	\$6,952.62	Existing shoulders at 8'
Class 2 Aggregate Subbase (SB on Ramp Indian Truck Trail)	215.00	26.00		144.93	CY	\$72.10	\$10,449.16	Lane plus shoulder at 26' with Class 2 Aggregate depth of 0.70'
Hot Mix Asphalt (Type A) (SB on Ramp Indian Truck Trail)	215.00	26.00		101.32	TON	\$85.00	\$8,612.09	Lane plus shoulder at 26' with a HMA depth of 0.25'
Continuously Reinforced Concrete Pavement (SB on Ramp Indian Truck Trail)	215.00	26.00		186.33	CY	\$270.00	\$50,310.00	Lane plus shoulder at 26' with a CRCP depth of 0.90'
Remove Concrete Pavement (SB Off Ramp Indian Truck Trail)	1220.00	8.00		1084.44	SQYD	\$36.38	\$39,452.09	Existing shoulders at 8'
Class 2 Aggregate Subbase (SB Off Ramp Indian Truck Trail)	1220.00	52.00		1644.74	CY	\$72.10	\$118,585.81	Lane plus shoulder at 52' with Class 2 Aggregate depth of 0.70'
Hot Mix Asphalt (Type A) (SB Off Ramp Indian Truck Trail)	1220.00	52.00		1149.85	TON	\$85.00	\$97,737.25	Lane plus shoulder at 52' with a HMA depth of 0.25'
Continuously Reinforced Concrete Pavement (SB Off Ramp Indian Truck Trail)	1220.00	52.00		2114.67	CY	\$270.00	\$570,960.00	Lane plus shoulder at 52' with a CRCP depth of 0.90'
Remove Concrete Pavement (SB on Ramp Temescal Canyon)	955.00	8.00		848.89	SQYD	\$36.38	\$30,882.58	Existing shoulders at 8'
Class 2 Aggregate Subbase (SB on Ramp Temescal Canyon)	955.00	36.00		891.33	CY	\$72.10	\$64,265.13	Lane plus shoulder at 36' with Class 2 Aggregate depth of 0.70'
Hot Mix Asphalt (Type A) (SB on Ramp Temescal Canyon)	955.00	36.00		623.14	TON	\$85.00	\$52,966.69	Lane plus shoulder at 36' with a HMA depth of 0.25'
Continuously Reinforced Concrete Pavement (SB on Ramp Temescal Canyon)	955.00	36.00		1146.00	CY	\$270.00	\$309,420.00	Lane plus shoulder at 36' with a CRCP depth of 0.90'
Remove Concrete Pavement (SB off Ramp Temescal Canyon)	1165.00	8.00		1035.56	SQYD	\$36.38	\$37,673.51	Existing shoulders at 8'
Class 2 Aggregate Subbase (SB off Ramp Temescal Canyon)	1165.00	34.00		1026.93	CY	\$72.10	\$74,041.36	Lane plus shoulder at 34' with Class 2 Aggregate depth of 0.70'
Hot Mix Asphalt (Type A) (SB off Ramp Temescal Canyon)	1165.00	34.00		717.93	TON	\$85.00	\$61,024.16	Lane plus shoulder at 34' with a HMA depth of 0.25'
Continuously Reinforced Concrete Pavement (SB off Ramp Temescal Canyon)	1165.00	34.00		1320.33	CY	\$270.00	\$356,490.00	Lane plus shoulder at 34' with a CRCP depth of 0.90'
Remove Concrete Pavement (SB on Ramp Dos Lagos)	740.00	8.00		657.78	SQYD	\$36.38	\$23,929.96	Existing shoulders at 8'
Class 2 Aggregate Subbase (SB on Ramp Dos Lagos)	740.00	38.00		729.04	CY	\$72.10	\$52,563.57	Lane plus shoulder at 38 with Class 2 Aggregate depth of 0.70'
Hot Mix Asphalt (Type A) (SB on Ramp Dos Lagos)	740.00	38.00		509.68	TON	\$85.00	\$43,322.38	Lane plus shoulder at 38' with a HMA depth of 0.25'
Continuously Reinforced Concrete Pavement (SB on Ramp Dos Lagos)	740.00	38.00		937.33	CY	\$270.00	\$253,080.00	Lane plus shoulder at 38' with a CRCP depth of 0.90'
Remove Concrete Pavement (SB off Ramp Dos Lagos)	1050.00	8.00		933.33	SQYD	\$36.38	\$33,954.67	Existing shoulders at 8'
Class 2 Aggregate Subbase (SB off Ramp Dos Lagos)	1050.00	36.00		980.00	CY	\$72.10	\$70,658.00	Lane plus shoulder at 36' with Class 2 Aggregate depth of 0.70'
Hot Mix Asphalt (Type A) (SB off Ramp Dos Lagos)	1050.00	36.00		685.13	TON	\$85.00	\$58,235.63	Lane plus shoulder at 36' with a HMA depth of 0.25'
Continuously Reinforced Concrete Pavement (SB off Ramp Dos Lagos)	1050.00	36.00		1260.00	CY	\$270.00	\$340,200.00	Lane plus shoulder at 36' with a CRCP depth of 0.90'
Specialty Items								
Remove Retaining Wall	1095.00			1095.00	LF	\$15.00	\$16,425.00	
Structural Concrete (Retaining Wall)	14010.00			4792.22	SQFT	\$60.00	\$287,533.33	Retaining wall height 5'
Traffic Items								
Traffic Electrical								
Intersection Signalization				12.00	PER CORNER	\$50,000.00	\$600,000.00	
Traffic Signing and Stripping								
Removal of Existing Striping (Mainline)	29203.00			29203.00	LF	\$0.65	\$18,981.95	
Thermoplastic Striping (Mainline)	58406.00			58406.00	LF	\$2.41	\$140,758.46	
Removal of Existing Striping (SB on Ramp Indian Truck Trail)	2386.00			2386.00	LF	\$0.65	\$1,550.90	
Thermoplastic Striping (SB on Ramp Indian Truck Trail)	2386.00			2386.00	LF	\$2.41	\$5,750.26	
Removal of Existing Striping (SB Off Ramp Indian Truck Trail)	3870.00			3870.00	LF	\$0.65	\$2,515.50	
Thermoplastic Striping (SB Off Ramp Indian Truck Trail)	3870.00			3870.00	LF	\$2.41	\$9,326.70	
Removal of Existing Striping (SB on Ramp Temescal Canyon)	2035.00			2035.00	LF	\$0.65	\$1,322.75	
Thermoplastic Striping (SB on Ramp Temescal Canyon)	2035.00			2035.00	LF	\$2.41	\$4,904.35	
Removal of Existing Striping (SB off Ramp Temescal Canyon)	26170.00			26170.00	LF	\$0.65	\$17,010.50	
Thermoplastic Striping (SB off Ramp Temescal Canyon)	26170.00			26170.00	LF	\$2.41	\$63,069.70	
Removal of Existing Striping (SB on Ramp Dos Lagos)	1491.00			1491.00	LF	\$0.65	\$969.15	
Thermoplastic Striping (SB on Ramp Dos Lagos)	1491.00			1491.00	LF	\$2.41	\$3,593.31	
Removal of Existing Striping (SB off Ramp Dos Lagos)	3290.00			3290.00	LF	\$0.65	\$2,138.50	
Thermoplastic Striping (SB off Ramp Dos Lagos)	3290.00			3290.00	LF	\$2.41	\$7,928.90	
Reconstruct Sign Structure				2.00	LF	\$200,000.00	\$400,000.00	
II. Structure Items								
Indian Truck Trail Bridge Widening	136.00	14.00		1904.00	SQFT	\$375.00	\$714,000.00	
Temescal Canyon OC Widening PM 31.90	160.00	14.00		2240.00	SQFT	\$375.00	\$840,000.00	
Mayhew Wash Bridge Widening PM 31.97	145.00	14.00		2030.00	SQFT	\$375.00	\$761,250.00	
Temescal Canyon Road UC Widening PM 33.25	62.00	14.00		868.00	SQFT	\$375.00	\$325,500.00	
Brown Canyon Wash Bridge Widening PM 34.72	78.00	14.00		1092.00	SQ FT	\$375.00	\$409,500.00	
Dos Lagos Bridge Widening	140.00	14.00		1960.00	SQ FT	\$375.00	\$735,000.00	
Bedford Wash Bridge Widening	100.00	14.00		1400.00	SQFT	\$375.00	\$525,000.00	
III. Right of Way								
Right of Way Acquisition	150.00	50.00		7500.00	SQFT	\$50.00	\$375,000.00	
				I. Roadway Items			\$15,013,000.00	
				Earthwork			\$1,510,000.00	
				Pavement Structural Section			\$11,919,000.00	
				Specialty Items			\$304,000.00	
				Traffic Items			\$1,280,000.00	
				II. Structural Items			\$4,310,000.00	
				III. Right of Way			\$375,000.00	

Project #7, I-15 SB at Temescal Canyon Subtotal		
ITEMS	TOTAL COST	ENGINEERING ASSUMPTIONS
I. Roadway Items Summary		
SECTION 1: EARTHWORK COST	\$191,000	Roadway Cost are all based on a preliminary Google Earth review.
SECTION 2: PAVEMENT STRUCTURAL SECTION	\$987,000	
SECTION 3: DRAINAGE	\$375,150	Drainage is taken at 15% of Roadway Items due to the lack of detail at this stage. During this review, we do not show that any pumps will be affected. Further analysis should look at all Retaining walls, sound walls, tie back walls and ramp reconfigurations are based on the widening needed. These are all based on a preliminary Google Earth review.
SECTION 4: Specialty Items	\$43,000	
SECTION 6: TRAFFIC ITEMS	\$1,280,000	
SECTION 8: MINOR ITEMS 5% of Sections 1-6	\$143,808	
SECTION 9: MOBILIZATION 10% of Sections 1-6	\$287,615	
SECTION 10: ROADWAY ADDITIONS 5% of Sections 1-6	\$143,808	
SECTION 13: CONTINGENCIES 40% of Sections 1-10	\$1,380,552	
II. STRUCTURE ITEMS		
BRIDGES	\$840,000	
II. STRUCTURE ITEMS		
Right of Way Acquisition	\$0	
TOTAL CAPITAL OUTLAY COSTS	\$5,671,932	
SUPPORT COSTS	\$1,985,000	Support costs are 35% of capital outlay costs
TOTAL PROJECT COSTS	\$7,657,000	

Amount included in 2016 TUMF Nexus Study **\$17,897,000.00**
 Amount to be reduced from Total Project Costs **\$7,657,000.00**

Summary of Quantities									
Project #7, I-15 SB at Temescal Canyon Subtotal									
	Item Description	Distance (ft)	Width (ft)	Depth (ft)	Quantity	Unit	Cost Assumptions	Total Cost	Engineering Assumptions
I. Roadway Items Summary									
Earthwork									
	Roadway Excavation (SB On Ramp Indian Truck Trail)							\$0.00	
	Roadway Excavation (SB Off Ramp Indian Truck Trail)							\$0.00	
	Roadway Excavation (West of SB Off Ramp Indian Truck Trail)							\$0.00	
	Roadway Excavation (West of SB on Ramp Temescal Canyon)	640.00	36-70	0-2	2587.11	CY	\$15.00	\$38,806.67	
	Roadway Excavation (SB on Ramp Temescal Canyon)	830.00	14-102	0-3	5971.00	CY	\$15.00	\$89,565.00	
	Roadway Excavation (SB off Ramp Temescal Canyon)	860.00	12-125	0-2	4170.44	CY	\$15.00	\$62,556.67	
	Roadway Excavation (SB on Ramp Dos Lagos)							\$0.00	
	Roadway Excavation (SB off Ramp Dos Lagos)							\$0.00	
Pavement Structural Section									
	Remove Concrete Pavement (Mainline)							\$0.00	Existing shoulders at 10'
	Class 2 Aggregate Subbase (Mainline)							\$0.00	Lane plus shoulder at 22' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (Mainline)							\$0.00	Lane plus shoulder at 22' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (Mainline)							\$0.00	Lane plus shoulder at 22' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB on Ramp Indian Truck Trail)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB on Ramp Indian Truck Trail)							\$0.00	Lane plus shoulder at 26' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB on Ramp Indian Truck Trail)							\$0.00	Lane plus shoulder at 26' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB on Ramp Indian Truck Trail)							\$0.00	Lane plus shoulder at 26' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB Off Ramp Indian Truck Trail)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB Off Ramp Indian Truck Trail)							\$0.00	Lane plus shoulder at 52' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB Off Ramp Indian Truck Trail)							\$0.00	Lane plus shoulder at 52' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB Off Ramp Indian Truck Trail)							\$0.00	Lane plus shoulder at 52' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB on Ramp Temescal Canyon)	955.00	8.00		848.89	SQYD	\$36.38	\$30,882.58	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB on Ramp Temescal Canyon)	955.00	36.00		891.33	CY	\$72.10	\$64,265.13	Lane plus shoulder at 36' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB on Ramp Temescal Canyon)	955.00	36.00		623.14	TON	\$85.00	\$52,966.69	Lane plus shoulder at 36' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB on Ramp Temescal Canyon)	955.00	36.00		1146.00	CY	\$270.00	\$309,420.00	Lane plus shoulder at 36' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB off Ramp Temescal Canyon)	1165.00	8.00		1035.56	SQYD	\$36.38	\$37,673.51	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB off Ramp Temescal Canyon)	1165.00	34.00		1026.93	CY	\$72.10	\$74,041.36	Lane plus shoulder at 34' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB off Ramp Temescal Canyon)	1165.00	34.00		717.93	TON	\$85.00	\$61,024.16	Lane plus shoulder at 34' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB off Ramp Temescal Canyon)	1165.00	34.00		1320.33	CY	\$270.00	\$356,490.00	Lane plus shoulder at 34' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB on Ramp Dos Lagos)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB on Ramp Dos Lagos)							\$0.00	Lane plus shoulder at 38' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB on Ramp Dos Lagos)							\$0.00	Lane plus shoulder at 38' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB on Ramp Dos Lagos)							\$0.00	Lane plus shoulder at 38' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB off Ramp Dos Lagos)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB off Ramp Dos Lagos)							\$0.00	Lane plus shoulder at 36' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB off Ramp Dos Lagos)							\$0.00	Lane plus shoulder at 36' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB off Ramp Dos Lagos)							\$0.00	Lane plus shoulder at 36' with a CRCP depth of 0.90'
Specialty Items									
	Remove Retaining Wall							\$0.00	
	Structural Concrete (Retaining Wall)	1300.00			722.22	SQFT	\$60.00	\$43,333.33	Retaining wall height 5'
Traffic Items									
Traffic Electrical									
	Intersection Signalization				4.00	PER CORNER	\$50,000.00	\$200,000.00	
Traffic Signing and Stripping									
	Removal of Existing Striping (Mainline)							\$0.00	
	Thermoplastic Striping (Mainline)							\$0.00	
	Removal of Existing Striping (SB on Ramp Indian Truck Trail)							\$0.00	
	Thermoplastic Striping (SB on Ramp Indian Truck Trail)							\$0.00	
	Removal of Existing Striping (SB Off Ramp Indian Truck Trail)							\$0.00	
	Thermoplastic Striping (SB Off Ramp Indian Truck Trail)							\$0.00	
	Removal of Existing Striping (SB on Ramp Temescal Canyon)	2035.00			2035.00	LF	\$0.65	\$1,322.75	
	Thermoplastic Striping (SB on Ramp Temescal Canyon)	2035.00			2035.00	LF	\$2.41	\$4,904.35	
	Removal of Existing Striping (SB off Ramp Temescal Canyon)	26170.00			26170.00	LF	\$0.65	\$17,010.50	
	Thermoplastic Striping (SB off Ramp Temescal Canyon)	26170.00			26170.00	LF	\$2.41	\$63,069.70	
	Removal of Existing Striping (SB on Ramp Dos Lagos)							\$0.00	
	Thermoplastic Striping (SB on Ramp Dos Lagos)							\$0.00	
	Removal of Existing Striping (SB off Ramp Dos Lagos)							\$0.00	
	Thermoplastic Striping (SB off Ramp Dos Lagos)							\$0.00	
	Reconstruct Sign Structure							\$0.00	
II. Structure Items									
	Indian Truck Trail Bridge Widening							\$0.00	
	Temescal Canyon OC Widening PM 31.90	160.00	14.00		2240.00	SQFT	\$375.00	\$840,000.00	
	Mayhew Wash Bridge Widening PM 31.97							\$0.00	
	Temescal Canyon Road UC Widening PM 33.25							\$0.00	
	Brown Canyon Wash Bridge Widening PM 34.72							\$0.00	
	Dos Lagos Bridge Widening							\$0.00	
	Bedford Wash Bridge Widening							\$0.00	
III. Right of Way									
	Right of Way Acquisition							\$0.00	
	I. Roadway Items							\$1,507,000.00	
	Earthwork							\$191,000.00	
	Pavement Structural Section							\$987,000.00	
	Specialty Items							\$43,000.00	
	Traffic Items							\$286,000.00	
	II. Structural Items							\$840,000.00	
	III. Right of Way							\$0.00	

Project #8, I-15 SB, from El Cerrito Rd Off-Ramp to Cajalco Rd Off-Ramp		
ITEMS	TOTAL COST	ENGINEERING ASSUMPTIONS
I. Roadway Items Summary		
<u>SECTION 1: EARTHWORK COST</u>	\$1,153,000	Roadway Cost are all based on a preliminary Google Earth review.
<u>SECTION 2: PAVEMENT STRUCTURAL SECTION</u>	\$3,814,000	
<u>SECTION 3: DRAINAGE</u>	\$857,700	Drainage is taken at 15% of Roadway Items due to the lack of detail at this stage. During this review, we do not show that any pumps will be affected. Further analysis should look at all Retaining walls, sound walls, tie back walls and ramp reconfigurations are based on the widening needed. These are all based on a preliminary Google Earth review.
<u>SECTION 4: Specialty Items</u>	\$288,000	
<u>SECTION 6: TRAFFIC ITEMS</u>	\$463,000	
<u>SECTION 8: MINOR ITEMS</u> 5% of Sections 1-6	\$328,785	
<u>SECTION 9: MOBILIZATION</u> 10% of Sections 1-6	\$657,570	
<u>SECTION 10: ROADWAY ADDITIONS</u> 5% of Sections 1-6	\$328,785	
<u>SECTION 13: CONTINGENCIES</u> 40% of Sections 1-10	\$3,156,336	
II. STRUCTURE ITEMS		
<u>BRIDGES</u>	\$975,000	
TOTAL CAPITAL OUTLAY COSTS	\$12,022,176	
SUPPORT COSTS	\$4,208,000	Support costs are 35% of capital outlay costs
TOTAL PROJECT COSTS	\$16,230,000	

Summary of Quantities

Project #8, I-15 SB, from El Cerrito Rd Off-Ramp to Cajalco Rd Off-Ramp

Item Description	Distance (ft)	Width (ft)	Depth (ft)	Quantity	Unit	Cost Assumptions	Total Cost	Engineering Assumptions
I. Roadway Items Summary								
Earthwork								
Roadway Excavation (SB on Ramp Cajalco)	700.00	0-320	0-12	61799.11	CY	\$15.00	\$926,986.67	
Roadway Excavation (SB off Ramp Cajalco)	1000.00	0-175	0-5	10822.78	CY	\$15.00	\$162,341.67	
Roadway Excavation (SB on Ramp El Cerrito)	595.00	0-78	0-2	1750.96	CY	\$15.00	\$26,264.44	
Roadway Excavation (SB off Ramp El Cerrito)	780.00	8-84	0-2	2461.04	CY	\$15.00	\$36,915.56	
Pavment Structural Section								
Remove Concrete Pavement (Mainline)	6907.00	14.00		10744.22	SQYD	\$36.38	\$390,874.80	Existing shoulders at 14'
Class 2 Aggregate Subbase (Mainline)	6907.00	22.00		3939.55	CY	\$72.10	\$284,041.42	Lane plus shoulder at 22' with Class 2 Aggregate depth of 0.70'
Hot Mix Asphalt (Type A) (Mainline)	6907.00	22.00		2754.17	TON	\$85.00	\$234,104.13	Lane plus shoulder at 22' with a HMA depth of 0.25'
Continuously Reinforced Concrete Pavement (Mainline)	6907.00	22.00		5065.13	CY	\$270.00	\$1,367,586.00	Lane plus shoulder at 22' with a CRCP depth of 0.90'
Remove Concrete Pavement (SB on Ramp Cajalco)	468.00	10.00		520.00	SQYD	\$36.38	\$18,917.60	Existing shoulders at 10'
Class 2 Aggregate Subbase (SB on Ramp Cajalco)	468.00	24.00		291.20	CY	\$72.10	\$20,995.52	Lane plus shoulder at 24' with Class 2 Aggregate depth of 0.70'
Hot Mix Asphalt (Type A) (SB on Ramp Cajalco)	468.00	24.00		203.58	TON	\$85.00	\$17,304.30	Lane plus shoulder at 24' with a HMA depth of 0.25'
Continuously Reinforced Concrete Pavement (SB on Ramp Cajalco)	468.00	24.00		374.40	CY	\$270.00	\$101,088.00	Lane plus shoulder at 24' with a CRCP depth of 0.90'
Remove Concrete Pavement (SB off Ramp Cajalco)	1225.00	8.00		1088.89	SQYD	\$36.38	\$39,613.78	
Class 2 Aggregate Subbase (SB off Ramp Cajalco)	1225.00	40.00		1270.37	CY	\$72.10	\$91,593.70	
Hot Mix Asphalt (Type A) (SB off Ramp Cajalco)	1225.00	40.00		888.13	TON	\$85.00	\$75,490.63	
Continuously Reinforced Concrete Pavement (SB off Ramp Cajalco)	1225.00	40.00		1633.33	CY	\$270.00	\$441,000.00	
Remove Concrete Pavement (SB on Ramp El Cerrito)	820.00	8.00		728.89	SQYD	\$36.38	\$26,516.98	Existing shoulders at 8'
Class 2 Aggregate Subbase (SB on Ramp El Cerrito)	820.00	34.00		722.81	CY	\$72.10	\$52,114.95	Lane plus shoulder at 34' with Class 2 Aggregate depth of 0.70'
Hot Mix Asphalt (Type A) (SB on Ramp El Cerrito)	820.00	34.00		505.33	TON	\$85.00	\$42,952.63	Lane plus shoulder at 34' with a HMA depth of 0.25'
Continuously Reinforced Concrete Pavement (SB on Ramp El Cerrito)	820.00	34.00		929.33	CY	\$270.00	\$250,920.00	Lane plus shoulder at 34' with a CRCP depth of 0.90'
Remove Concrete Pavement (SB off Ramp El Cerrito)	1060.00	10.00		1177.78	CY	\$36.38	\$42,847.56	Existing shoulders at 10'
Class 2 Aggregate Subbase (SB off Ramp El Cerrito)	1060.00	24.00		659.56	TON	\$72.10	\$47,553.96	Lane plus shoulder at 24' with Class 2 Aggregate depth of 0.70'
Hot Mix Asphalt (Type A) (SB off Ramp El Cerrito)	1060.00	24.00		461.10	LF	\$85.00	\$39,193.50	Lane plus shoulder at 24' with a HMA depth of 0.25'
Continuously Reinforced Concrete Pavement (SB off Ramp El Cerrito)	1060.00	24.00		848.00	LF	\$270.00	\$228,960.00	Lane plus shoulder at 24' with a CRCP depth of 0.90'
Specialty Items								
Structural Concrete (Retaining Wall)	16665.00			4792.22	SQFT	\$60.00	\$287,533.33	Retaining wall height 5'
Traffic Items								
Traffic Electrical								
Intersection Signalization				8.00	PER CORNER	\$50,000.00	\$400,000.00	
Traffic Signing and Stripping								
Removal of Existing Striping (Mainline)	6907.00			6907.00	LF	\$0.65	\$4,489.55	
Thermoplastic Striping (Mainline)	13814.00			13814.00	LF	\$2.41	\$33,291.74	
Removal of Existing Striping (SB on Ramp Cajalco)	936.00			936.00	LF	\$0.65	\$608.40	
Thermoplastic Striping (SB on Ramp Cajalco)	936.00			936.00	LF	\$2.41	\$2,255.76	
Removal of Existing Striping (SB off Ramp Cajalco)	3215.00			3215.00	LF	\$0.65	\$2,089.75	
Thermoplastic Striping (SB off Ramp Cajalco)	3215.00			3215.00	LF	\$2.41	\$7,748.15	
Removal of Existing Striping (SB on Ramp El Cerrito)	1440.00			1440.00	LF	\$0.65	\$936.00	
Thermoplastic Striping (SB on Ramp El Cerrito)	1440.00			1440.00	LF	\$2.41	\$3,470.40	
Removal of Existing Striping (SB off Ramp El Cerrito)	2640.00			2640.00	LF	\$0.65	\$1,716.00	
Thermoplastic Striping (SB off Ramp El Cerrito)	2640.00			2640.00	LF	\$2.41	\$6,362.40	
Reconstruct Sign Structure				0.00	LF	\$200,000.00	\$0.00	
II. Structure Items								
Cajalco Road OC Tie Back	40.00	16.00		640.00	SQFT	\$375.00	\$240,000.00	
El Cerrito UC Widening	140.00	14.00		1960.00	SQFT	\$375.00	\$735,000.00	
III. Right of Way								
				I. Roadway Items			\$5,718,000.00	
				Earthwork			\$1,153,000.00	
				Pavment Structural Section			\$3,814,000.00	
				Specialty Items			\$288,000.00	
				Traffic Items			\$463,000.00	
				II. Structural Items			\$975,000.00	
				III. Right of Way			\$0.00	

Project #8, I-15 SB at Cajalco Subtotal		
ITEMS	TOTAL COST	ENGINEERING ASSUMPTIONS
I. Roadway Items Summary		
SECTION 1: EARTHWORK COST	\$1,089,000	Roadway Cost are all based on a preliminary Google Earth review.
SECTION 2: PAVEMENT STRUCTURAL SECTION	\$806,000	
SECTION 3: DRAINAGE	\$316,200	Drainage is taken at 15% of Roadway Items due to the lack of detail at this stage. During this review, we do not show that any pumps will be affected. Further analysis should look at all Retaining walls, sound walls, tie back walls and ramp reconfigurations are based on the widening needed. These are all based on a preliminary Google Earth review.
SECTION 4: <u>Specialty Items</u>	\$0	
SECTION 6: TRAFFIC ITEMS	\$213,000	
SECTION 8: MINOR ITEMS 5% of Sections 1-6	\$121,210	
SECTION 9: MOBILIZATION 10% of Sections 1-6	\$242,420	
SECTION 10: ROADWAY ADDITIONS 5% of Sections 1-6	\$121,210	
SECTION 13: CONTINGENCIES 40% of Sections 1-10	\$1,163,616	
II. STRUCTURE ITEMS		
BRIDGES	\$240,000	
TOTAL CAPITAL OUTLAY COSTS	\$4,312,656	
SUPPORT COSTS	\$1,509,000	Support costs are 35% of capital outlay costs
TOTAL PROJECT COSTS	\$5,822,000	
Amount included in 2016 TUMF Nexus Study	\$44,257,000.00	
Amount to be reduced from Total Project Costs	\$5,822,000.00	

Summary of Quantities									
Project #8, I-15 SB at Cajalco Subtotal									
	Item Description	Distance (ft)	Width (ft)	Depth (ft)	Quantity	Unit	Cost Assumptions	Total Cost	Engineering Assumptions
I. Roadway Items Summary									
Earthwork									
	Roadway Excavation (SB on Ramp Cajalco)	700.00	0-320	0-12	61799.11	CY	\$15.00	\$926,986.67	
	Roadway Excavation (SB off Ramp Cajalco)	1000.00	0-175	0-5	10822.78	CY	\$15.00	\$162,341.67	
	Roadway Excavation (SB on Ramp El Cerrito)							\$0.00	
	Roadway Excavation (SB off Ramp El Cerrito)							\$0.00	
Pavment Structural Section									
	Remove Concrete Pavement (Mainline)							\$0.00	Existing shoulders at 14'
	Class 2 Aggregate Subbase (Mainline)							\$0.00	Lane plus shoulder at 22' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (Mainline)							\$0.00	Lane plus shoulder at 22' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (Mainline)							\$0.00	Lane plus shoulder at 22' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB on Ramp Cajalco)	468.00	10.00		520.00	SQYD	\$36.38	\$18,917.60	Existing shoulders at 10'
	Class 2 Aggregate Subbase (SB on Ramp Cajalco)	468.00	24.00		291.20	CY	\$72.10	\$20,995.52	Lane plus shoulder at 24' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB on Ramp Cajalco)	468.00	24.00		203.58	TON	\$85.00	\$17,304.30	Lane plus shoulder at 24' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB on Ramp Cajalco)	468.00	24.00		374.40	CY	\$270.00	\$101,088.00	Lane plus shoulder at 24' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB off Ramp Cajalco)	1225.00	8.00		1088.89	SQYD	\$36.38	\$39,613.78	
	Class 2 Aggregate Subbase (SB off Ramp Cajalco)	1225.00	40.00		1270.37	CY	\$72.10	\$91,593.70	
	Hot Mix Asphalt (Type A) (SB off Ramp Cajalco)	1225.00	40.00		888.13	TON	\$85.00	\$75,490.63	
	Continuously Reinforced Concrete Pavement (SB off Ramp Cajalco)	1225.00	40.00		1633.33	CY	\$270.00	\$441,000.00	
	Remove Concrete Pavement (SB on Ramp El Cerrito)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB on Ramp El Cerrito)							\$0.00	Lane plus shoulder at 34' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB on Ramp El Cerrito)							\$0.00	Lane plus shoulder at 34' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB on Ramp El Cerrito)							\$0.00	Lane plus shoulder at 34' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB off Ramp El Cerrito)							\$0.00	Existing shoulders at 10'
	Class 2 Aggregate Subbase (SB off Ramp El Cerrito)							\$0.00	Lane plus shoulder at 24' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB off Ramp El Cerrito)							\$0.00	Lane plus shoulder at 24' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB off Ramp El Cerrito)							\$0.00	Lane plus shoulder at 24' with a CRCP depth of 0.90'
Specialty Items									
	Structural Concrete (Retaining Wall)							\$0.00	Retaining wall height 5'
Traffic Items									
Traffic Electrical									
	Intersection Signalization				4.00	PER CORNER	\$50,000.00	\$200,000.00	
Traffic Signing and Stripping									
	Removal of Existing Striping (Mainline)						\$0.00	\$0.00	
	Thermoplastic Striping (Mainline)							\$0.00	
	Removal of Existing Striping (SB on Ramp Cajalco)	936.00			936.00	LF	\$0.65	\$608.40	
	Thermoplastic Striping (SB on Ramp Cajalco)	936.00			936.00	LF	\$2.41	\$2,255.76	
	Removal of Existing Striping (SB off Ramp Cajalco)	3215.00			3215.00	LF	\$0.65	\$2,089.75	
	Thermoplastic Striping (SB off Ramp Cajalco)	3215.00			3215.00	LF	\$2.41	\$7,748.15	
	Removal of Existing Striping (SB on Ramp El Cerrito)							\$0.00	
	Thermoplastic Striping (SB on Ramp El Cerrito)							\$0.00	
	Removal of Existing Striping (SB off Ramp El Cerrito)							\$0.00	
	Thermoplastic Striping (SB off Ramp El Cerrito)							\$0.00	
	Reconstruct Sign Structure				0.00	LF	\$200,000.00	\$0.00	
II. Structure Items									
	Cajalco Road OC Tie Back	40.00	16.00		640.00	SQFT	\$375.00	\$240,000.00	
	El Cerrito UC Widening							\$0.00	
III. Right of Way									
	I. Roadway Items							\$2,108,000.00	
	Earthwork							\$1,089,000.00	
	Pavment Structural Section							\$806,000.00	
	Specialty Items							\$0.00	
	Traffic Items							\$213,000.00	
	II. Structural Items							\$240,000.00	
	III. Right of Way							\$0.00	

Project #9, SR-60 EB, from Rubidoux Blvd. On-Ramp to Main St Off-Ramp		
ITEMS	TOTAL COST	ENGINEERING ASSUMPTIONS
I. Roadway Items Summary		
<u>SECTION 1: EARTHWORK COST</u>	\$311,000	Roadway Cost are all based on a preliminary Google Earth review.
<u>SECTION 2: PAVEMENT STRUCTURAL SECTION</u>	\$4,621,000	
<u>SECTION 3: DRAINAGE</u>	\$935,550	Drainage is taken at 15% of Roadway Items due to the lack of detail at this stage. During this review, we do not show that any pumps will be affected. Further analysis should look at all Retaining walls, sound walls, tie back walls and ramp reconfigurations are based on the widening needed. These are all based on a preliminary Google Earth review.
<u>SECTION 4: Specialty Items</u>	\$227,000	
<u>SECTION 6: TRAFFIC ITEMS</u>	\$1,078,000	
<u>SECTION 8: MINOR ITEMS</u> 5% of Sections 1-6	\$358,628	
<u>SECTION 9: MOBILIZATION</u> 10% of Sections 1-6	\$717,255	
<u>SECTION 10: ROADWAY ADDITIONS</u> 5% of Sections 1-6	\$358,628	
<u>SECTION 13: CONTINGENCIES</u> 40% of Sections 1-10	\$3,442,824	
II. STRUCTURE ITEMS		
<u>BRIDGES</u>	\$17,753,000	
TOTAL CAPITAL OUTLAY COSTS	\$29,802,884	
SUPPORT COSTS	\$10,431,000	Support costs are 35% of capital outlay costs
TOTAL PROJECT COSTS	\$40,234,000	

Summary of Quantities								
Project #9, SR-60 EB, from Rubidoux Blvd. On-Ramp to Main St Off-Ramp								
Item Description	Distance (ft)	Width (ft)	Depth (ft)	Quantity	Unit	Cost Assumptions	Total Cost	Engineering Assumptions
I. Roadway Items Summary								
Earthwork								
Roadway Excavation (EB on Ramp Market St)	955.00	17-48	0-10	10247.78	CY	\$15.00	\$153,716.67	
Roadway Excavation (EB off Ramp Market St)	620.00	7-65	0-15	10493.89	CY	\$15.00	\$157,408.33	
Pavment Structural Section								
Remove Concrete Pavement (Mainline)	11025.00	10.00		12250.00	SQYD	\$36.38	\$445,655.00	Existing shoulders at 10'
Class 2 Aggregate Subbase (Mainline)	11025.00	22.00		6288.33	CY	\$72.10	\$453,388.83	Lane plus shoulder at 22' with Class 2 Aggregate depth of 0.70'
Hot Mix Asphalt (Type A) (Mainline)	11025.00	22.00		4396.22	TON	\$85.00	\$373,678.59	Lane plus shoulder at 22' with a HMA depth of 0.25'
Continuously Reinforced Concrete Pavement (Mainline)	11025.00	22.00		8085.00	CY	\$270.00	\$2,182,950.00	Lane plus shoulder at 22' with a CRCP depth of 0.90'
Remove Concrete Pavement (EB On Ramp Main St)	535.00	8.00		475.56	SQYD	\$36.38	\$17,300.71	Existing shoulders at 8'
Class 2 Aggregate Subbase (EB On Ramp Main St)	535.00	32.00		443.85	CY	\$72.10	\$32,001.72	Lane plus shoulder at 32' with Class 2 Aggregate depth of 0.70'
Hot Mix Asphalt (Type A) (EB On Ramp Main St)	535.00	32.00		310.30	TON	\$85.00	\$26,375.50	Lane plus shoulder at 32' with a HMA depth of 0.25'
Continuously Reinforced Concrete Pavement (EB On Ramp Main St)	535.00	32.00		570.67	CY	\$270.00	\$154,080.00	Lane plus shoulder at 32' with a CRCP depth of 0.90'
Remove Concrete Pavement (EB Off Ramp Main St)	700.00	8.00		622.22	SQYD	\$36.38	\$22,636.44	Existing shoulders at 8'
Class 2 Aggregate Subbase (EB Off Ramp Main St)	700.00	20.00		362.96	CY	\$72.10	\$26,169.63	Lane plus shoulder at 20' with Class 2 Aggregate depth of 0.70'
Hot Mix Asphalt (Type A) (EB Off Ramp Main St)	700.00	20.00		253.75	TON	\$85.00	\$21,568.75	Lane plus shoulder at 20' with a HMA depth of 0.25'
Continuously Reinforced Concrete Pavement t (EB Off Ramp Main St)	700.00	20.00		466.67	CY	\$270.00	\$126,000.00	Lane plus shoulder at 20' with a CRCP depth of 0.90'
Remove Concrete Pavement (EB on Ramp Market St)	900.00	8.00		800.00	SQYD	\$36.38	\$29,104.00	Existing shoulders at 8'
Class 2 Aggregate Subbase (EB on Ramp Market St)	900.00	24.00		560.00	CY	\$72.10	\$40,376.00	Lane plus shoulder at 24' with Class 2 Aggregate depth of 0.70'
Hot Mix Asphalt (Type A) (EB on Ramp Market St)	900.00	24.00		391.50	TON	\$85.00	\$33,277.50	Lane plus shoulder at 24' with a HMA depth of 0.25'
Continuously Reinforced Concrete Pavement (EB on Ramp Market St)	900.00	24.00		720.00	CY	\$270.00	\$194,400.00	Lane plus shoulder at 24' with a CRCP depth of 0.90'
Remove Concrete Pavement (EB off Ramp Market St)	1340.00	8.00		1191.11	SQYD	\$36.38	\$43,332.62	Existing shoulders at 8'
Class 2 Aggregate Subbase (EB off Ramp Market St)	1340.00	24.00		833.78	CY	\$72.10	\$60,115.38	Lane plus shoulder at 24' with Class 2 Aggregate depth of 0.70'
Hot Mix Asphalt (Type A) (EB off Ramp Market St)	1340.00	24.00		582.90	TON	\$85.00	\$49,546.50	Lane plus shoulder at 24' with a HMA depth of 0.25'
Continuously Reinforced Concrete Pavement (EB off Ramp Market St)	1340.00	24.00		1072.00	CY	\$270.00	\$289,440.00	Lane plus shoulder at 24' with a CRCP depth of 0.90'
Specialty Items								
Remove Sound Wall	1920.00			1920.00	LF	\$27.00	\$51,840.00	
Sound Wall	1920.00			1920.00	SQFT	\$23.98	\$46,041.60	6' High sound wall
Structural Concrete (Retaining Wall)	3885.00			2158.33	SQFT	\$60.00	\$129,500.00	Retaining wall height 5'
Traffic Items								
Traffic Electrical								
Intersection Signalization				8.00	PER CORNER	\$50,000.00	\$400,000.00	
Traffic Signing and Stripping								
Removal of Existing Striping (Mainline)	11025.00			11025.00	LF	\$0.65	\$7,166.25	
Thermoplastic Striping (Mainline)	22050.00			22050.00	LF	\$2.41	\$53,140.50	
Removal of Existing Striping (EB On Ramp Main St)	865.00			865.00	LF	\$0.65	\$562.25	
Thermoplastic Striping (EB On Ramp Main St)	865.00			865.00	LF	\$2.41	\$2,084.65	
Removal of Existing Striping (EB Off Ramp Main St)	1400.00			1400.00	LF	\$0.65	\$910.00	
Thermoplastic Striping (EB Off Ramp Main St)	1400.00			1400.00	LF	\$2.41	\$3,374.00	
Removal of Existing Striping (EB on Ramp Market St)	1640.00			1640.00	LF	\$0.65	\$1,066.00	
Thermoplastic Striping (EB on Ramp Market St)	1640.00			1640.00	LF	\$2.41	\$3,952.40	
Removal of Existing Striping (EB off Ramp Market St)	1850.00			1850.00	LF	\$0.65	\$1,202.50	
Thermoplastic Striping (EB off Ramp Market St)	1850.00			1850.00	LF	\$2.41	\$4,458.50	
Reconstruct Sign Structure				3.00	EA	\$200,000.00	\$600,000.00	
II. Structure Items								
Orange St Bridge Replacement	56.00	220.00		12320.00	SQFT	\$250.00	\$3,080,000.00	
Main St Bridge Replacement	72.00	210.00		15120.00	SQFT	\$250.00	\$3,780,000.00	
Fairmount Blvd Bridge Widening	115.00	14.00		1610.00	SQFT	\$375.00	\$603,750.00	
Market St Bridge Widening	278.00	14.00		3892.00	SQFT	\$375.00	\$1,459,500.00	
Santa Ana River Bridge Widening	1120.00	14.00		15680.00	SQ FT	\$375.00	\$5,880,000.00	
Hall Ave Bridge Replacement	40.00	295.00		11800.00	SQ FT	\$250.00	\$2,950,000.00	
III. Right of Way								
				I. Roadway Items			\$6,237,000.00	
				Earthwork			\$311,000.00	
				Pavment Structural Section			\$4,621,000.00	
				Specialty Items			\$227,000.00	
				Traffic Items			\$1,078,000.00	
				II. Structural Items			\$17,753,000.00	
				III. Right of Way			\$0.00	

Project #10, I-215 NB, from Box Springs Rd. On-Ramp to Martin Luther King Jr. On-Ramp		
ITEMS	TOTAL COST	ENGINEERING ASSUMPTIONS
I. Roadway Items Summary		
<u>SECTION 1: EARTHWORK COST</u>	\$1,077,000	Roadway Cost are all based on a preliminary Google Earth review.
<u>SECTION 2: PAVEMENT STRUCTURAL SECTION</u>	\$4,546,000	
<u>SECTION 3: DRAINAGE</u>	\$1,244,400	Drainage is taken at 15% of Roadway Items due to the lack of detail at this stage. During this review, we do not show that any pumps will be affected. Further analysis should look at all Retaining walls, sound walls, tie back walls and ramp reconfigurations are based on the widening needed. These are all based on a preliminary Google Earth review.
<u>SECTION 4: Specialty Items</u>	\$1,369,000	
<u>SECTION 6: TRAFFIC ITEMS</u>	\$1,304,000	
<u>SECTION 8: MINOR ITEMS</u> 5% of Sections 1-6	\$477,020	
<u>SECTION 9: MOBILIZATION</u> 10% of Sections 1-6	\$954,040	
<u>SECTION 10: ROADWAY ADDITIONS</u> 5% of Sections 1-6	\$477,020	
<u>SECTION 13: CONTINGENCIES</u> 40% of Sections 1-10	\$4,579,392	
II. STRUCTURE ITEMS		
<u>BRIDGES</u>	\$2,546,000	
III. RIGHT OF WAY		
<u>Right of Way Acquisition</u>	\$1,065,000	
TOTAL CAPITAL OUTLAY COSTS	\$19,638,872	
SUPPORT COSTS	\$6,874,000	Support costs are 35% of capital outlay costs
TOTAL PROJECT COSTS	\$26,513,000	

Summary of Quantities
Project #10, I-215 NB, from Box Springs Rd. On-Ramp to Martin Luther King Jr. On-Ramp

Item Description	Distance (ft)	Width (ft)	Depth (ft)	Quantity	Unit	Cost Assumptions	Total Cost	Engineering Assumptions
I. Roadway Items Summary								
Earthwork								
Roadway Excavation (New Road)	1891.00	20.00	0-5	7016.11	CY	\$15.00	\$105,241.67	
Roadway Excavation (NB off Ramp Central)	790.00	0-85	0-19	30291.63	CY	\$15.00	\$454,374.44	
Roadway Excavation (NB on Ramp Central)	647	0-100	0-20	34520.00	CY	\$15.00	\$517,800.00	
Pavement Structural Section								
Remove Concrete Pavement (Mainline)	7570.00	10.00		8411.11	SQYD	\$36.38	\$305,996.22	Existing shoulders at 10'
Class 2 Aggregate Subbase (Mainline)	7570.00	22.00		4317.70	CY	\$72.10	\$311,306.44	Lane plus shoulder at 22' with Class 2 Aggregate depth of 0.70'
Hot Mix Asphalt (Type A) (Mainline)	7570.00	22.00		3018.54	TON	\$85.00	\$256,575.69	Lane plus shoulder at 22' with a HMA depth of 0.25'
Continuously Reinforced Concrete Pavement (Mainline)	7570.00	22.00		5551.33	CY	\$270.00	\$1,498,860.00	Lane plus shoulder at 22' with a CRCP depth of 0.90'
Remove Concrete Pavement (NB off Ramp Central)	1350.00	8.00		1200.00	SQYD	\$36.38	\$43,656.00	Existing shoulders at 8'
Class 2 Aggregate Subbase (NB off Ramp Central)	1350.00	38.00		1330.00	CY	\$72.10	\$95,893.00	Lane plus shoulder at 38' with Class 2 Aggregate depth of 0.70'
Hot Mix Asphalt (Type A) (NB off Ramp Central)	1350.00	38.00		929.81	TON	\$85.00	\$79,034.06	Lane plus shoulder at 38' with a HMA depth of 0.25'
Continuously Reinforced Concrete Pavement (NB off Ramp Central)	1350.00	38.00		1710.00	CY	\$270.00	\$461,700.00	Lane plus shoulder at 38' with a CRCP depth of 0.90'
Remove Concrete Pavement (NB on Ramp Central)	755.00	8.00		671.11	SQYD	\$36.38	\$24,415.02	Existing shoulders at 8'
Class 2 Aggregate Subbase (NB on Ramp Central)	755.00	30.00		587.22	CY	\$72.10	\$42,338.72	Lane plus shoulder at 30' with Class 2 Aggregate depth of 0.70'
Hot Mix Asphalt (Type A) (NB on Ramp Central)	755.00	30.00		410.53	TON	\$85.00	\$34,895.16	Lane plus shoulder at 30' with a HMA depth of 0.25'
Continuously Reinforced Concrete Pavement (NB on Ramp Central)	755.00	30.00		755.00	CY	\$270.00	\$203,850.00	Lane plus shoulder at 30' with a CRCP depth of 0.90'
Remove Concrete Pavement (NB off Ramp Martin Luther King)	1335.00	8.00		1186.67	SQYD	\$36.38	\$43,170.93	Existing shoulders at 8'
Class 2 Aggregate Subbase (NB off Ramp Martin Luther King)	1335.00	38.00		1315.22	CY	\$72.10	\$94,827.52	Lane plus shoulder at 38' with Class 2 Aggregate depth of 0.70'
Hot Mix Asphalt (Type A) (NB off Ramp Martin Luther King)	1335.00	38.00		919.48	TON	\$85.00	\$78,155.91	Lane plus shoulder at 38' with a HMA depth of 0.25'
Continuously Reinforced Concrete Pavement (NB off Ramp Martin Luther King)	1335.00	38.00		1691.00	CY	\$270.00	\$456,570.00	Lane plus shoulder at 38' with a CRCP depth of 0.90'
Remove Concrete Pavement (NB on Ramp Martin Luther King)	930.00	8.00		826.67	SQYD	\$36.38	\$30,074.13	Existing shoulders at 8'
Class 2 Aggregate Subbase (NB on Ramp Martin Luther King)	930.00	42.00		1012.67	CY	\$72.10	\$73,013.27	Lane plus shoulder at 42' with Class 2 Aggregate depth of 0.70'
Hot Mix Asphalt (Type A) (NB on Ramp Martin Luther King)	930.00	42.00		707.96	TON	\$85.00	\$60,176.81	Lane plus shoulder at 42' with a HMA depth of 0.25'
Continuously Reinforced Concrete Pavement (NB on Ramp Martin Luther King)	930.00	42.00		1302.00	CY	\$270.00	\$351,540.00	Lane plus shoulder at 42' with a CRCP depth of 0.90'
Specialty Items								
Remove Sound Wall	1000.00			1000.00	LF	\$27.00	\$27,000.00	
Sound Wall	1000.00			1000.00	SQFT	\$23.98	\$23,980.00	6' High sound wall
Remove Retaining Wall	7430.00			7430.00	LF	\$15.00	\$111,450.00	
Structural Concrete (Retaining Wall)	410.00			501.11	SQFT	\$80.00	\$40,088.89	Retaining wall height 11'
Structural Concrete (Retaining Wall)	4100.00			6833.33	SQFT	\$90.00	\$615,000.00	Retaining wall height 15'
Structural Concrete (Retaining Wall)	2920.00			5515.56	SQFT	\$100.00	\$551,555.56	Retaining wall height 17'
Traffic Items								
Traffic Electrical								
Intersection Signalization				4.00	PER CORNER	\$50,000.00	\$200,000.00	
Traffic Signing and Stripping								
Removal of Existing Striping (Mainline)	13560.00			13560.00	LF	\$0.65	\$8,814.00	
Thermoplastic Striping (Mainline)	27120.00			27120.00	LF	\$2.41	\$65,359.20	
Removal of Existing Striping (NB off Ramp Central)	2438.00			2438.00	LF	\$0.65	\$1,584.70	
Thermoplastic Striping (NB off Ramp Central)	2438.00			2438.00	LF	\$2.41	\$5,875.58	
Removal of Existing Striping (NB on Ramp Central)	1345.00			1345.00	LF	\$0.65	\$874.25	
Thermoplastic Striping (NB on Ramp Central)	1345.00			1345.00	LF	\$2.41	\$3,241.45	
Removal of Existing Striping (NB off Ramp Martin Luther King)	3425.00			3425.00	LF	\$0.65	\$2,226.25	
Thermoplastic Striping (NB off Ramp Martin Luther King)	3425.00			3425.00	LF	\$2.41	\$8,254.25	
Removal of Existing Striping (NB on Ramp Martin Luther King)	2461.00			2461.00	LF	\$0.65	\$1,599.65	
Thermoplastic Striping (NB on Ramp Martin Luther King)	2461.00			2461.00	LF	\$2.41	\$5,931.01	
Reconstruct Sign Structure				5.00	EA	\$200,000.00	\$1,000,000.00	
II. Structure Items								
Central Bridge Widening	150.00	14.00		2100.00	SQFT	\$375.00	\$787,500.00	
Martin Luther King Widening	175.00	14.00		2450.00	SQFT	\$375.00	\$918,750.00	
Canyon Crest Widening	160.00	14.00		2240.00	SQFT	\$375.00	\$840,000.00	
III. Right of Way								
Right of Way Acquisition #1	1950.00	10.00		19500.00	SQFT	\$50.00	\$975,000.00	
Right of Way Acquisition #2	360.00	5.00		1800.00	SQFT	\$50.00	\$90,000.00	
				I. Roadway Items			\$8,296,000.00	
				Earthwork			\$1,077,000.00	
				Pavement Structural Section			\$4,546,000.00	
				Specialty Items			\$1,369,000.00	
				Traffic Items			\$1,304,000.00	
				II. Structural Items			\$2,546,000.00	
				III. Right of Way			\$1,065,000.00	

Project #10C, I-215 NB, Martin Luther King Off Ramp to SR-91		
ITEMS	TOTAL COST	ENGINEERING ASSUMPTIONS
I. Roadway Items Summary		
<u>SECTION 1: EARTHWORK COST</u>	\$1,434,000	Roadway Cost are all based on a preliminary Google Earth review.
<u>SECTION 2: PAVEMENT STRUCTURAL SECTION</u>	\$3,172,000	
<u>SECTION 3: DRAINAGE</u>	\$1,193,850	Drainage is taken at 15% of Roadway Items due to the lack of detail at this stage. During this review, we do not show that any pumps will be affected. Further analysis should look at all Retaining walls, sound walls, tie back walls and ramp reconfigurations are based on the widening needed. These are all based on a preliminary Google Earth review.
<u>SECTION 4: Specialty Items</u>	\$1,888,000	
<u>SECTION 6: TRAFFIC ITEMS</u>	\$1,465,000	
<u>SECTION 8: MINOR ITEMS</u> 5% of Sections 1-6	\$457,643	
<u>SECTION 9: MOBILIZATION</u> 10% of Sections 1-6	\$915,285	
<u>SECTION 10: ROADWAY ADDITIONS</u> 5% of Sections 1-6	\$457,643	
<u>SECTION 13: CONTINGENCIES</u> 40% of Sections 1-10	\$4,393,368	
II. STRUCTURE ITEMS		
<u>BRIDGES</u>	\$21,655,000	
III. RIGHT OF WAY		
<u>Right of Way Acquisition</u>	\$3,768,750	
TOTAL CAPITAL OUTLAY COSTS	\$40,800,538	
SUPPORT COSTS	\$14,280,000	Support costs are 35% of capital outlay costs
TOTAL PROJECT COSTS	\$55,081,000	

Summary of Quantities									
Project #10C, I-215 NB, Martin Luther King Off Ramp to SR-91									
	Item Description	Distance (ft)	Width (ft)	Depth (ft)	Quantity	Unit	Cost Assumptions	Total Cost	Engineering Assumptions
I. Roadway Items Summary									
Earthwork									
	Roadway Excavation (NB off Ramp University)	276.00	168	0-18	28446.67	CY	\$15.00	\$426,700.00	
	Roadway Excavation (NB on Ramp University)	0-410	6-170	0-5	4946.67	CY	\$15.00	\$74,200.00	
	Roadway Excavation (NB Off Ramp 3rd St)	600	6-34	0-6	5928.89	CY	\$15.00	\$88,933.33	
	Roadway Excavation (NB On Ramp 3rd St)	436.00	6-38	0-15	4478.89	CY	\$15.00	\$67,183.33	
Pavement Structural Section									
	Remove Concrete Pavement (Mainline)	5867.00	10.00		6518.89	SQYD	\$36.38	\$237,157.18	Existing shoulders at 10'
	Class 2 Aggregate Subbase (Mainline)	5867.00	22.00		3346.36	CY	\$72.10	\$241,272.77	Lane plus shoulder at 22' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (Mainline)	5867.00	22.00		2339.47	TON	\$85.00	\$198,854.63	Lane plus shoulder at 22' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (Mainline)	5867.00	22.00		4302.47	CY	\$270.00	\$1,161,666.00	Lane plus shoulder at 22' with a CRCP depth of 0.90'
	Remove Concrete Pavement (NB off Ramp University)	610.00	8.00		542.22	SQYD	\$36.38	\$19,726.04	Existing shoulders at 8'
	Class 2 Aggregate Subbase (NB off Ramp University)	610.00	42.00		664.22	CY	\$72.10	\$47,890.42	Lane plus shoulder at 42' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (NB off Ramp University)	610.00	42.00		464.36	TON	\$85.00	\$39,470.81	Lane plus shoulder at 42' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (NB off Ramp University)	610.00	42.00		854.00	CY	\$270.00	\$230,580.00	Lane plus shoulder at 42' with a CRCP depth of 0.90'
	Remove Concrete Pavement (NB on Ramp University)	936.00	8.00		832.00	SQYD	\$36.38	\$30,268.16	Existing shoulders at 8'
	Class 2 Aggregate Subbase (NB on Ramp University)	936.00	26.00		630.93	CY	\$72.10	\$45,490.29	Lane plus shoulder at 26' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (NB on Ramp University)	936.00	26.00		441.09	TON	\$85.00	\$37,492.65	Lane plus shoulder at 26' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (NB on Ramp Central)	936.00	26.00		811.20	CY	\$270.00	\$219,024.00	Lane plus shoulder at 26' with a CRCP depth of 0.90'
	Remove Concrete Pavement (NB Off Ramp 3rd St)	850.00	8.00		755.56	SQYD	\$36.38	\$27,487.11	Existing shoulders at 8'
	Class 2 Aggregate Subbase (NB Off Ramp 3rd St)	850.00	34.00		749.26	CY	\$72.10	\$54,021.59	Lane plus shoulder at 34' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (NB Off Ramp 3rd St)	850.00	34.00		523.81	TON	\$85.00	\$44,524.06	Lane plus shoulder at 34' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (NB Off Ramp 3rd St)	850.00	34.00		963.33	CY	\$270.00	\$260,100.00	Lane plus shoulder at 34' with a CRCP depth of 0.90'
	Remove Concrete Pavement (NB On Ramp 3rd St)	610.00	8.00		542.22	SQYD	\$36.38	\$19,726.04	Existing shoulders at 8'
	Class 2 Aggregate Subbase (NB On Ramp 3rd St)	610.00	34.00		537.70	CY	\$72.10	\$38,768.44	Lane plus shoulder at 34' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (NB On Ramp 3rd St)	610.00	34.00		375.91	TON	\$85.00	\$31,952.56	Lane plus shoulder at 34' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (NB On Ramp 3rd St)	610.00	34.00		691.33	CY	\$270.00	\$186,660.00	Lane plus shoulder at 34' with a CRCP depth of 0.90'
Specialty Items									
	Remove Sound Wall	2633.00			2633.00	LF	\$27.00	\$71,091.00	
	Sound Wall	2633.00			2633.00	SQFT	\$23.98	\$63,139.34	6' High sound wall
	Remove Retaining Wall	3444.00			3444.00	LF	\$27.00	\$92,988.00	
	Structural Concrete (Retaining Wall)	34336.00			19075.56	SQFT	\$60.00	\$1,144,533.33	Retaining wall height 5'
	Structural Concrete (Retaining Wall)	3444.00			5740.00	SQFT	\$90.00	\$516,600.00	Retaining wall height 15'
Traffic Items									
Traffic Electrical									
	Intersection Signalization				8.00	PER CORNER	\$50,000.00	\$400,000.00	
Traffic Signing and Stripping									
	Removal of Existing Striping (Mainline)	11735.00			11735.00	LF	\$0.65	\$7,627.75	
	Thermoplastic Striping (Mainline)	11735.00			11735.00	LF	\$2.41	\$28,281.35	
	Removal of Existing Striping (NB off Ramp University)	2110.00			2110.00	LF	\$0.65	\$1,371.50	
	Thermoplastic Striping (NB off Ramp University)	2110.00			2110.00	LF	\$2.41	\$5,085.10	
	Removal of Existing Striping (NB on Ramp University)	2810.00			2810.00	LF	\$0.65	\$1,826.50	
	Thermoplastic Striping (NB on Ramp University)	2810.00			2810.00	LF	\$2.41	\$6,772.10	
	Removal of Existing Striping (NB Off Ramp 3rd St)	2660.00			2660.00	LF	\$0.65	\$1,729.00	
	Thermoplastic Striping (NB Off Ramp 3rd St)	2660.00			2660.00	LF	\$2.41	\$6,410.60	
	Removal of Existing Striping (NB On Ramp 3rd St)	1830.00			1830.00	LF	\$0.65	\$1,189.50	
	Thermoplastic Striping (NB On Ramp 3rd St)	1830.00			1830.00	LF	\$2.41	\$4,410.30	
	Reconstruct Sign Structure				5.00	EA	\$200,000.00	\$1,000,000.00	
II. Structure Items									
	University Ave Bridge Widening	108.00	14.00		1512.00	SQFT	\$375.00	\$567,000.00	
	Iowa Ave Bridge Replacement	400.00	120.00		48000.00	SQFT	\$250.00	\$12,000,000.00	
	3rd St Bridge Replacement	256.00	142.00		36352.00	SQFT	\$250.00	\$9,088,000.00	
III. Right of Way									
	Right of Way Acquisition #1	1075.00	5.00		5375.00	SQFT	\$50.00	\$268,750.00	
	Right of Way Acquisition #2	500.00			10.00	PER HOUSE	\$350,000.00	\$3,500,000.00	\$350,000 per property
		I. Roadway Items						\$7,959,000.00	
		Earthwork						\$1,434,000.00	
		Pavement Structural Section						\$3,172,000.00	
		Specialty Items						\$1,888,000.00	
		Traffic Items						\$1,465,000.00	
		II. Structural Items						\$21,655,000.00	
		III. Right of Way						\$3,768,750.00	

Project #11, I-215 NB, from Center St. off-Ramp to County Line/Iowa Ave.		
ITEMS	TOTAL COST	ENGINEERING ASSUMPTIONS
I. Roadway Items Summary		
<u>SECTION 1: EARTHWORK COST</u>	\$1,388,000	Roadway Cost are all based on a preliminary Google Earth review.
<u>SECTION 2: PAVEMENT STRUCTURAL SECTION</u>	\$2,919,000	
<u>SECTION 3: DRAINAGE</u>	\$836,700	Drainage is taken at 15% of Roadway Items due to the lack of detail at this stage. During this review, we do not show that any pumps will be affected. Further analysis should look at all Retaining walls, sound walls, tie back walls and ramp reconfigurations are based on the widening needed. These are all based on a preliminary Google Earth review.
<u>SECTION 4: Specialty Items</u>	\$422,000	
<u>SECTION 6: TRAFFIC ITEMS</u>	\$849,000	
<u>SECTION 8: MINOR ITEMS</u> 5% of Sections 1-6	\$320,735	
<u>SECTION 9: MOBILIZATION</u> 10% of Sections 1-6	\$641,470	
<u>SECTION 10: ROADWAY ADDITIONS</u> 5% of Sections 1-6	\$320,735	
<u>SECTION 13: CONTINGENCIES</u> 40% of Sections 1-10	\$3,079,056	
II. STRUCTURE ITEMS		
<u>BRIDGES</u>	\$25,566,000	
III. RIGHT OF WAY		
<u>Right of Way Acquisition</u>	\$400,000	
TOTAL CAPITAL OUTLAY COSTS	\$36,742,696	
SUPPORT COSTS	\$12,860,000	Support costs are 35% of capital outlay costs
TOTAL PROJECT COSTS	\$49,603,000	

Summary of Quantities									
Project #11, I-215 NB, from Center St. off-Ramp to County Line/Iowa Ave.									
	Item Description	Distance (ft)	Width (ft)	Depth (ft)	Quantity	Unit	Cost Assumptions	Total Cost	Engineering Assumptions
I. Roadway Items Summary									
Earthwork									
	Roadway Excavation (NB off Ramp Highgrove)	0-236	0+56	0-6	1596.67	CY	\$15.00	\$23,950.00	
	Roadway Excavation (NB off Ramp La Cadena)	646.00	0-260	0-12	37572.44	CY	\$15.00	\$563,586.67	
	Roadway Excavation (NB loop off Ramp La Cadena)	260	285.00	0-18	48333.33	CY	\$15.00	\$725,000.00	
	Roadway Excavation (NB on Ramp La Cadena)	0-430'	0-240	0-5	5037.41	CY	\$15.00	\$75,561.11	
Pavement Structural Section									
	Remove Concrete Pavement (Mainline)	5915.00	10.00		6572.22	SQYD	\$36.38	\$239,097.44	Existing shoulders at 10'
	Class 2 Aggregate Subbase (Mainline)	5915.00	22.00		3373.74	CY	\$72.10	\$243,246.71	Lane plus shoulder at 22' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (Mainline)	5915.00	22.00		2358.61	TON	\$85.00	\$200,481.53	Lane plus shoulder at 22' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (Mainline)	5915.00	22.00		4337.67	CY	\$270.00	\$1,171,170.00	Lane plus shoulder at 22' with a CRCP depth of 0.90'
	Remove Concrete Pavement (NB off Ramp Highgrove)	477.00	8.00		424.00	SQYD	\$36.38	\$15,425.12	Existing shoulders at 8'
	Class 2 Aggregate Subbase (NB off Ramp Highgrove)	477.00	48.00		593.60	CY	\$72.10	\$42,798.56	Lane plus shoulder at 48' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (NB off Ramp Highgrove)	477.00	48.00		414.99	TON	\$85.00	\$35,274.15	Lane plus shoulder at 48' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (NB off Ramp Highgrove)	477.00	48.00		763.20	CY	\$270.00	\$206,064.00	Lane plus shoulder at 48' with a CRCP depth of 0.90'
	Remove Concrete Pavement (NB off Ramp La Cadena)	1170.00	8.00		1040.00	SQYD	\$36.38	\$37,835.20	Existing shoulders at 8'
	Class 2 Aggregate Subbase (NB off Ramp La Cadena)	1170.00	30.00		910.00	CY	\$72.10	\$65,611.00	Lane plus shoulder at 30' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (NB off Ramp La Cadena)	1170.00	30.00		636.19	TON	\$85.00	\$54,075.94	Lane plus shoulder at 30' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (NB off Ramp La Cadena)	1170.00	30.00		1170.00	CY	\$270.00	\$315,900.00	Lane plus shoulder at 30' with a CRCP depth of 0.90'
	Remove Concrete Pavement (NB on Ramp La Cadena)	885.00	8.00		786.67	SQYD	\$36.38	\$28,618.93	Existing shoulders at 8'
	Class 2 Aggregate Subbase (NB on Ramp La Cadena)	885.00	24.00		550.67	CY	\$72.10	\$39,703.07	Lane plus shoulder at 24' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (NB on Ramp La Cadena)	885.00	24.00		384.98	TON	\$85.00	\$32,722.88	Lane plus shoulder at 24' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (NB on Ramp La Cadena)	885.00	24.00		708.00	CY	\$270.00	\$191,160.00	Lane plus shoulder at 24' with a CRCP depth of 0.90'
Specialty Items									
	Remove Retaining Wall	1020.00			1020.00	LF	\$15.00	\$15,300.00	
	Structural Concrete (Retaining Wall)	1020.00			1133.33	SQFT	\$80.00	\$90,666.67	Retaining wall height 10'
	Concrete Barrier (Type 60)	3545.00			3545.00	LF	\$82.40	\$292,108.00	
Traffic Items									
Traffic Electrical									
	Intersection Signalization				8.00	PER CORNER	\$50,000.00	\$400,000.00	
Traffic Signing and Stripping									
	Removal of Existing Striping (Mainline)	5915.00			5915.00	LF	\$0.65	\$3,844.75	
	Thermoplastic Striping (Mainline)	11830.00			11830.00	LF	\$2.41	\$28,510.30	
	Removal of Existing Striping (NB off Ramp Highgrove)	1170.00			1170.00	LF	\$0.65	\$760.50	
	Thermoplastic Striping (NB off Ramp Highgrove)	1170.00			1170.00	LF	\$2.41	\$2,819.70	
	Removal of Existing Striping (NB off Ramp La Cadena)	2340.00			2340.00	LF	\$0.65	\$1,521.00	
	Thermoplastic Striping (NB off Ramp La Cadena)	2340.00			2340.00	LF	\$2.41	\$5,639.40	
	Removal of Existing Striping (NB on Ramp La Cadena)	1770.00			1770.00	LF	\$0.65	\$1,150.50	
	Thermoplastic Striping (NB on Ramp La Cadena)	1770.00			1770.00	LF	\$2.41	\$4,265.70	
	Reconstruct Sign Structure				2.00	EA	\$200,000.00	\$400,000.00	
II. Structure Items									
	Center St Bridge Replacement	303.00	48.00		14544.00	SQFT	\$250.00	\$3,636,000.00	
	Iowa St Bridge Replacement	232.00	60.00		13920.00	SQFT	\$250.00	\$3,480,000.00	
	Railroad Bridge Replacement	410.00	120.00		49200.00	SQFT	\$375.00	\$18,450,000.00	Steel Truss Bridge- 4 track railroad
III. Right of Way									
	Right of Way Acquisition #1	1600.00	5.00		8000.00	SQFT	\$50.00	\$400,000.00	
				I. Roadway Items			\$5,578,000.00		
				Earthwork			\$1,388,000.00		
				Pavement Structural Section			\$2,919,000.00		
				Specialty Items			\$422,000.00		
				Traffic Items			\$849,000.00		
				II. Structural Items			\$25,566,000.00		
				III. Right of Way			\$400,000.00		

Project #11, I-215 NB at Highgrove/Center Subtotal		
ITEMS	TOTAL COST	ENGINEERING ASSUMPTIONS
I. Roadway Items Summary		
SECTION 1: EARTHWORK COST	\$24,000	Roadway Cost are all based on a preliminary Google Earth review.
SECTION 2: PAVEMENT STRUCTURAL SECTION	\$300,000	
SECTION 3: DRAINAGE	\$142,800	Drainage is taken at 15% of Roadway Items due to the lack of detail at this stage. During this review, we do not show that any pumps will be affected. Further analysis should look at all Retaining walls, sound walls, tie back walls and ramp reconfigurations are based on the widening needed. These are all based on a preliminary Google Earth review.
SECTION 4: Specialty Items	\$24,000	
SECTION 6: TRAFFIC ITEMS	\$604,000	
SECTION 8: MINOR ITEMS 5% of Sections 1-6	\$54,740	
SECTION 9: MOBILIZATION 10% of Sections 1-6	\$109,480	
SECTION 10: ROADWAY ADDITIONS 5% of Sections 1-6	\$54,740	
SECTION 13: CONTINGENCIES 40% of Sections 1-10	\$525,504	
II. STRUCTURE ITEMS		
BRIDGES	\$3,636,000	
III. RIGHT OF WAY		
Right of Way Acquisition	\$0	
TOTAL CAPITAL OUTLAY COSTS	\$5,475,264	
SUPPORT COSTS	\$1,916,000	Support costs are 35% of capital outlay costs
TOTAL PROJECT COSTS	\$7,391,000	
Amount included in 2016 TUMF Nexus Study	\$17,897,000.00	
Amount to be reduced from Total Project Costs	\$7,391,000.00	

Summary of Quantities									
Project #11, I-215 NB at Highgrove/Center St Subtotal.									
	Item Description	Distance (ft)	Width (ft)	Depth (ft)	Quantity	Unit	Cost Assumptions	Total Cost	Engineering Assumptions
I. Roadway Items Summary									
Earthwork									
	Roadway Excavation (NB off Ramp Highgrove)	0-236	0+56	0-6	1596.67	CY	\$15.00	\$23,950.00	
	Roadway Excavation (NB off Ramp La Cadena)							\$0.00	
	Roadway Excavation (NB loop off Ramp La Cadena)							\$0.00	
	Roadway Excavation (NB on Ramp La Cadena)							\$0.00	
Pavement Structural Section									
	Remove Concrete Pavement (Mainline)						\$0.00	\$0.00	Existing shoulders at 10'
	Class 2 Aggregate Subbase (Mainline)							\$0.00	Lane plus shoulder at 22' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (Mainline)							\$0.00	Lane plus shoulder at 22' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (Mainline)							\$0.00	Lane plus shoulder at 22' with a CRCP depth of 0.90'
	Remove Concrete Pavement (NB off Ramp Highgrove)	477.00	8.00		424.00	SQYD	\$36.38	\$15,425.12	Existing shoulders at 8'
	Class 2 Aggregate Subbase (NB off Ramp Highgrove)	477.00	48.00		593.60	CY	\$72.10	\$42,798.56	Lane plus shoulder at 48' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (NB off Ramp Highgrove)	477.00	48.00		414.99	TON	\$85.00	\$35,274.15	Lane plus shoulder at 48' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (NB off Ramp Highgrove)	477.00	48.00		763.20	CY	\$270.00	\$206,064.00	Lane plus shoulder at 48' with a CRCP depth of 0.90'
	Remove Concrete Pavement (NB off Ramp La Cadena)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (NB off Ramp La Cadena)							\$0.00	Lane plus shoulder at 30' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (NB off Ramp La Cadena)							\$0.00	Lane plus shoulder at 30' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (NB off Ramp La Cadena)							\$0.00	Lane plus shoulder at 30' with a CRCP depth of 0.90'
	Remove Concrete Pavement (NB on Ramp La Cadena)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (NB on Ramp La Cadena)							\$0.00	Lane plus shoulder at 24' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (NB on Ramp La Cadena)							\$0.00	Lane plus shoulder at 24' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (NB on Ramp La Cadena)							\$0.00	Lane plus shoulder at 24' with a CRCP depth of 0.90'
Specialty Items									
	Remove Retaining Wall							\$0.00	
	Structural Concrete (Retaining Wall)							\$0.00	Retaining wall height 10'
	Concrete Barrier (Type 60)							\$0.00	
Traffic Items									
Traffic Electrical									
	Intersection Signalization				4.00	PER CORNER	\$50,000.00	\$200,000.00	
Traffic Signing and Stripping									
	Removal of Existing Striping (Mainline)						\$0.00	\$0.00	
	Thermoplastic Striping (Mainline)							\$0.00	
	Removal of Existing Striping (NB off Ramp Highgrove)	1170.00			1170.00	LF	\$0.65	\$760.50	
	Thermoplastic Striping (NB off Ramp Highgrove)	1170.00			1170.00	LF	\$2.41	\$2,819.70	
	Removal of Existing Striping (NB off Ramp La Cadena)							\$0.00	
	Thermoplastic Striping (NB off Ramp La Cadena)							\$0.00	
	Removal of Existing Striping (NB on Ramp La Cadena)							\$0.00	
	Thermoplastic Striping (NB on Ramp La Cadena)							\$0.00	
	Reconstruct Sign Structure				2.00	EA	\$200,000.00	\$400,000.00	
II. Structure Items									
	Center St Bridge Replacement	303.00	48.00		14544.00	SQFT	\$250.00	\$3,636,000.00	
	Iowa St Bridge Replacement							\$0.00	
	Railroad Bridge Replacement							\$0.00	Steel Truss Bridge- 4 track railroad
III. Right of Way									
	Right of Way Acquisition #1							\$0.00	
	I. Roadway Items							\$952,000.00	
	Earthwork							\$24,000.00	
	Pavement Structural Section							\$300,000.00	
	Specialty Items							\$24,000.00	
	Traffic Items							\$604,000.00	
	II. Structural Items							\$3,636,000.00	
	III. Right of Way							\$0.00	

Project #12, I-215 SB, from Martin Luther King Blvd On-Ramp to Sycamore Canyon Rd Off-Ramp		
ITEMS	TOTAL COST	ENGINEERING ASSUMPTIONS
I. Roadway Items Summary		
<u>SECTION 1: EARTHWORK COST</u>	\$119,000	Roadway Cost are all based on a preliminary Google Earth review.
<u>SECTION 2: PAVEMENT STRUCTURAL SECTION</u>	\$2,740,000	
<u>SECTION 3: DRAINAGE</u>	\$674,400	Drainage is taken at 15% of Roadway Items due to the lack of detail at this stage. During this review, we do not show that any pumps will be affected. Further analysis should look at all Retaining walls, sound walls, tie back walls and ramp reconfigurations are based on the widening needed. These are all based on a preliminary Google Earth review.
<u>SECTION 4: Specialty Items</u>	\$193,000	
<u>SECTION 6: TRAFFIC ITEMS</u>	\$1,444,000	
<u>SECTION 8: MINOR ITEMS</u> 5% of Sections 1-6	\$258,520	
<u>SECTION 9: MOBILIZATION</u> 10% of Sections 1-6	\$517,040	
<u>SECTION 10: ROADWAY ADDITIONS</u> 5% of Sections 1-6	\$258,520	
<u>SECTION 13: CONTINGENCIES</u> 40% of Sections 1-10	\$2,481,792	
II. STRUCTURE ITEMS		
<u>BRIDGES</u>	\$814,000	
III. RIGHT OF WAY		
<u>Right of Way Acquisition</u>	\$427,500	
TOTAL CAPITAL OUTLAY COSTS	\$9,927,772	
SUPPORT COSTS	\$3,475,000	Support costs are 35% of capital outlay costs
TOTAL PROJECT COSTS	\$13,403,000	

Summary of Quantities									
Project #12, I-215 SB, from Martin Luther King Blvd Jr. On-Ramp to Sycamore Canyon Rd Off-Ramp									
	Item Description	Distance (ft)	Width (ft)	Depth (ft)	Quantity	Unit	Cost Assumptions	Total Cost	Engineering Assumptions
I. Roadway Items Summary									
Earthwork									
	Roadway Excavation (SB on Ramp Watkins)	400.00	22.00	0-13	3955.85	CY	\$15.00	\$59,337.78	
	Roadway Excavation (SB off Ramp Watkins)	450.00	0-32	0-13	3952.96	CY	\$15.00	\$59,294.44	
Pavement Structural Section									
	Remove Concrete Pavement (Mainline)	6370.00	10.00		7077.78	SQYD	\$36.38	\$257,489.56	Existing shoulders at 10'
	Class 2 Aggregate Subbase (Mainline)	6370.00	22.00		3633.26	CY	\$72.10	\$261,957.99	Lane plus shoulder at 22' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (Mainline)	6370.00	22.00		2540.04	TON	\$85.00	\$215,903.19	Lane plus shoulder at 22' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (Mainline)	6370.00	22.00		4671.33	CY	\$270.00	\$1,261,260.00	Lane plus shoulder at 22' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB on Ramp Watkins)	530.00	8.00		471.11	SQYD	\$36.38	\$17,139.02	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB on Ramp Watkins)	530.00	40.00		549.63	CY	\$72.10	\$39,628.30	Lane plus shoulder at 48' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB on Ramp Watkins)	530.00	40.00		384.25	TON	\$85.00	\$32,661.25	Lane plus shoulder at 48' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB on Ramp Watkins)	530.00	40.00		706.67	CY	\$270.00	\$190,800.00	Lane plus shoulder at 48' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB off Ramp Watkins)	710.00	8.00		631.11	SQYD	\$36.38	\$22,959.82	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB off Ramp Watkins)	710.00	50.00		920.37	CY	\$72.10	\$66,358.70	Lane plus shoulder at 30' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB off Ramp Watkins)	710.00	50.00		643.44	TON	\$85.00	\$54,692.19	Lane plus shoulder at 30' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB off Ramp Watkins)	710.00	50.00		1183.33	CY	\$270.00	\$319,500.00	Lane plus shoulder at 30' with a CRCP depth of 0.90'
Sec 3. Drainage									
Specialty Items									
	Remove Retaining Wall	2065.00			2065.00	LF	\$15.00	\$30,975.00	
	Structural Concrete (Retaining Wall)	2065.00			1835.56	SQFT	\$75.00	\$137,666.67	Retaining wall height 8'
Sec 5. Environmental									
Traffic Items									
Traffic Electrical									
	Intersection Signalization				4.00	PER CORNER	\$50,000.00	\$200,000.00	
Traffic Signing and Stripping									
	Removal of Existing Striping (Mainline)	6370.00			6370.00	LF	\$0.65	\$4,140.50	
	Thermoplastic Striping (Mainline)	12740.00			12740.00	LF	\$2.41	\$30,703.40	
	Removal of Existing Striping (SB on Ramp Watkins)	1319.00			1319.00	LF	\$0.65	\$857.35	
	Thermoplastic Striping (SB on Ramp Watkins)	1319.00			1319.00	LF	\$2.41	\$3,178.79	
	Removal of Existing Striping (SB off Ramp Watkins)	1705.00			1705.00	LF	\$0.65	\$1,108.25	
	Thermoplastic Striping (SB off Ramp Watkins)	1705.00			1705.00	LF	\$2.41	\$4,109.05	
	Reconstruct Sign Structure				6.00	EA	\$200,000.00	\$1,200,000.00	
II. Structure Items									
	Watkins Dr Bridge Widening	155.00	14.00		2170.00	SQFT	\$375.00	\$813,750.00	
III. Right of Way									
	Right of Way Acquisition #1	570.00	15.00		8550.00	SQFT	\$50.00	\$427,500.00	
	I. Roadway Items							\$4,496,000.00	
	Earthwork							\$119,000.00	
	Pavement Structural Section							\$2,740,000.00	
	Specialty Items							\$193,000.00	
	Traffic Items							\$1,444,000.00	
	II. Structural Items							\$814,000.00	
	III. Right of Way							\$427,500.00	

Project #13 I-215 SB, from Van Buren On Ramp to Case Rd Off Ramp		
ITEMS	TOTAL COST	ENGINEERING ASSUMPTIONS
I. Roadway Items Summary		
<u>SECTION 1: EARTHWORK COST</u>	\$2,578,000	Roadway Cost are all based on a preliminary Google Earth review.
<u>SECTION 2: PAVEMENT STRUCTURAL SECTION</u>	\$20,307,000	
<u>SECTION 3: DRAINAGE</u>	\$4,037,100	Drainage is taken at 15% of Roadway Items due to the lack of detail at this stage. During this review, we do not show that any pumps will be affected. Further analysis should look at all Retaining walls, sound walls, tie back walls and ramp reconfigurations are based on the widening needed. These are all based on a preliminary Google Earth review.
<u>SECTION 4: Specialty Items</u>	\$446,000	
<u>SECTION 6: TRAFFIC ITEMS</u>	\$3,583,000	
<u>SECTION 8: MINOR ITEMS</u> 5% of Sections 1-6	\$1,547,555	
<u>SECTION 9: MOBILIZATION</u> 10% of Sections 1-6	\$3,095,110	
<u>SECTION 10: ROADWAY ADDITIONS</u> 5% of Sections 1-6	\$1,547,555	
<u>SECTION 13: CONTINGENCIES</u> 40% of Sections 1-10	\$14,856,528	
II. STRUCTURE ITEMS		
<u>BRIDGES</u>	\$42,690,000	
III. RIGHT OF WAY		
<u>Right of Way Acquisition</u>	\$360,000	
TOTAL CAPITAL OUTLAY COSTS	\$95,047,848	
SUPPORT COSTS	\$33,267,000	Support costs are 35% of capital outlay costs
TOTAL PROJECT COSTS	\$128,315,000	

Summary of Quantities									
Project #13, I-215 SB, from Van Buren On Ramp to Case Rd Off Ramp									
	Item Description	Distance (ft)	Width (ft)	Depth (ft)	Quantity	Unit	Cost Assumptions	Total Cost	Engineering Assumptions
I. Roadway Items Summary									
Earthwork									
	Roadway Excavation (SB off Ramp Harley Knox)	845.00	26-85	0-15	24160.00	CY	\$15.00	\$362,400.00	
	Roadway Excavation (SB on Ramp Harley Knox)	480.00	21-76	0-15	14576.11	CY	\$15.00	\$218,641.67	
	Roadway Excavation (SB off Ramp Ramona)	700.00	18-100	0-11	14719.22	CY	\$15.00	\$220,788.33	
	Roadway Excavation (SB off Ramp Nuevo)	588.00	26-95	0-15	16787.22	CY	\$15.00	\$251,808.33	
	Roadway Excavation (SB on Ramp Nuevo)	790.00	25-102	0-15	32457.22	CY	\$15.00	\$486,858.33	
	Roadway Excavation (SB off Ramp D st)	775.00	0-21	0-18	29114.00	CY	\$15.00	\$436,710.00	
	Roadway Excavation (SB off Ramp Redlands)	695.00	19-80	0-15	22228.33	CY	\$15.00	\$333,425.00	
	Roadway Excavation (SB on Ramp Redlands)	778.00	20-80	0-15	17835.56	CY	\$15.00	\$267,533.33	
Pavement Structural Section									
	Remove Concrete Pavement (Mainline)	52230.00	10.00		58033.33	SQYD	\$36.38	\$2,111,252.67	Existing shoulders at 10'
	Class 2 Aggregate Subbase (Mainline)	52230.00	22.00		29790.44	CY	\$72.10	\$2,147,891.04	Lane plus shoulder at 22' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (Mainline)	52230.00	22.00		20826.71	TON	\$85.00	\$1,770,270.56	Lane plus shoulder at 22' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (Mainline)	52230.00	22.00		38302.00	CY	\$270.00	\$10,341,540.00	Lane plus shoulder at 22' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB off Ramp Harley Knox)	1450.00	8.00		1288.89	SQYD	\$36.38	\$46,889.78	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB off Ramp Harley Knox)	1450.00	34.00		1278.15	CY	\$72.10	\$92,154.48	Lane plus shoulder at 34' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB off Ramp Harley Knox)	1450.00	34.00		893.56	TON	\$85.00	\$75,952.81	Lane plus shoulder at 34' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB off Ramp Harley Knox)	1450.00	34.00		1643.33	CY	\$270.00	\$443,700.00	Lane plus shoulder at 34' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB on Ramp Harley Knox)	860.00	8.00		764.44	SQYD	\$36.38	\$27,810.49	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB on Ramp Harley Knox)	860.00	32.00		713.48	CY	\$72.10	\$51,442.01	Lane plus shoulder at 32' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB on Ramp Harley Knox)	860.00	32.00		498.80	TON	\$85.00	\$42,398.00	Lane plus shoulder at 32' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB on Ramp Harley Knox)	860.00	32.00		917.33	CY	\$270.00	\$247,680.00	Lane plus shoulder at 32' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB off Ramp Ramona)	720.00	8.00		640.00	SQYD	\$36.38	\$23,283.20	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB off Ramp Ramona)	720.00	48.00		896.00	CY	\$72.10	\$64,601.60	Lane plus shoulder at 48' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB off Ramp Ramona)	720.00	48.00		626.40	TON	\$85.00	\$53,244.00	Lane plus shoulder at 48' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB off Ramp Ramona)	720.00	48.00		1152.00	CY	\$270.00	\$311,040.00	Lane plus shoulder at 48' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB off Ramp Nuevo)	1040.00	8.00		924.44	SQYD	\$36.38	\$33,631.29	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB off Ramp Nuevo)	1040.00	26.00		701.04	CY	\$72.10	\$50,544.77	Lane plus shoulder at 26' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB off Ramp Nuevo)	1040.00	26.00		490.10	TON	\$85.00	\$41,658.50	Lane plus shoulder at 26' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB off Ramp Nuevo)	1040.00	26.00		901.33	CY	\$270.00	\$243,360.00	Lane plus shoulder at 26' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB on Ramp Nuevo)	1420.00	8.00		1262.22	SQYD	\$36.38	\$45,919.64	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB on Ramp Nuevo)	1420.00	24.00		883.56	CY	\$72.10	\$63,704.36	Lane plus shoulder at 24' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB on Ramp Nuevo)	1420.00	24.00		617.70	TON	\$85.00	\$52,504.50	Lane plus shoulder at 24' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB on Ramp Nuevo)	1420.00	24.00		1136.00	CY	\$270.00	\$306,720.00	Lane plus shoulder at 24' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB off Ramp D st)	1280.00	8.00		1137.78	SQYD	\$36.38	\$41,392.36	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB off Ramp D st)	1280.00	38.00		1261.04	CY	\$72.10	\$90,920.77	Lane plus shoulder at 38' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB off Ramp D st)	1280.00	38.00		881.60	TON	\$85.00	\$74,936.00	Lane plus shoulder at 38' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB off Ramp D st)	1280.00	38.00		1621.33	CY	\$270.00	\$437,760.00	Lane plus shoulder at 38' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB off Ramp Redlands)	1075.00	8.00		955.56	SQYD	\$36.38	\$34,763.11	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB off Ramp Redlands)	1075.00	34.00		34.00	CY	\$72.10	\$2,451.40	Lane plus shoulder at 34' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB off Ramp Redlands)	1075.00	34.00		662.47	TON	\$85.00	\$56,309.84	Lane plus shoulder at 34' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB off Ramp Redlands)	1075.00	34.00		1218.33	CY	\$270.00	\$328,950.00	Lane plus shoulder at 34' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB on Ramp Redlands)	1040.00	8.00		924.44	SQYD	\$36.38	\$33,631.29	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB on Ramp Redlands)	1040.00	40.00		1078.52	CY	\$72.10	\$77,771.19	Lane plus shoulder at 40' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB on Ramp Redlands)	1040.00	40.00		754.00	TON	\$85.00	\$64,090.00	Lane plus shoulder at 40' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB on Ramp Redlands)	1040.00	40.00		1386.67	CY	\$270.00	\$374,400.00	Lane plus shoulder at 40' with a CRCP depth of 0.90'
Sec 3. Drainage									
Specialty Items									
	Remove Sound Wall	1020.00			1020.00	LF	\$27.00	\$27,540.00	
	Sound Wall	1020.00			1020.00	SQFT	\$23.98	\$24,459.60	
	Remove Retaining Wall	1020.00			1020.00	LF	\$15.00	\$15,300.00	
	Structural Concrete (Retaining Wall)	1020.00			1020.00	SQFT	\$75.00	\$76,500.00	Retaining wall height 9'
	Concrete Barrier (Type 60)	3665.00			3665.00	LF	\$82.40	\$301,996.00	
Traffic Items									
Traffic Electrical									
	Intersection Signalization				16.00	PER CORNER	\$50,000.00	\$800,000.00	
Traffic Signing and Striping									
	Removal of Existing Striping (Mainline)	60115.00			60115.00	LF	\$0.65	\$39,074.75	
	Thermoplastic Striping (Mainline)	120230.00			120230.00	LF	\$2.41	\$289,754.30	
	Removal of Existing Striping (SB off Ramp Harley Knox)	2900.00			2900.00	LF	\$0.65	\$1,885.00	
	Thermoplastic Striping (SB off Ramp Harley Knox)	2900.00			2900.00	LF	\$2.41	\$6,989.00	
	Removal of Existing Striping (SB on Ramp Harley Knox)	1720.00			1720.00	LF	\$0.65	\$1,118.00	
	Thermoplastic Striping (SB on Ramp Harley Knox)	1720.00			1720.00	LF	\$2.41	\$4,145.20	
	Removal of Existing Striping (SB off Ramp Ramona)	2320.00			2320.00	LF	\$0.65	\$1,508.00	
	Thermoplastic Striping (SB off Ramp Ramona)	2320.00			2320.00	LF	\$2.41	\$5,591.20	
	Removal of Existing Striping (SB off Ramp Nuevo)	2080.00			2080.00	LF	\$0.65	\$1,352.00	
	Thermoplastic Striping (SB off Ramp Nuevo)	2080.00			2080.00	LF	\$2.41	\$5,012.80	
	Removal of Existing Striping (SB on Ramp Nuevo)	2840.00			2840.00	LF	\$0.65	\$1,846.00	
	Thermoplastic Striping (SB on Ramp Nuevo)	2840.00			2840.00	LF	\$2.41	\$6,844.40	
	Removal of Existing Striping (SB off Ramp Redlands)	2150.00			2150.00	LF	\$0.65	\$1,397.50	
	Thermoplastic Striping (SB off Ramp Redlands)	2560.00			2560.00	LF	\$2.41	\$6,169.60	
	Removal of Existing Striping (SB on Ramp Redlands)	3380.00			3380.00	LF	\$0.65	\$2,197.00	
	Thermoplastic Striping (SB on Ramp Redlands)	3380.00			3380.00	LF	\$2.41	\$8,145.80	
	Reconstruct Sign Structure				12.00	EA	\$200,000.00	\$2,400,000.00	
II. Structure Items									
	Ramona Bridge Replacement	220.00	125.00		27500.00	0.00	\$250.00	\$6,875,000.00	
	Harley Knox Bridge Replacement	220.00	82.00		18040.00	SQFT	\$250.00	\$4,510,000.00	
	Placentia Bridge Replacement	215.00	72.00		15480.00	SQFT	\$250.00	\$3,870,000.00	
	Nuevo Rd Bridge Replacement	260.00	106.00		27560.00	SQFT	\$250.00	\$6,890,000.00	
	D St Bridge Tieback	260.00	16.00		4160.00	SQFT	\$250.00	\$1,040,000.00	
	Perris Blvd Bridge Replacement	560.00	90.00		50400.00	SQ FT	\$250.00	\$12,600,000.00	
	Redlands Bridge Tieback	125.00	16.00		2000.00	SQ FT	\$250.00	\$500,000.00	
	Bridge Structure 1	490.00	14.00		6860.00	SQFT	\$375.00	\$2,572,500.00	
	Bridge Structure 2	230.00	14.00		3220.00	SQFT	\$375.00	\$1,207,500.00	
	Bridge Structure 3	500.00	14.00		7000.00	SQFT	\$375.00	\$2,625,000.00	
III. Right of Way									
	Right of Way Acquisition #1	480.00	15.00		7200.00	SQFT	\$50.00	\$360,000.00	
	I. Roadway Items							\$26,914,000.00	
	Earthwork							\$2,578,000.00	
	Pavement Structural Section							\$20,307,000.00	
	Specialty Items							\$446,000.00	
	Traffic Items							\$3,583,000.00	
	II. Structural Items							\$42,690,000.00	
	III. Right of Way							\$360,000.00	

Project #13 I-215 SB at Perris Overcrossing Subtotal		
ITEMS	TOTAL COST	ENGINEERING ASSUMPTIONS
I. Roadway Items Summary		
SECTION 1: EARTHWORK COST	\$0	Roadway Cost are all based on a preliminary Google Earth review.
SECTION 2: PAVEMENT STRUCTURAL SECTION	\$0	
SECTION 3: DRAINAGE	\$0	Drainage is taken at 15% of Roadway Items due to the lack of detail at this stage. During this review, we do not show that any pumps will be affected. Further analysis should look at all Retaining walls, sound walls, tie back walls and ramp reconfigurations are based on the widening needed. These are all based on a preliminary Google Earth review.
SECTION 4: Specialty Items	\$0	
SECTION 6: TRAFFIC ITEMS	\$0	
SECTION 8: MINOR ITEMS 5% of Sections 1-6	\$0	
SECTION 9: MOBILIZATION 10% of Sections 1-6	\$0	
SECTION 10: ROADWAY ADDITIONS 5% of Sections 1-6	\$0	
SECTION 13: CONTINGENCIES 40% of Sections 1-10	\$0	
II. STRUCTURE ITEMS		
BRIDGES	\$500,000	
III. RIGHT OF WAY		
Right of Way Acquisition	\$0	
TOTAL CAPITAL OUTLAY COSTS	\$500,000	
SUPPORT COSTS	\$175,000	Support costs are 35% of capital outlay costs
TOTAL PROJECT COSTS	\$675,000	

Amount included in 2016 TUMF Nexus Study \$1,356,000.00
 Amount to be reduced from Total Project Costs \$675,000.00

Summary of Quantities									
Project #13, I-215 SB at Perris Overcrossing Subtotal									
	Item Description	Distance (ft)	Width (ft)	Depth (ft)	Quantity	Unit	Cost Assumptions	Total Cost	Engineering Assumptions
I. Roadway Items Summary									
Earthwork									
	Roadway Excavation (SB off Ramp Harley Knox)							\$0.00	
	Roadway Excavation (SB on Ramp Harley Knox)							\$0.00	
	Roadway Excavation (SB off Ramp Ramona)							\$0.00	
	Roadway Excavation (SB off Ramp Nuevo)							\$0.00	
	Roadway Excavation (SB on Ramp Nuevo)							\$0.00	
	Roadway Excavation (SB off Ramp D st)							\$0.00	
	Roadway Excavation (SB off Ramp Redlands)							\$0.00	
	Roadway Excavation (SB on Ramp Redlands)							\$0.00	
Pavement Structural Section									
	Remove Concrete Pavement (Mainline)						\$0.00	\$0.00	Existing shoulders at 10'
	Class 2 Aggregate Subbase (Mainline)							\$0.00	Lane plus shoulder at 22' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (Mainline)							\$0.00	Lane plus shoulder at 22' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (Mainline)							\$0.00	Lane plus shoulder at 22' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB off Ramp Harley Knox)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB off Ramp Harley Knox)							\$0.00	Lane plus shoulder at 34' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB off Ramp Harley Knox)							\$0.00	Lane plus shoulder at 34' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB off Ramp Harley Knox)							\$0.00	Lane plus shoulder at 34' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB on Ramp Harley Knox)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB on Ramp Harley Knox)							\$0.00	Lane plus shoulder at 32' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB on Ramp Harley Knox)							\$0.00	Lane plus shoulder at 32' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB on Ramp Harley Knox)							\$0.00	Lane plus shoulder at 32' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB off Ramp Ramona)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB off Ramp Ramona)							\$0.00	Lane plus shoulder at 48' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB off Ramp Ramona)							\$0.00	Lane plus shoulder at 48' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB off Ramp Ramona)							\$0.00	Lane plus shoulder at 48' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB off Ramp Nuevo)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB off Ramp Nuevo)							\$0.00	Lane plus shoulder at 26' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB off Ramp Nuevo)							\$0.00	Lane plus shoulder at 26' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB off Ramp Nuevo)							\$0.00	Lane plus shoulder at 26' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB on Ramp Nuevo)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB on Ramp Nuevo)							\$0.00	Lane plus shoulder at 24' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB on Ramp Nuevo)							\$0.00	Lane plus shoulder at 24' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB on Ramp Nuevo)							\$0.00	Lane plus shoulder at 24' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB off Ramp D st)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB off Ramp D st)							\$0.00	Lane plus shoulder at 38' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB off Ramp D st)							\$0.00	Lane plus shoulder at 38' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB off Ramp D st)							\$0.00	Lane plus shoulder at 38' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB off Ramp Redlands)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB off Ramp Redlands)							\$0.00	Lane plus shoulder at 34' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB off Ramp Redlands)							\$0.00	Lane plus shoulder at 34' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB off Ramp Redlands)							\$0.00	Lane plus shoulder at 34' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB on Ramp Redlands)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB on Ramp Redlands)							\$0.00	Lane plus shoulder at 40' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB on Ramp Redlands)							\$0.00	Lane plus shoulder at 40' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB on Ramp Redlands)							\$0.00	Lane plus shoulder at 40' with a CRCP depth of 0.90'
Sec 3. Drainage									
Specialty Items									
	Remove Sound Wall						\$0.00	\$0.00	
	Sound Wall							\$0.00	
	Remove Retaining Wall							\$0.00	
	Structural Concrete (Retaining Wall)							\$0.00	Retaining wall height 9'
	Concrete Barrier (Type 60)							\$0.00	
Traffic Items									
Traffic Electrical									
	Intersection Signalization							\$0.00	
Traffic Signing and Stripping									
	Removal of Existing Striping (Mainline)						\$0.00	\$0.00	
	Thermoplastic Striping (Mainline)							\$0.00	
	Removal of Existing Striping (SB off Ramp Harley Knox)							\$0.00	
	Thermoplastic Striping (SB off Ramp Harley Knox)							\$0.00	
	Removal of Existing Striping (SB on Ramp Harley Knox)							\$0.00	
	Thermoplastic Striping (SB on Ramp Harley Knox)							\$0.00	
	Removal of Existing Striping (SB off Ramp Ramona)							\$0.00	
	Thermoplastic Striping (SB off Ramp Ramona)							\$0.00	
	Removal of Existing Striping (SB off Ramp Nuevo)							\$0.00	
	Thermoplastic Striping (SB off Ramp Nuevo)							\$0.00	
	Removal of Existing Striping (SB on Ramp Nuevo)							\$0.00	
	Thermoplastic Striping (SB on Ramp Nuevo)							\$0.00	
	Removal of Existing Striping (SB off Ramp Redlands)							\$0.00	
	Thermoplastic Striping (SB off Ramp Redlands)							\$0.00	
	Removal of Existing Striping (SB on Ramp Redlands)							\$0.00	
	Thermoplastic Striping (SB on Ramp Redlands)							\$0.00	
	Reconstruct Sign Structure							\$0.00	
II. Structure Items									
	Ramona Bridge Replacement							\$0.00	
	Harley Knox Bridge Replacement							\$0.00	
	Placentia Bridge Replacement							\$0.00	
	Nuevo Rd Bridge Replacement							\$0.00	
	D St Bridge Tieback							\$0.00	
	Perris Blvd Bridge Replacement							\$0.00	
	Redlands Bridge Tieback	125.00	16.00		2000.00	SQ FT	\$250.00	\$500,000.00	
	Bridge Structure 1							\$0.00	
	Bridge Structure 2							\$0.00	
	Bridge Structure 3							\$0.00	
III. Right of Way									
	Right of Way Acquisition #1							\$0.00	
	I. Roadway Items							\$0.00	
	Earthwork							\$0.00	
	Pavement Structural Section							\$0.00	
	Specialty Items							\$0.00	
	Traffic Items							\$0.00	
	II. Structural Items							\$500,000.00	
	III. Right of Way							\$0.00	

Project #13 I-215 SB at Nuevo Subtotal		
ITEMS	TOTAL COST	ENGINEERING ASSUMPTIONS
I. Roadway Items Summary		
SECTION 1: EARTHWORK COST	\$739,000	Roadway Cost are all based on a preliminary Google Earth review.
SECTION 2: PAVEMENT STRUCTURAL SECTION	\$838,000	
SECTION 3: DRAINAGE	\$268,800	Drainage is taken at 15% of Roadway Items due to the lack of detail at this stage. During this review, we do not show that any pumps will be affected. Further analysis should look at all Retaining walls, sound walls, tie back walls and ramp reconfigurations are based on the widening needed. These are all based on a preliminary Google Earth review.
SECTION 4: Specialty Items	\$0	
SECTION 6: TRAFFIC ITEMS	\$215,000	
SECTION 8: MINOR ITEMS 5% of Sections 1-6	\$103,040	
SECTION 9: MOBILIZATION 10% of Sections 1-6	\$206,080	
SECTION 10: ROADWAY ADDITIONS 5% of Sections 1-6	\$103,040	
SECTION 13: CONTINGENCIES 40% of Sections 1-10	\$989,184	
II. STRUCTURE ITEMS		
BRIDGES	\$6,890,000	
III. RIGHT OF WAY		
Right of Way Acquisition	\$0	
TOTAL CAPITAL OUTLAY COSTS	\$10,352,144	
SUPPORT COSTS	\$3,623,000	Support costs are 35% of capital outlay costs
TOTAL PROJECT COSTS	\$13,975,000	

Amount included in 2016 TUMF Nexus Study \$17,897,000.00
 Amount to be reduced from Total Project Costs \$13,975,000.00

Summary of Quantities									
Project #13, I-215 SB at Nuevo Subtotal									
	Item Description	Distance (ft)	Width (ft)	Depth (ft)	Quantity	Unit	Cost Assumptions	Total Cost	Engineering Assumptions
I. Roadway Items Summary									
Earthwork									
	Roadway Excavation (SB off Ramp Harley Knox)							\$0.00	
	Roadway Excavation (SB on Ramp Harley Knox)							\$0.00	
	Roadway Excavation (SB off Ramp Ramona)							\$0.00	
	Roadway Excavation (SB off Ramp Nuevo)	588.00	26-95	0-15	16787.22	CY	\$15.00	\$251,808.33	
	Roadway Excavation (SB on Ramp Nuevo)	790.00	25-102	0-15	32457.22	CY	\$15.00	\$486,858.33	
	Roadway Excavation (SB off Ramp D st)							\$0.00	
	Roadway Excavation (SB off Ramp Redlands)							\$0.00	
	Roadway Excavation (SB on Ramp Redlands)							\$0.00	
Pavement Structural Section									
	Remove Concrete Pavement (Mainline)						\$0.00	\$0.00	Existing shoulders at 10'
	Class 2 Aggregate Subbase (Mainline)							\$0.00	Lane plus shoulder at 22' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (Mainline)							\$0.00	Lane plus shoulder at 22' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (Mainline)							\$0.00	Lane plus shoulder at 22' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB off Ramp Harley Knox)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB off Ramp Harley Knox)							\$0.00	Lane plus shoulder at 34' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB off Ramp Harley Knox)							\$0.00	Lane plus shoulder at 34' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB off Ramp Harley Knox)							\$0.00	Lane plus shoulder at 34' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB on Ramp Harley Knox)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB on Ramp Harley Knox)							\$0.00	Lane plus shoulder at 32' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB on Ramp Harley Knox)							\$0.00	Lane plus shoulder at 32' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB on Ramp Harley Knox)							\$0.00	Lane plus shoulder at 32' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB off Ramp Ramona)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB off Ramp Ramona)							\$0.00	Lane plus shoulder at 48' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB off Ramp Ramona)							\$0.00	Lane plus shoulder at 48' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB off Ramp Ramona)							\$0.00	Lane plus shoulder at 48' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB off Ramp Nuevo)	1040.00	8.00		924.44	SQYD	\$36.38	\$33,631.29	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB off Ramp Nuevo)	1040.00	26.00		701.04	CY	\$72.10	\$50,544.77	Lane plus shoulder at 26' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB off Ramp Nuevo)	1040.00	26.00		490.10	TON	\$85.00	\$41,658.50	Lane plus shoulder at 26' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB off Ramp Nuevo)	1040.00	26.00		901.33	CY	\$270.00	\$243,360.00	Lane plus shoulder at 26' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB on Ramp Nuevo)	1420.00	8.00		1262.22	SQYD	\$36.38	\$45,919.64	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB on Ramp Nuevo)	1420.00	24.00		883.56	CY	\$72.10	\$63,704.36	Lane plus shoulder at 24' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB on Ramp Nuevo)	1420.00	24.00		617.70	TON	\$85.00	\$52,504.50	Lane plus shoulder at 24' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB on Ramp Nuevo)	1420.00	24.00		1136.00	CY	\$270.00	\$306,720.00	Lane plus shoulder at 24' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB off Ramp D st)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB off Ramp D st)							\$0.00	Lane plus shoulder at 38' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB off Ramp D st)							\$0.00	Lane plus shoulder at 38' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB off Ramp D st)							\$0.00	Lane plus shoulder at 38' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB off Ramp Redlands)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB off Ramp Redlands)							\$0.00	Lane plus shoulder at 34' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB off Ramp Redlands)							\$0.00	Lane plus shoulder at 34' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB off Ramp Redlands)							\$0.00	Lane plus shoulder at 34' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB on Ramp Redlands)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB on Ramp Redlands)							\$0.00	Lane plus shoulder at 40' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB on Ramp Redlands)							\$0.00	Lane plus shoulder at 40' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB on Ramp Redlands)							\$0.00	Lane plus shoulder at 40' with a CRCP depth of 0.90'
Sec 3. Drainage									
Specialty Items									
	Remove Sound Wall						\$0.00	\$0.00	
	Sound Wall							\$0.00	
	Remove Retaining Wall							\$0.00	
	Structural Concrete (Retaining Wall)							\$0.00	Retaining wall height 9'
	Concrete Barrier (Type 60)							\$0.00	
Traffic Items									
Traffic Electrical									
	Intersection Signalization				4.00	PER CORNER	\$50,000.00	\$200,000.00	
Traffic Signing and Stripping									
	Removal of Existing Striping (Mainline)						\$0.00	\$0.00	
	Thermoplastic Striping (Mainline)							\$0.00	
	Removal of Existing Striping (SB off Ramp Harley Knox)							\$0.00	
	Thermoplastic Striping (SB off Ramp Harley Knox)							\$0.00	
	Removal of Existing Striping (SB on Ramp Harley Knox)							\$0.00	
	Thermoplastic Striping (SB on Ramp Harley Knox)							\$0.00	
	Removal of Existing Striping (SB off Ramp Ramona)							\$0.00	
	Thermoplastic Striping (SB off Ramp Ramona)							\$0.00	
	Removal of Existing Striping (SB off Ramp Nuevo)	2080.00			2080.00	LF	\$0.65	\$1,352.00	
	Thermoplastic Striping (SB off Ramp Nuevo)	2080.00			2080.00	LF	\$2.41	\$5,012.80	
	Removal of Existing Striping (SB on Ramp Nuevo)	2840.00			2840.00	LF	\$0.65	\$1,846.00	
	Thermoplastic Striping (SB on Ramp Nuevo)	2840.00			2840.00	LF	\$2.41	\$6,844.40	
	Removal of Existing Striping (SB off Ramp Redlands)							\$0.00	
	Thermoplastic Striping (SB off Ramp Redlands)							\$0.00	
	Removal of Existing Striping (SB on Ramp Redlands)							\$0.00	
	Thermoplastic Striping (SB on Ramp Redlands)							\$0.00	
	Reconstruct Sign Structure							\$0.00	
II. Structure Items									
	Ramona Bridge Replacement							\$0.00	
	Harley Knox Bridge Replacement							\$0.00	
	Placentia Bridge Replacement							\$0.00	
	Nuevo Rd Bridge Replacement	260.00	106.00		27560.00	SQFT	\$250.00	\$6,890,000.00	
	D St Bridge Tieback							\$0.00	
	Perris Blvd Bridge Replacement							\$0.00	
	Redlands Bridge Tieback							\$0.00	
	Bridge Structure 1							\$0.00	
	Bridge Structure 2							\$0.00	
	Bridge Structure 3							\$0.00	
III. Right of Way									
	Right of Way Acquisition #1							\$0.00	
	I. Roadway Items							\$1,792,000.00	
	Earthwork							\$739,000.00	
	Pavement Structural Section							\$838,000.00	
	Specialty Items							\$0.00	
	Traffic Items							\$215,000.00	
	II. Structural Items							\$6,890,000.00	
	III. Right of Way							\$0.00	

Project #13 I-215 SB at Placentia Overcrossing Subtotal		
ITEMS	TOTAL COST	ENGINEERING ASSUMPTIONS
I. Roadway Items Summary		
SECTION 1: EARTHWORK COST	\$0	Roadway Cost are all based on a preliminary Google Earth review.
SECTION 2: PAVEMENT STRUCTURAL SECTION	\$0	
SECTION 3: DRAINAGE	\$0	Drainage is taken at 15% of Roadway Items due to the lack of detail at this stage. During this review, we do not show that any pumps will be affected. Further analysis should look at all Retaining walls, sound walls, tie back walls and ramp reconfigurations are based on the widening needed. These are all based on a preliminary Google Earth review.
SECTION 4: Specialty Items	\$0	
SECTION 6: TRAFFIC ITEMS	\$0	
SECTION 8: MINOR ITEMS 5% of Sections 1-6	\$0	
SECTION 9: MOBILIZATION 10% of Sections 1-6	\$0	
SECTION 10: ROADWAY ADDITIONS 5% of Sections 1-6	\$0	
SECTION 13: CONTINGENCIES 40% of Sections 1-10	\$0	
II. STRUCTURE ITEMS		
BRIDGES	\$3,870,000	
III. RIGHT OF WAY		
Right of Way Acquisition	\$0	
TOTAL CAPITAL OUTLAY COSTS	\$3,870,000	
SUPPORT COSTS	\$1,355,000	Support costs are 35% of capital outlay costs
TOTAL PROJECT COSTS	\$5,225,000	

Amount included in 2016 TUMF Nexus Study \$12,354,000.00 as Mid-County Parkway Interchange
 Amount to be reduced from Total Project Costs \$5,225,000.00

Summary of Quantities									
Project #13, I-215 SB at Placentia Overcrossing Subtotal									
	Item Description	Distance (ft)	Width (ft)	Depth (ft)	Quantity	Unit	Cost Assumptions	Total Cost	Engineering Assumptions
I. Roadway Items Summary									
Earthwork									
	Roadway Excavation (SB off Ramp Harley Knox)							\$0.00	
	Roadway Excavation (SB on Ramp Harley Knox)							\$0.00	
	Roadway Excavation (SB off Ramp Ramona)							\$0.00	
	Roadway Excavation (SB off Ramp Nuevo)							\$0.00	
	Roadway Excavation (SB on Ramp Nuevo)							\$0.00	
	Roadway Excavation (SB off Ramp D st)							\$0.00	
	Roadway Excavation (SB off Ramp Redlands)							\$0.00	
	Roadway Excavation (SB on Ramp Redlands)							\$0.00	
Pavement Structural Section									
	Remove Concrete Pavement (Mainline)						\$0.00	\$0.00	Existing shoulders at 10'
	Class 2 Aggregate Subbase (Mainline)							\$0.00	Lane plus shoulder at 22' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (Mainline)							\$0.00	Lane plus shoulder at 22' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (Mainline)							\$0.00	Lane plus shoulder at 22' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB off Ramp Harley Knox)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB off Ramp Harley Knox)							\$0.00	Lane plus shoulder at 34' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB off Ramp Harley Knox)							\$0.00	Lane plus shoulder at 34' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB off Ramp Harley Knox)							\$0.00	Lane plus shoulder at 34' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB on Ramp Harley Knox)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB on Ramp Harley Knox)							\$0.00	Lane plus shoulder at 32' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB on Ramp Harley Knox)							\$0.00	Lane plus shoulder at 32' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB on Ramp Harley Knox)							\$0.00	Lane plus shoulder at 32' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB off Ramp Ramona)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB off Ramp Ramona)							\$0.00	Lane plus shoulder at 48' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB off Ramp Ramona)							\$0.00	Lane plus shoulder at 48' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB off Ramp Ramona)							\$0.00	Lane plus shoulder at 48' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB off Ramp Nuevo)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB off Ramp Nuevo)							\$0.00	Lane plus shoulder at 26' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB off Ramp Nuevo)							\$0.00	Lane plus shoulder at 26' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB off Ramp Nuevo)							\$0.00	Lane plus shoulder at 26' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB on Ramp Nuevo)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB on Ramp Nuevo)							\$0.00	Lane plus shoulder at 24' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB on Ramp Nuevo)							\$0.00	Lane plus shoulder at 24' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB on Ramp Nuevo)							\$0.00	Lane plus shoulder at 24' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB off Ramp D st)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB off Ramp D st)							\$0.00	Lane plus shoulder at 38' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB off Ramp D st)							\$0.00	Lane plus shoulder at 38' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB off Ramp D st)							\$0.00	Lane plus shoulder at 38' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB off Ramp Redlands)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB off Ramp Redlands)							\$0.00	Lane plus shoulder at 34' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB off Ramp Redlands)							\$0.00	Lane plus shoulder at 34' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB off Ramp Redlands)							\$0.00	Lane plus shoulder at 34' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB on Ramp Redlands)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB on Ramp Redlands)							\$0.00	Lane plus shoulder at 40' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB on Ramp Redlands)							\$0.00	Lane plus shoulder at 40' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB on Ramp Redlands)							\$0.00	Lane plus shoulder at 40' with a CRCP depth of 0.90'
Sec 3. Drainage									
Specialty Items									
	Remove Sound Wall						\$0.00	\$0.00	
	Sound Wall							\$0.00	
	Remove Retaining Wall							\$0.00	
	Structural Concrete (Retaining Wall)							\$0.00	Retaining wall height 9'
	Concrete Barrier (Type 60)							\$0.00	
Traffic Items									
Traffic Electrical									
	Intersection Signalization							\$0.00	
Traffic Signing and Stripping									
	Removal of Existing Striping (Mainline)						\$0.00	\$0.00	
	Thermoplastic Striping (Mainline)							\$0.00	
	Removal of Existing Striping (SB off Ramp Harley Knox)							\$0.00	
	Thermoplastic Striping (SB off Ramp Harley Knox)							\$0.00	
	Removal of Existing Striping (SB on Ramp Harley Knox)							\$0.00	
	Thermoplastic Striping (SB on Ramp Harley Knox)							\$0.00	
	Removal of Existing Striping (SB off Ramp Ramona)							\$0.00	
	Thermoplastic Striping (SB off Ramp Ramona)							\$0.00	
	Removal of Existing Striping (SB off Ramp Nuevo)							\$0.00	
	Thermoplastic Striping (SB off Ramp Nuevo)							\$0.00	
	Removal of Existing Striping (SB on Ramp Nuevo)							\$0.00	
	Thermoplastic Striping (SB on Ramp Nuevo)							\$0.00	
	Removal of Existing Striping (SB off Ramp Redlands)							\$0.00	
	Thermoplastic Striping (SB off Ramp Redlands)							\$0.00	
	Removal of Existing Striping (SB on Ramp Redlands)							\$0.00	
	Thermoplastic Striping (SB on Ramp Redlands)							\$0.00	
	Reconstruct Sign Structure							\$0.00	
II. Structure Items									
	Ramona Bridge Replacement							\$0.00	
	Harley Knox Bridge Replacement							\$0.00	
	Placentia Bridge Replacement	215.00	72.00		15480.00	SQFT	\$250.00	\$3,870,000.00	
	Nuevo Rd Bridge Replacement							\$0.00	
	D St Bridge Tieback							\$0.00	
	Perris Blvd Bridge Replacement							\$0.00	
	Redlands Bridge Tieback							\$0.00	
	Bridge Structure 1							\$0.00	
	Bridge Structure 2							\$0.00	
	Bridge Structure 3							\$0.00	
III. Right of Way									
	Right of Way Acquisition #1							\$0.00	
	I. Roadway Items							\$0.00	
	Earthwork							\$0.00	
	Pavement Structural Section							\$0.00	
	Specialty Items							\$0.00	
	Traffic Items							\$0.00	
	II. Structural Items							\$3,870,000.00	
	III. Right of Way							\$0.00	

Project #13 I-215 SB at Ramona Subtotal		
ITEMS	TOTAL COST	ENGINEERING ASSUMPTIONS
I. Roadway Items Summary		
SECTION 1: EARTHWORK COST	\$221,000	Roadway Cost are all based on a preliminary Google Earth review.
SECTION 2: PAVEMENT STRUCTURAL SECTION	\$452,000	
SECTION 3: DRAINAGE	\$132,000	Drainage is taken at 15% of Roadway Items due to the lack of detail at this stage. During this review, we do not show that any pumps will be affected. Further analysis should look at all Retaining walls, sound walls, tie back walls and ramp reconfigurations are based on the widening needed. These are all based on a preliminary Google Earth review.
SECTION 4: Specialty Items	\$0	
SECTION 6: TRAFFIC ITEMS	\$207,000	
SECTION 8: MINOR ITEMS 5% of Sections 1-6	\$50,600	
SECTION 9: MOBILIZATION 10% of Sections 1-6	\$101,200	
SECTION 10: ROADWAY ADDITIONS 5% of Sections 1-6	\$50,600	
SECTION 13: CONTINGENCIES 40% of Sections 1-10	\$485,760	
II. STRUCTURE ITEMS		
BRIDGES	\$6,875,000	
III. RIGHT OF WAY		
Right of Way Acquisition	\$0	
TOTAL CAPITAL OUTLAY COSTS	\$8,575,160	
SUPPORT COSTS	\$3,001,000	Support costs are 35% of capital outlay costs
TOTAL PROJECT COSTS	\$11,576,000	

Amount included in 2016 TUMF Nexus Study \$5,965,000.00
 Amount to be reduced from Total Project Costs \$5,965,000.00

Summary of Quantities

Project #13, I-215 SB at Ramona Subtotal

Item Description	Distance (ft)	Width (ft)	Depth (ft)	Quantity	Unit	Cost Assumptions	Total Cost	Engineering Assumptions																																																																								
I. Roadway Items Summary																																																																																
Earthwork																																																																																
Roadway Excavation (SB off Ramp Harley Knox)							\$0.00																																																																									
Roadway Excavation (SB on Ramp Harley Knox)							\$0.00																																																																									
Roadway Excavation (SB off Ramp Ramona)	700.00	18-100	0-11	14719.22	CY	\$15.00	\$220,788.33																																																																									
Roadway Excavation (SB off Ramp Nuevo)							\$0.00																																																																									
Roadway Excavation (SB on Ramp Nuevo)							\$0.00																																																																									
Roadway Excavation (SB off Ramp D st)							\$0.00																																																																									
Roadway Excavation (SB off Ramp Redlands)							\$0.00																																																																									
Roadway Excavation (SB on Ramp Redlands)							\$0.00																																																																									
Pavement Structural Section																																																																																
Remove Concrete Pavement (Mainline)						\$0.00	\$0.00	Existing shoulders at 10'																																																																								
Class 2 Aggregate Subbase (Mainline)							\$0.00	Lane plus shoulder at 22' with Class 2 Aggregate depth of 0.70'																																																																								
Hot Mix Asphalt (Type A) (Mainline)							\$0.00	Lane plus shoulder at 22' with a HMA depth of 0.25'																																																																								
Continuously Reinforced Concrete Pavement (Mainline)							\$0.00	Lane plus shoulder at 22' with a CRCP depth of 0.90'																																																																								
Remove Concrete Pavement (SB off Ramp Harley Knox)							\$0.00	Existing shoulders at 8'																																																																								
Class 2 Aggregate Subbase (SB off Ramp Harley Knox)							\$0.00	Lane plus shoulder at 34' with Class 2 Aggregate depth of 0.70'																																																																								
Hot Mix Asphalt (Type A) (SB off Ramp Harley Knox)							\$0.00	Lane plus shoulder at 34' with a HMA depth of 0.25'																																																																								
Continuously Reinforced Concrete Pavement (SB off Ramp Harley Knox)							\$0.00	Lane plus shoulder at 34' with a CRCP depth of 0.90'																																																																								
Remove Concrete Pavement (SB on Ramp Harley Knox)							\$0.00	Existing shoulders at 8'																																																																								
Class 2 Aggregate Subbase (SB on Ramp Harley Knox)							\$0.00	Lane plus shoulder at 32' with Class 2 Aggregate depth of 0.70'																																																																								
Hot Mix Asphalt (Type A) (SB on Ramp Harley Knox)							\$0.00	Lane plus shoulder at 32' with a HMA depth of 0.25'																																																																								
Continuously Reinforced Concrete Pavement (SB on Ramp Harley Knox)							\$0.00	Lane plus shoulder at 32' with a CRCP depth of 0.90'																																																																								
Remove Concrete Pavement (SB off Ramp Ramona)	720.00	8.00		640.00	SQYD	\$36.38	\$23,283.20	Existing shoulders at 8'																																																																								
Class 2 Aggregate Subbase (SB off Ramp Ramona)	720.00	48.00		896.00	CY	\$72.10	\$64,601.60	Lane plus shoulder at 48' with Class 2 Aggregate depth of 0.70'																																																																								
Hot Mix Asphalt (Type A) (SB off Ramp Ramona)	720.00	48.00		626.40	TON	\$85.00	\$53,244.00	Lane plus shoulder at 48' with a HMA depth of 0.25'																																																																								
Continuously Reinforced Concrete Pavement (SB off Ramp Ramona)	720.00	48.00		1152.00	CY	\$270.00	\$311,040.00	Lane plus shoulder at 48' with a CRCP depth of 0.90'																																																																								
Remove Concrete Pavement (SB off Ramp Nuevo)							\$0.00	Existing shoulders at 8'																																																																								
Class 2 Aggregate Subbase (SB off Ramp Nuevo)							\$0.00	Lane plus shoulder at 26' with Class 2 Aggregate depth of 0.70'																																																																								
Hot Mix Asphalt (Type A) (SB off Ramp Nuevo)							\$0.00	Lane plus shoulder at 26' with a HMA depth of 0.25'																																																																								
Continuously Reinforced Concrete Pavement (SB off Ramp Nuevo)							\$0.00	Lane plus shoulder at 26' with a CRCP depth of 0.90'																																																																								
Remove Concrete Pavement (SB on Ramp Nuevo)							\$0.00	Existing shoulders at 8'																																																																								
Class 2 Aggregate Subbase (SB on Ramp Nuevo)							\$0.00	Lane plus shoulder at 24' with Class 2 Aggregate depth of 0.70'																																																																								
Hot Mix Asphalt (Type A) (SB on Ramp Nuevo)							\$0.00	Lane plus shoulder at 24' with a HMA depth of 0.25'																																																																								
Continuously Reinforced Concrete Pavement (SB on Ramp Nuevo)							\$0.00	Lane plus shoulder at 24' with a CRCP depth of 0.90'																																																																								
Remove Concrete Pavement (SB off Ramp D st)							\$0.00	Existing shoulders at 8'																																																																								
Class 2 Aggregate Subbase (SB off Ramp D st)							\$0.00	Lane plus shoulder at 38' with Class 2 Aggregate depth of 0.70'																																																																								
Hot Mix Asphalt (Type A) (SB off Ramp D st)							\$0.00	Lane plus shoulder at 38' with a HMA depth of 0.25'																																																																								
Continuously Reinforced Concrete Pavement (SB off Ramp D st)							\$0.00	Lane plus shoulder at 38' with a CRCP depth of 0.90'																																																																								
Remove Concrete Pavement (SB off Ramp Redlands)							\$0.00	Existing shoulders at 8'																																																																								
Class 2 Aggregate Subbase (SB off Ramp Redlands)							\$0.00	Lane plus shoulder at 34' with Class 2 Aggregate depth of 0.70'																																																																								
Hot Mix Asphalt (Type A) (SB off Ramp Redlands)							\$0.00	Lane plus shoulder at 34' with a HMA depth of 0.25'																																																																								
Continuously Reinforced Concrete Pavement (SB off Ramp Redlands)							\$0.00	Lane plus shoulder at 34' with a CRCP depth of 0.90'																																																																								
Remove Concrete Pavement (SB on Ramp Redlands)							\$0.00	Existing shoulders at 8'																																																																								
Class 2 Aggregate Subbase (SB on Ramp Redlands)							\$0.00	Lane plus shoulder at 40' with Class 2 Aggregate depth of 0.70'																																																																								
Hot Mix Asphalt (Type A) (SB on Ramp Redlands)							\$0.00	Lane plus shoulder at 40' with a HMA depth of 0.25'																																																																								
Continuously Reinforced Concrete Pavement (SB on Ramp Redlands)							\$0.00	Lane plus shoulder at 40' with a CRCP depth of 0.90'																																																																								
Sec 3. Drainage																																																																																
Specialty Items																																																																																
Remove Sound Wall						\$0.00	\$0.00																																																																									
Sound Wall							\$0.00																																																																									
Remove Retaining Wall							\$0.00																																																																									
Structural Concrete (Retaining Wall)							\$0.00	Retaining wall height 9'																																																																								
Concrete Barrier (Type 60)							\$0.00																																																																									
Traffic Items																																																																																
Traffic Electrical																																																																																
Intersection Signalization				4.00	PER CORNER	\$50,000.00	\$200,000.00																																																																									
Traffic Signing and Stripping																																																																																
Removal of Existing Striping (Mainline)						\$0.00	\$0.00																																																																									
Thermoplastic Striping (Mainline)							\$0.00																																																																									
Removal of Existing Striping (SB off Ramp Harley Knox)							\$0.00																																																																									
Thermoplastic Striping (SB off Ramp Harley Knox)							\$0.00																																																																									
Removal of Existing Striping (SB on Ramp Harley Knox)							\$0.00																																																																									
Thermoplastic Striping (SB on Ramp Harley Knox)							\$0.00																																																																									
Removal of Existing Striping (SB off Ramp Ramona)	2320.00			2320.00	LF	\$0.65	\$1,508.00																																																																									
Thermoplastic Striping (SB off Ramp Ramona)	2320.00			2320.00	LF	\$2.41	\$5,591.20																																																																									
Removal of Existing Striping (SB off Ramp Nuevo)							\$0.00																																																																									
Thermoplastic Striping (SB off Ramp Nuevo)							\$0.00																																																																									
Removal of Existing Striping (SB on Ramp Nuevo)							\$0.00																																																																									
Thermoplastic Striping (SB on Ramp Nuevo)							\$0.00																																																																									
Removal of Existing Striping (SB off Ramp Redlands)							\$0.00																																																																									
Thermoplastic Striping (SB off Ramp Redlands)							\$0.00																																																																									
Removal of Existing Striping (SB on Ramp Redlands)							\$0.00																																																																									
Thermoplastic Striping (SB on Ramp Redlands)							\$0.00																																																																									
Reconstruct Sign Structure							\$0.00																																																																									
II. Structure Items																																																																																
Ramona Bridge Replacement	220.00	125.00		27500.00	SQFT	\$250.00	\$6,875,000.00																																																																									
Harley Knox Bridge Replacement							\$0.00																																																																									
Placentia Bridge Replacement							\$0.00																																																																									
Nuevo Rd Bridge Replacement							\$0.00																																																																									
D St Bridge Tieback							\$0.00																																																																									
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Bridge Structure 2							\$0.00																																																																									
Bridge Structure 3							\$0.00																																																																									
III. Right of Way																																																																																
Right of Way Acquisition #1							\$0.00																																																																									
<table border="0" style="width: 100%;"> <tr> <td style="width: 10%;"></td> <td style="width: 10%;">I. Roadway Items</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td></td> <td>Earthwork</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$880,000.00</td> <td></td> </tr> <tr> <td></td> <td>Pavement Structural Section</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$221,000.00</td> <td></td> </tr> <tr> <td></td> <td>Specialty Items</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$452,000.00</td> <td></td> </tr> <tr> <td></td> <td>Traffic Items</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$0.00</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$207,000.00</td> <td></td> </tr> <tr> <td></td> <td>II. Structural Items</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$6,875,000.00</td> <td></td> </tr> <tr> <td></td> <td>III. Right of Way</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$0.00</td> <td></td> </tr> </table>										I. Roadway Items									Earthwork						\$880,000.00			Pavement Structural Section						\$221,000.00			Specialty Items						\$452,000.00			Traffic Items						\$0.00									\$207,000.00			II. Structural Items						\$6,875,000.00			III. Right of Way						\$0.00	
	I. Roadway Items																																																																															
	Earthwork						\$880,000.00																																																																									
	Pavement Structural Section						\$221,000.00																																																																									
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	Traffic Items						\$0.00																																																																									
							\$207,000.00																																																																									
	II. Structural Items						\$6,875,000.00																																																																									
	III. Right of Way						\$0.00																																																																									

Project #13 I-215 SB at Harley Knox Subtotal		
ITEMS	TOTAL COST	ENGINEERING ASSUMPTIONS
I. Roadway Items Summary		
SECTION 1: EARTHWORK COST	\$581,000	Roadway Cost are all based on a preliminary Google Earth review.
SECTION 2: PAVEMENT STRUCTURAL SECTION	\$1,028,000	
SECTION 3: DRAINAGE	\$273,450	Drainage is taken at 15% of Roadway Items due to the lack of detail at this stage. During this review, we do not show that any pumps will be affected. Further analysis should look at all Retaining walls, sound walls, tie back walls and ramp reconfigurations are based on the widening needed. These are all based on a preliminary Google Earth review.
SECTION 4: Specialty Items	\$0	
SECTION 6: TRAFFIC ITEMS	\$214,000	
SECTION 8: MINOR ITEMS 5% of Sections 1-6	\$104,823	
SECTION 9: MOBILIZATION 10% of Sections 1-6	\$209,645	
SECTION 10: ROADWAY ADDITIONS 5% of Sections 1-6	\$104,823	
SECTION 13: CONTINGENCIES 40% of Sections 1-10	\$1,006,296	
II. STRUCTURE ITEMS		
BRIDGES	\$4,510,000	
III. RIGHT OF WAY		
Right of Way Acquisition	\$0	
TOTAL CAPITAL OUTLAY COSTS	\$8,032,036	
SUPPORT COSTS	\$2,811,000	Support costs are 35% of capital outlay costs
TOTAL PROJECT COSTS	\$10,843,000	

Amount included in 2016 TUMF Nexus Study \$7,110,000.00
 Amount to be reduced from Total Project Costs \$7,110,000.00

Summary of Quantities									
Project #13, I-215 SB at Harley Knox Subtotal									
	Item Description	Distance (ft)	Width (ft)	Depth (ft)	Quantity	Unit	Cost Assumptions	Total Cost	Engineering Assumptions
I. Roadway Items Summary									
Earthwork									
	Roadway Excavation (SB off Ramp Harley Knox)	845.00	26-85	0-15	24160.00	CY	\$15.00	\$362,400.00	
	Roadway Excavation (SB on Ramp Harley Knox)	480.00	21-76	0-15	14576.11	CY	\$15.00	\$218,641.67	
	Roadway Excavation (SB off Ramp Ramona)							\$0.00	
	Roadway Excavation (SB off Ramp Nuevo)							\$0.00	
	Roadway Excavation (SB on Ramp Nuevo)							\$0.00	
	Roadway Excavation (SB off Ramp D st)							\$0.00	
	Roadway Excavation (SB off Ramp Redlands)							\$0.00	
	Roadway Excavation (SB on Ramp Redlands)							\$0.00	
Pavement Structural Section									
	Remove Concrete Pavement (Mainline)							\$0.00	Existing shoulders at 10'
	Class 2 Aggregate Subbase (Mainline)							\$0.00	Lane plus shoulder at 22' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (Mainline)							\$0.00	Lane plus shoulder at 22' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (Mainline)							\$0.00	Lane plus shoulder at 22' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB off Ramp Harley Knox)	1450.00	8.00		1288.89	SQYD	\$36.38	\$46,889.78	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB off Ramp Harley Knox)	1450.00	34.00		1278.15	CY	\$72.10	\$92,154.48	Lane plus shoulder at 34' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB off Ramp Harley Knox)	1450.00	34.00		893.56	TON	\$85.00	\$75,952.81	Lane plus shoulder at 34' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB off Ramp Harley Knox)	1450.00	34.00		1643.33	CY	\$270.00	\$443,700.00	Lane plus shoulder at 34' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB on Ramp Harley Knox)	860.00	8.00		764.44	SQYD	\$36.38	\$27,810.49	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB on Ramp Harley Knox)	860.00	32.00		713.48	CY	\$72.10	\$51,442.01	Lane plus shoulder at 32' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB on Ramp Harley Knox)	860.00	32.00		498.80	TON	\$85.00	\$42,398.00	Lane plus shoulder at 32' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB on Ramp Harley Knox)	860.00	32.00		917.33	CY	\$270.00	\$247,680.00	Lane plus shoulder at 32' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB off Ramp Ramona)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB off Ramp Ramona)							\$0.00	Lane plus shoulder at 48' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB off Ramp Ramona)							\$0.00	Lane plus shoulder at 48' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB off Ramp Ramona)							\$0.00	Lane plus shoulder at 48' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB off Ramp Nuevo)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB off Ramp Nuevo)							\$0.00	Lane plus shoulder at 26' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB off Ramp Nuevo)							\$0.00	Lane plus shoulder at 26' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB off Ramp Nuevo)							\$0.00	Lane plus shoulder at 26' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB on Ramp Nuevo)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB on Ramp Nuevo)							\$0.00	Lane plus shoulder at 24' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB on Ramp Nuevo)							\$0.00	Lane plus shoulder at 24' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB on Ramp Nuevo)							\$0.00	Lane plus shoulder at 24' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB off Ramp D st)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB off Ramp D st)							\$0.00	Lane plus shoulder at 38' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB off Ramp D st)							\$0.00	Lane plus shoulder at 38' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB off Ramp D st)							\$0.00	Lane plus shoulder at 38' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB off Ramp Redlands)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB off Ramp Redlands)							\$0.00	Lane plus shoulder at 34' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB off Ramp Redlands)							\$0.00	Lane plus shoulder at 34' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB off Ramp Redlands)							\$0.00	Lane plus shoulder at 34' with a CRCP depth of 0.90'
	Remove Concrete Pavement (SB on Ramp Redlands)							\$0.00	Existing shoulders at 8'
	Class 2 Aggregate Subbase (SB on Ramp Redlands)							\$0.00	Lane plus shoulder at 40' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (SB on Ramp Redlands)							\$0.00	Lane plus shoulder at 40' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (SB on Ramp Redlands)							\$0.00	Lane plus shoulder at 40' with a CRCP depth of 0.90'
Sec 3. Drainage									
Specialty Items									
	Remove Sound Wall						\$0.00	\$0.00	
	Sound Wall							\$0.00	
	Remove Retaining Wall							\$0.00	
	Structural Concrete (Retaining Wall)							\$0.00	Retaining wall height 9'
	Concrete Barrier (Type 60)							\$0.00	
Traffic Items									
Traffic Electrical									
	Intersection Signalization				4.00	PER CORNER	\$50,000.00	\$200,000.00	
Traffic Signing and Striping									
	Removal of Existing Striping (Mainline)						\$0.00	\$0.00	
	Thermoplastic Striping (Mainline)							\$0.00	
	Removal of Existing Striping (SB off Ramp Harley Knox)	2900.00			2900.00	LF	\$0.65	\$1,885.00	
	Thermoplastic Striping (SB off Ramp Harley Knox)	2900.00			2900.00	LF	\$2.41	\$6,989.00	
	Removal of Existing Striping (SB on Ramp Harley Knox)	1720.00			1720.00	LF	\$0.65	\$1,118.00	
	Thermoplastic Striping (SB on Ramp Harley Knox)	1720.00			1720.00	LF	\$2.41	\$4,145.20	
	Removal of Existing Striping (SB off Ramp Ramona)							\$0.00	
	Thermoplastic Striping (SB off Ramp Ramona)							\$0.00	
	Removal of Existing Striping (SB off Ramp Nuevo)							\$0.00	
	Thermoplastic Striping (SB off Ramp Nuevo)							\$0.00	
	Removal of Existing Striping (SB on Ramp Nuevo)							\$0.00	
	Thermoplastic Striping (SB on Ramp Nuevo)							\$0.00	
	Removal of Existing Striping (SB off Ramp Redlands)							\$0.00	
	Thermoplastic Striping (SB off Ramp Redlands)							\$0.00	
	Removal of Existing Striping (SB on Ramp Redlands)							\$0.00	
	Thermoplastic Striping (SB on Ramp Redlands)							\$0.00	
	Reconstruct Sign Structure							\$0.00	
II. Structure Items									
	Ramona Bridge Replacement						\$250.00	\$0.00	
	Harley Knox Bridge Replacement	220.00	82.00		18040.00	SQFT	\$250.00	\$4,510,000.00	
	Placentia Bridge Replacement							\$0.00	
	Nuevo Rd Bridge Replacement							\$0.00	
	D St Bridge Tieback							\$0.00	
	Perris Blvd Bridge Replacement							\$0.00	
	Redlands Bridge Tieback							\$0.00	
	Bridge Structure 1							\$0.00	
	Bridge Structure 2							\$0.00	
	Bridge Structure 3							\$0.00	
III. Right of Way									
	Right of Way Acquisition #1							\$0.00	
	I. Roadway Items							\$1,823,000.00	
	Earthwork							\$581,000.00	
	Pavement Structural Section							\$1,028,000.00	
	Specialty Items							\$0.00	
	Traffic Items							\$214,000.00	
	II. Structural Items							\$4,510,000.00	
	III. Right of Way							\$0.00	

Project #16, EB SR-91, I-15 SB On Ramp to I-15 NB On Ramp		
ITEMS	TOTAL COST	ENGINEERING ASSUMPTIONS
I. Roadway Items Summary		
<u>SECTION 1: EARTHWORK COST</u>	\$1,454,000	Roadway Cost are all based on a preliminary Google Earth review.
<u>SECTION 2: PAVEMENT STRUCTURAL SECTION</u>	\$1,439,000	
<u>SECTION 3: DRAINAGE</u>	\$437,700	Drainage is taken at 15% of Roadway Items due to the lack of detail at this stage. During this review, we do not show that any pumps will be affected. Further analysis should look at all Retaining walls, sound walls, tie back walls and ramp reconfigurations are based on the widening needed. These are all based on a preliminary Google Earth review.
<u>SECTION 4: Specialty Items</u>	\$0	
<u>SECTION 6: TRAFFIC ITEMS</u>	\$25,000	
<u>SECTION 8: MINOR ITEMS</u> 5% of Sections 1-6	\$167,785	
<u>SECTION 9: MOBILIZATION</u> 10% of Sections 1-6	\$335,570	
<u>SECTION 10: ROADWAY ADDITIONS</u> 5% of Sections 1-6	\$167,785	
<u>SECTION 13: CONTINGENCIES</u> 40% of Sections 1-10	\$1,610,736	
II. STRUCTURE ITEMS		
<u>BRIDGES</u>	\$0	
TOTAL CAPITAL OUTLAY COSTS	\$5,637,576	
SUPPORT COSTS	\$1,973,000	Support costs are 35% of capital outlay costs
TOTAL PROJECT COSTS	\$7,611,000	

Summary of Quantities

Project #16, EB SR-91, I-15 SB On Ramp to I-15 NB On Ramp

Item Description	Distance (ft)	Width (ft)	Depth (ft)	Quantity	Unit	Cost Assumptions	Total Cost	Engineering Assumptions
I. Roadway Items Summary								
Earthwork								
Roadway Excavation (North of 15 ramp to EB 91)	1250.00	0-60	0-5	12215.36	CY	\$15.00	\$183,230.42	
Roadway Excavation (South of 15 ramp to EB 91)	870.00	0-105	0-7	31370.93	CY	\$15.00	\$470,563.89	
Pavement Structural Section								
Remove Concrete Pavement (Mainline)	2366.00	10.00		2628.89	SQYD	\$36.38	\$95,638.98	Existing shoulders at 10'
Class 2 Aggregate Subbase (Mainline)	2366.00	22.00		1349.50	CY	\$72.10	\$97,298.68	Lane plus shoulder at 22' with Class 2 Aggregate depth of 0.70'
Hot Mix Asphalt (Type A) (Mainline)	2366.00	22.00		943.44	TON	\$85.00	\$80,192.61	Lane plus shoulder at 22' with a HMA depth of 0.25'
Continuously Reinforced Concrete Pavement (Mainline)	2366.00	22.00		1735.07	CY	\$270.00	\$468,468.00	Lane plus shoulder at 22' with a CRCP depth of 0.90'
Remove Concrete Pavement (NB 15 ramp to EB 91)	1965.00	8.00		1746.67	SQYD	\$36.38	\$63,543.73	Existing shoulders at 8'
Class 2 Aggregate Subbase (NB 15 ramp to EB 91)	1965.00	26.00		1324.56	CY	\$72.10	\$95,500.46	Lane plus shoulder at 26' with Class 2 Aggregate depth of 0.70'
Hot Mix Asphalt (Type A) (NB 15 ramp to EB 91)	1965.00	26.00		926.01	TON	\$85.00	\$78,710.53	Lane plus shoulder at 26' with a HMA depth of 0.25'
Continuously Reinforced Concrete Pavement (NB 15 ramp to EB 91)	1965.00	26.00		1703.00	CY	\$270.00	\$459,810.00	Lane plus shoulder at 26' with a CRCP depth of 0.90'
Traffic Signing and Stripping								
Removal of Existing Striping (Mainline)	2366.00			2366.00	LF	\$0.65	\$1,537.90	
Thermoplastic Striping (Mainline)	4732.00			4732.00	LF	\$2.41	\$11,404.12	
Removal of Existing Striping (NB 15 ramp to EB 91)	3930.00			3930.00	LF	\$0.65	\$2,554.50	
Thermoplastic Striping (NB 15 ramp to EB 91)	3930.00			3930.00	LF	\$2.41	\$9,471.30	

II. Structure Items

III. Right of Way

I.	Roadway Items	\$2,918,000.00
	Earthwork	\$1,454,000.00
	Pavement Structural Section	\$1,439,000.00
	Specialty Items	\$0.00
	Traffic Items	\$25,000.00
II.	Structural Items	\$0.00
III.	Right of Way	\$0.00

Project #18, SR-91 EB, Pierce St Off Ramp to Magnolia On Ramp		
ITEMS	TOTAL COST	ENGINEERING ASSUMPTIONS
I. Roadway Items Summary		
<u>SECTION 1: EARTHWORK COST</u>	\$939,000	Roadway Cost are all based on a preliminary Google Earth review.
<u>SECTION 2: PAVEMENT STRUCTURAL SECTION</u>	\$2,094,000	
<u>SECTION 3: DRAINAGE</u>	\$573,000	Drainage is taken at 15% of Roadway Items due to the lack of detail at this stage. During this review, we do not show that any pumps will be affected. Further analysis should look at all Retaining walls, sound walls, tie back walls and ramp reconfigurations are based on the widening needed. These are all based on a preliminary Google Earth review.
<u>SECTION 4: Specialty Items</u>	\$0	
<u>SECTION 6: TRAFFIC ITEMS</u>	\$787,000	
<u>SECTION 8: MINOR ITEMS</u> 5% of Sections 1-6	\$219,650	
<u>SECTION 9: MOBILIZATION</u> 10% of Sections 1-6	\$439,300	
<u>SECTION 10: ROADWAY ADDITIONS</u> 5% of Sections 1-6	\$219,650	
<u>SECTION 13: CONTINGENCIES</u> 40% of Sections 1-10	\$2,108,640	
II. STRUCTURE ITEMS		
<u>BRIDGES</u>	\$2,279,000	
TOTAL CAPITAL OUTLAY COSTS	\$9,659,240	
SUPPORT COSTS	\$3,381,000	Support costs are 35% of capital outlay costs
TOTAL PROJECT COSTS	\$13,040,000	

Summary of Quantities									
Project #18, SR-91 EB, Pierce St Off Ramp to Magnolia On Ramp									
	Item Description	Distance (ft)	Width (ft)	Depth (ft)	Quantity	Unit	Cost Assumptions	Total Cost	Engineering Assumptions
I. Roadway Items Summary									
Earthwork									
	Roadway Excavation (EB Magnolia off Ramp)	260.00	260.00	0-15	26576.11	CY	\$15.00	\$398,641.67	
	Roadway Excavation (EB Magnolia on Ramp)	330.00	220	0-8	13303.70	CY	\$15.00	\$199,555.56	
	Roadway Excavation (EB Pierce off Ramp)	715	32-78	0-15	22695.00	CY	\$15.00	\$340,425.00	
Pavement Structural Section									
	Remove Concrete Pavement (Mainline)	4115.00	10.00		4572.22	SQYD	\$36.38	\$166,337.44	Existing shoulders at 10'
	Class 2 Aggregate Subbase (Mainline)	4115.00	22.00		2347.07	CY	\$72.10	\$169,224.04	Lane plus shoulder at 22' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (Mainline)	4115.00	22.00		1640.86	TON	\$85.00	\$139,472.78	Lane plus shoulder at 22' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (Mainline)	4115.00	22.00		3017.67	CY	\$270.00	\$814,770.00	Lane plus shoulder at 22' with a CRCP depth of 0.90'
	Remove Concrete Pavement (EB Magnolia off Ramp)	1345.00	8.00		1195.56	SQYD	\$36.38	\$43,494.31	Existing shoulders at 8'
	Class 2 Aggregate Subbase (EB Magnolia off Ramp)	1345.00	26.00		906.63	CY	\$72.10	\$65,368.00	Lane plus shoulder at 26' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (EB Magnolia off Ramp)	1345.00	26.00		633.83	TON	\$85.00	\$53,875.66	Lane plus shoulder at 26' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (EB Magnolia off Ramp)	1345.00	26.00		1165.67	CY	\$270.00	\$314,730.00	Lane plus shoulder at 26' with a CRCP depth of 0.90'
	Remove Concrete Pavement (EB Magnolia on Ramp)	745.00	8.00		662.22	SQYD	\$36.38	\$24,091.64	Existing shoulders at 8'
	Class 2 Aggregate Subbase (EB Magnolia on Ramp)	745.00	22.00		424.93	CY	\$72.10	\$30,637.16	Lane plus shoulder at 22' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (EB Magnolia on Ramp)	745.00	22.00		297.07	TON	\$85.00	\$25,250.84	Lane plus shoulder at 22' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (EB Magnolia on Ramp)	745.00	22.00		546.33	CY	\$270.00	\$147,510.00	Lane plus shoulder at 22' with a CRCP depth of 0.90'
	Remove Concrete Pavement (EB Pierce off Ramp)	300.00	8.00		266.67	SQYD	\$36.38	\$9,701.33	Existing shoulders at 8'
	Class 2 Aggregate Subbase (EB Pierce off Ramp)	300.00	24.00		186.67	CY	\$72.10	\$13,458.67	Lane plus shoulder at 24' with Class 2 Aggregate depth of 0.70'
	Hot Mix Asphalt (Type A) (EB Pierce off Ramp)	300.00	24.00		130.50	TON	\$85.00	\$11,092.50	Lane plus shoulder at 24' with a HMA depth of 0.25'
	Continuously Reinforced Concrete Pavement (EB Pierce off Ramp)	300.00	24.00		240.00	CY	\$270.00	\$64,800.00	Lane plus shoulder at 24' with a CRCP depth of 0.90'
Traffic Items									
Traffic Electrical									
	Intersection Signalization				3.00	PER CORNER	\$50,000.00	\$150,000.00	
Traffic Signing and Stripping									
	Removal of Existing Striping (Mainline)	4112.00			4112.00	LF	\$0.65	\$2,672.80	
	Thermoplastic Striping (Mainline)	8224.00			8224.00	LF	\$2.41	\$19,819.84	
	Removal of Existing Striping (EB Magnolia off Ramp)	2690.00			2690.00	LF	\$0.65	\$1,748.50	
	Thermoplastic Striping (EB Magnolia off Ramp)	2690.00			2690.00	LF	\$2.41	\$6,482.90	
	Removal of Existing Striping (EB Magnolia on Ramp)	1490.00			1490.00	LF	\$0.65	\$968.50	
	Thermoplastic Striping (EB Magnolia on Ramp)	1490.00			1490.00	LF	\$2.41	\$3,590.90	
	Removal of Existing Striping (EB Pierce off Ramp)	600.00			600.00	LF	\$0.65	\$390.00	
	Thermoplastic Striping (EB Pierce off Ramp)	600.00			600.00	LF	\$2.41	\$1,446.00	
	Reconstruct Sign Structure				3.00	EA	\$200,000.00	\$600,000.00	
II. Structure Items									
	Magnolia Bridge Widening	340.00	14.00		4760.00	SQFT	\$375.00	\$1,785,000.00	
	Pierce Bridge Widening	94.00	14.00		1316.00	SQFT	\$375.00	\$493,500.00	
III. Right of Way									
				I. Roadway Items			\$3,820,000.00		
				Earthwork			\$939,000.00		
				Pavement Structural Section			\$2,094,000.00		
				Specialty Items			\$0.00		
				Traffic Items			\$787,000.00		
				II. Structural Items			\$2,279,000.00		
				III. Right of Way			\$0.00		

RCTC TRUCK STUDY AND REGIONAL LOGISTICS MITIGATION FEE

Draft Technical Memorandum:
Task 4 – Fee Allocation Structure
and Implementing Mechanisms

Potential Locational Effects of a Riverside County Logistics Mitigation Fee

Prepared for:



Prepared by:



In partnership with:



April 23, 2019

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1. Introduction

A potential logistics mitigation fee of \$1.28 per square foot of gross floor area of new warehouse construction in Riverside County would provide funding for highway projects that are needed to mitigate the impacts of increased truck traffic resulting from new development. The *RCTC Truck Study and Regional Logistics Mitigation Fee Technical Memorandum: Task 3 - Nexus Study* describes the needs for this fee and how the proposed amount of the fee was determined.

The objective of this document is to assess the potential impacts of this fee on warehouse development within Riverside County. Such development affects many other aspects of the county's economy, including direct employment, induced employment in businesses supporting warehousing, transportation volumes, demand for other county services, and local and state tax revenues. Major factors addressed include the following:

- The market for logistics and warehouse development in Southern California. How likely will the proposed fee affect the pace of development given the overall supply and demand for warehouse space in Southern California?
- The extent to which locational decisions within the Southern California market could be affected by the proposed fee:
 - How does the proposed fee compare to total development costs (including land and construction costs)?
 - How does the proposed fee compare to similar fees elsewhere in the market?
 - Will the fee substantially influence developers to locate in areas outside Riverside County?
- The possibility that other changes in regional development fees or development costs might affect the potential impacts of the proposed Riverside mitigation fee. Mitigation fees have been applied across multiple building types and for multiple purposes as shown in Appendix 1, and such fees are likely to evolve over time.

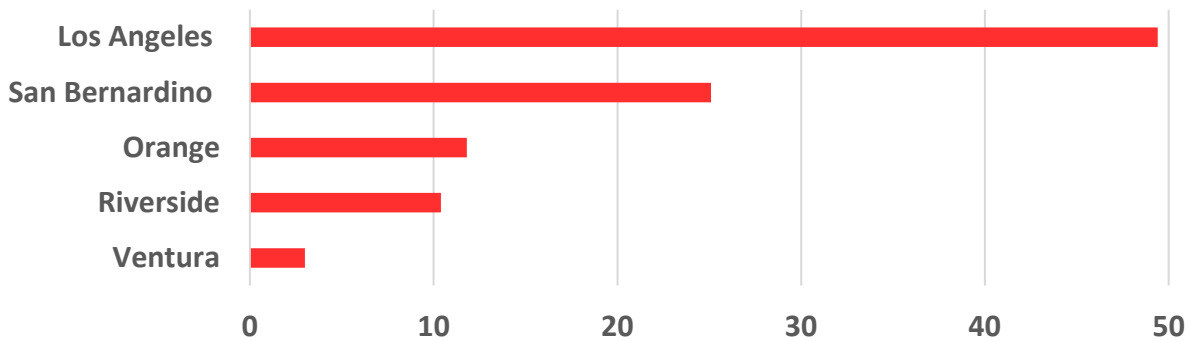
The following sections address these questions.

2. Profile and Outlook for Southern California Warehouse Development

2.1. PROFILE OF SOUTHERN CALIFORNIA WAREHOUSE DEVELOPMENT

The *Industrial Warehousing in the SCAG Region* study (Industrial Warehousing Study) completed by the Southern California Association of Governments (SCAG) in 2018 details the location of industrial warehouse buildings in Southern California and provides projections of new developments for 43 sub-regions. As shown in Exhibit 1, these buildings are heavily concentrated in Los Angeles and San Bernardino, and to a lesser extent Orange, and Riverside Counties.

Exhibit 1. Percentage Share of Total Industrial Warehouse Building Area in Southern California by County in 2014



Source: Southern California Association of Governments, *Industrial Warehousing in the SCAG Region*, April 2018

Exhibit 2 shows the 43 sub-regions used in the Industrial Warehousing Study.

Riverside County includes the following submarket areas:

- Riverside (18)
- Corona (25)
- South Riverside (32)
- Coachella Valley (25)
- Riverside Outlying (36)

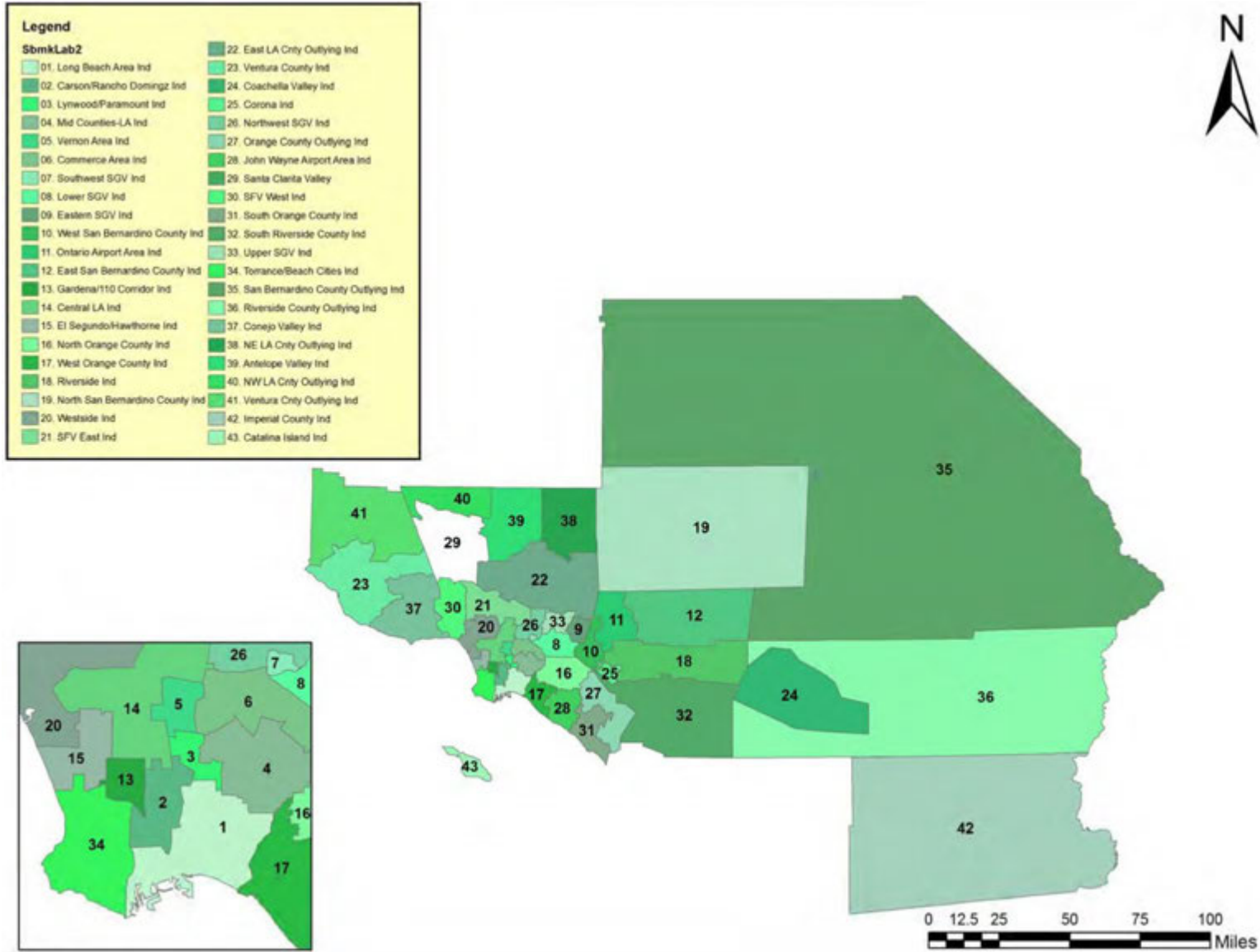
San Bernardino County includes the following submarket areas:

- West San Bernardino (10)
- Ontario Airport Area (11)
- East San Bernardino (12)

- North San Bernardino (19)
- San Bernardino Outlying Areas (35)

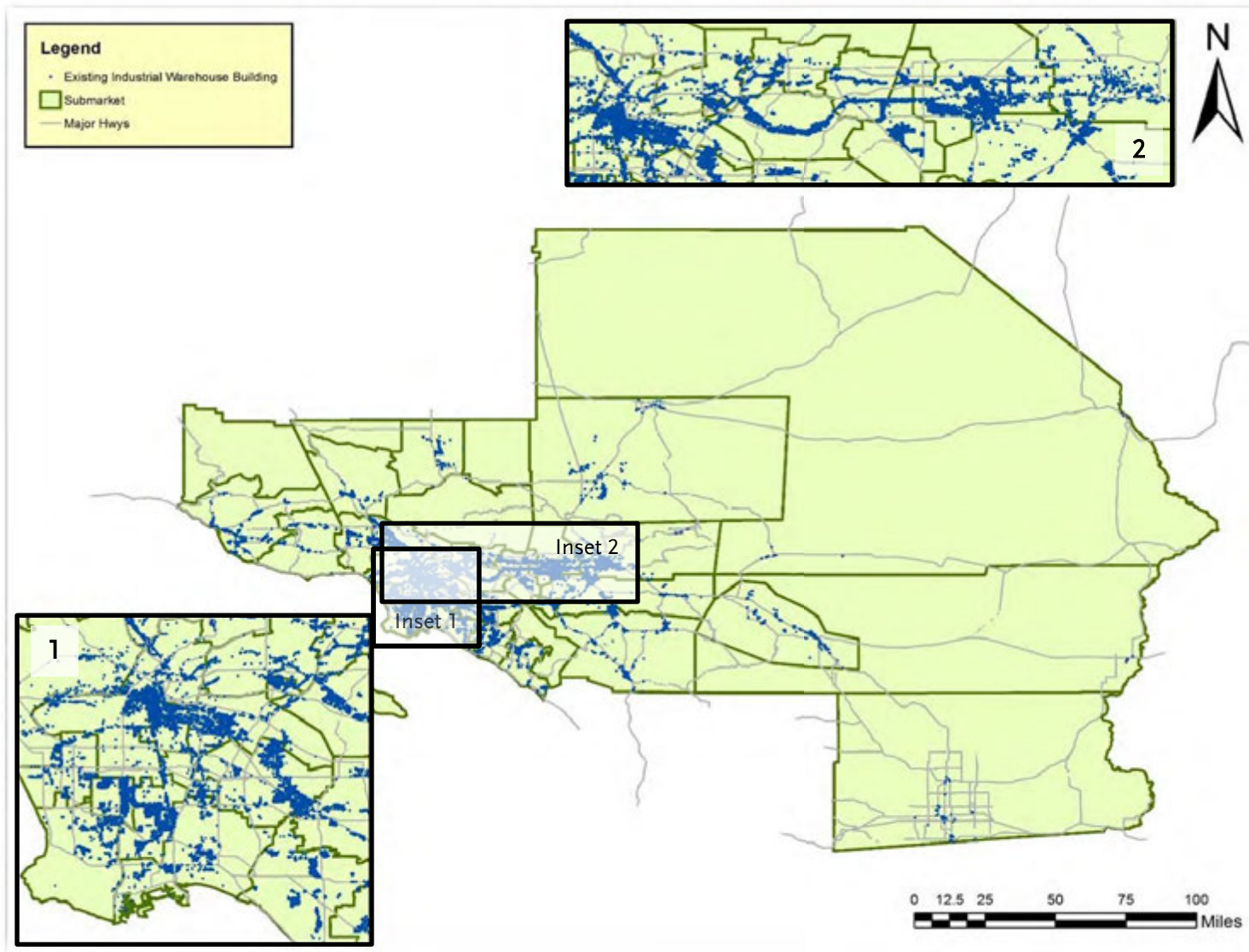
Exhibit 3 shows detail for existing warehouse buildings, with inset 2 extending from the East San Bernardino County submarket to areas to the west. This detail shows that industrial warehouse buildings in San Bernardino are concentrated in the southwest part of the county. To the south of inset 1, it can be seen that in Riverside County industrial warehouse buildings are concentrated in the western portion of the county.

Exhibit 2. Submarket Areas in the SCAG Region



Source: Southern California Association of Governments, *Industrial Warehousing in the SCAG Region*, April 2018

Exhibit 3. Existing Industrial Warehouse Buildings in the SCAG Region (All Building Sizes and All Secondary Types), 2014



Source: Southern California Association of Governments, *Industrial Warehousing in the SCAG Region*, April 2018

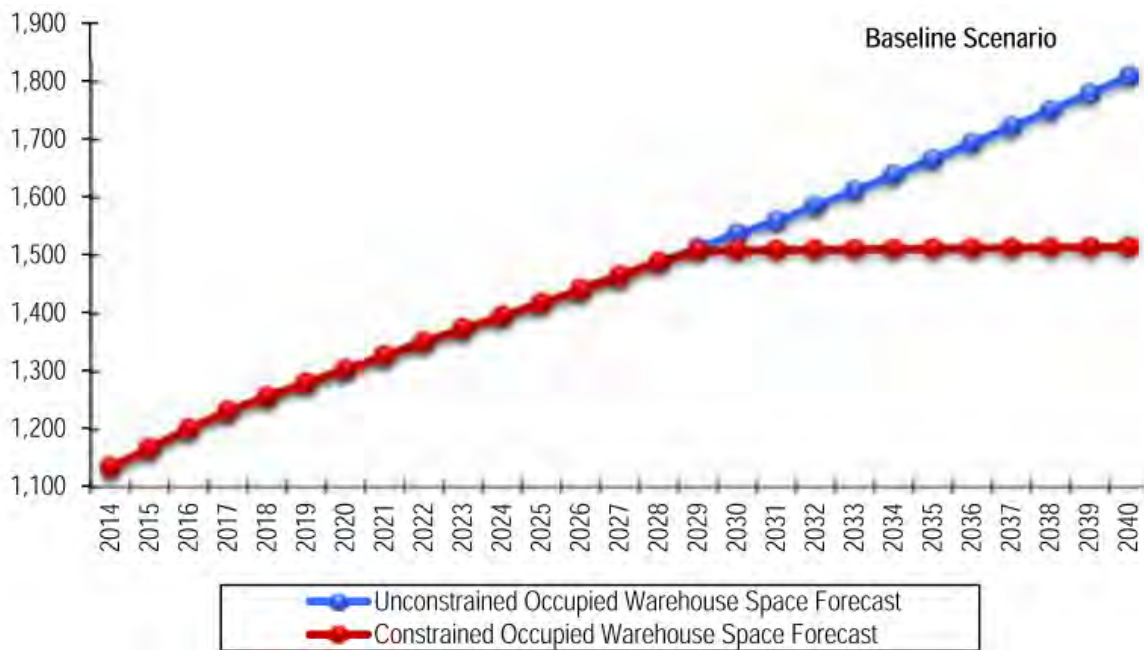
2.2 PROJECTED INDUSTRIAL WAREHOUSE SPACE

The Industrial Warehousing Study included forecasts of supply and demand for warehousing space in 43 geographical submarket areas of the SCAG region shown in Exhibit 2. The forecast was based on an inventory of warehouse space for 2014 and annual forecasts through 2040 for containerized port-related, border-crossing-related, and domestic cargo markets.¹ Each of these cargo sources was further segmented by type of type of warehouse use.

The Industrial Warehousing Study’s baseline scenario used recent forecasts of port- and border-crossing-related cargo and assumed no efficiency gains in cargo storage over time and no replacement of obsolete buildings. It also assumed that the warehouse functional-use mix would not change and that current estimates of existing developable space were available for new facilities. The study developed two demand projections – one that assumed no constraint on total warehouse space and the other that would be constrained by limitations on developable areas.

The two projections are shown in Exhibit 4. As shown, total unconstrained 2040 demand for the Industrial Warehousing Study’s baseline scenario is 1.81 billion square feet—an increase of 59 percent from 1.13 billion square feet in 2014 (a compound annual growth rate of 1.8 percent).

Exhibit 4. Unconstrained versus Constrained Regional-Level Total Occupied Warehouse Space Forecasts by Year in the SCAG Region, 2040 (millions of square feet)



Source: Southern California Association of Governments, *Industrial Warehousing in the SCAG Region*, April 2018

¹ “Port-related,” is containerized cargo handled at San Pedro Bay Ports (i.e., excluding containerized cargo handled at Port Hueneme or Port of San Diego). “Border-crossing related” refers to goods that cross the land ports of entry in Imperial County. “Domestic cargo” is any other type of containerized cargo not classified as “port-related” or “border-crossing-related” cargo.

3. Potential Effects of a Proposed Fee on Locational Decisions

The previous section provided baseline projections of industrial warehouse development in Southern California. However, these projections did not account for changes in costs that could affect locational decisions of developers. In theory, higher development costs represented by a proposed mitigation fee could marginally induce developers to choose locations outside of Riverside County (e.g., in Los Angeles or San Bernardino Counties). The principal question concerning these impacts is how much a proposed fee would increase total development costs including land and construction.

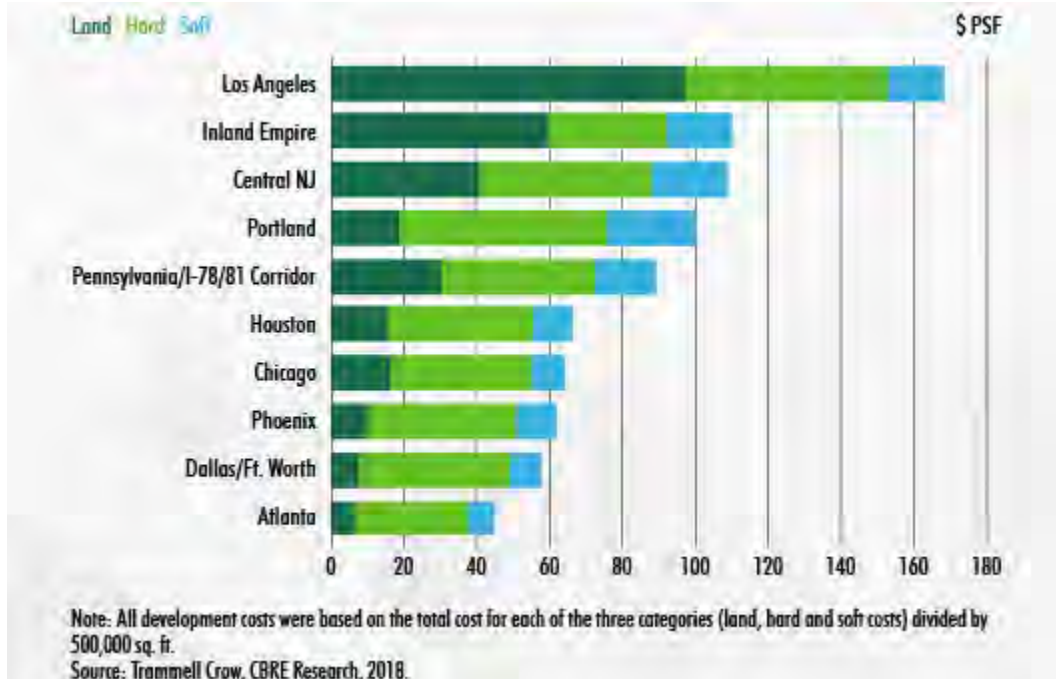
The impacts of larger development costs would also, theoretically, be offset by any perceived benefits developers could see from improved highway transportation that would result from the mitigation fee. This is a smaller point, that is addressed separately, below.

3.1. COST OF A PROPOSED FEE COMPARED TO TOTAL CONSTRUCTION COSTS

Exhibit 5 shows that total construction costs for warehouse space in Los Angeles are the highest in the country at nearly \$170 per square foot. Costs in the Inland Empire are the second highest in the country at \$110 per square foot. The \$110-per-square-foot estimate is slightly less than the \$121 per square foot cost estimated in the Western Riverside Council of Governments (WRCOG) Comparative Fee Study that includes \$75.35 per square foot in total direct and indirect costs plus \$45.35 per square foot in land costs (see Appendix A).² Using the \$121 per square foot estimate from the WRCOG study, the proposed fee would represent 1.1 percent of total construction costs.

² Updated *Analysis of Development Impact Fees in Western Riverside County*, Western Riverside Council of Governments, March 2019

Exhibit 5. Average New Construction Cost Breakdown for a 500,000-square-foot Warehouse



The attraction, and scarcity, of space in Los Angeles clearly results in a large cost premium, so it is unlikely that small additional marginal costs in Riverside County would significantly tip the balance of location toward Los Angeles. As shown in Exhibit 5, development costs are about 55 percent higher in Los Angeles County than in the Inland Empire. Therefore, a 1.1 percent fee is insignificant in comparison.

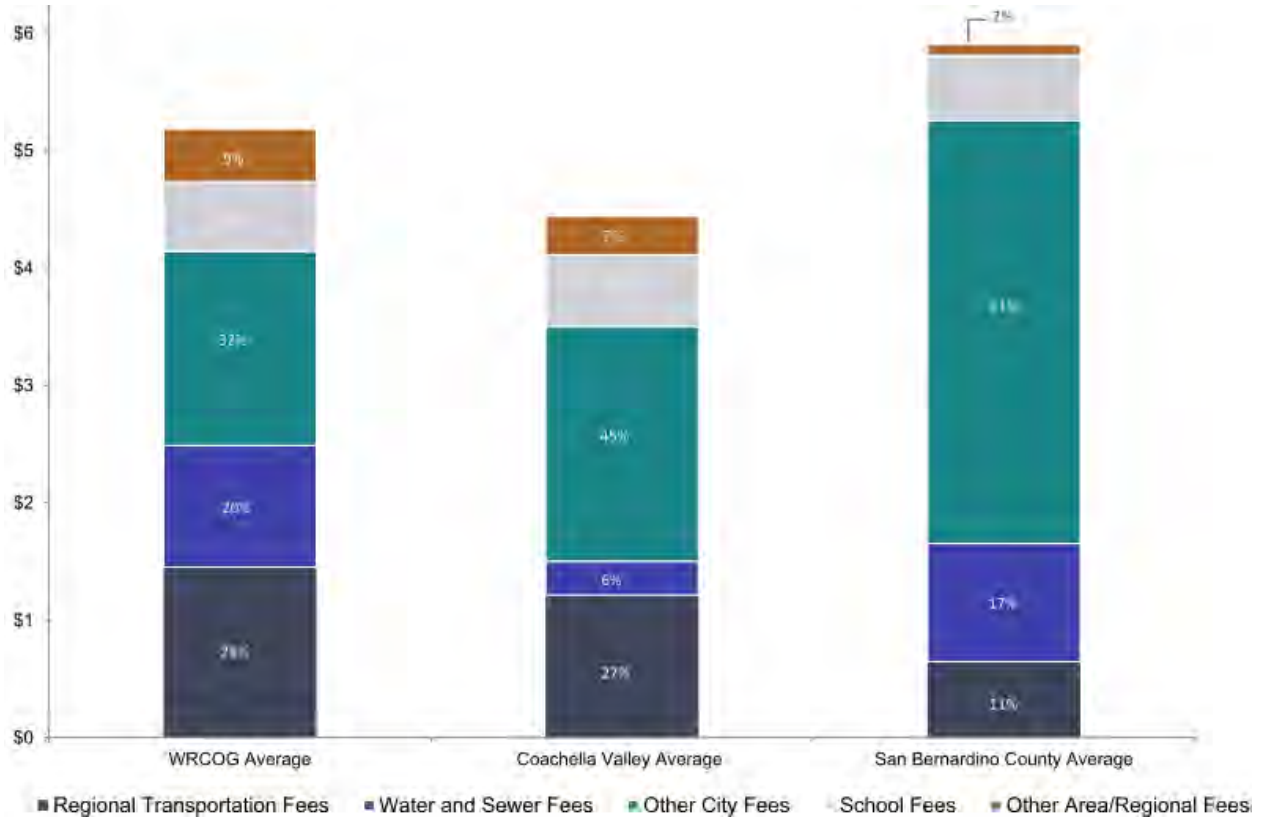
3.2. COMPARATIVE FEES COSTS IN OTHER AREAS OUTSIDE RIVERSIDE COUNTY

The question then becomes whether a 1.1 percent increase in development costs would cause developers to locate in other areas outside of Riverside County, especially in San Bernardino County, part of the Inland Empire immediately to the north of Riverside County and where warehouse development has been concentrated as discussed in the previous section.

In addition to representing a small, 1.1 percent share of total development costs, the proposed fee of \$1.28 per square foot would also be much smaller than current fees for industrial development in Riverside and San Bernardino Counties, about 25 percent of the average level of fees in Riverside County, and about 22 percent of the average level of these fees in San Bernardino (see Exhibit 6).

A possible additional consideration is that a proposed fee would be used to fund improvements to highway transportation in Riverside County. This would, over time, reduce transportation costs for industrial warehouse users, and developers could possibly view this as a benefit. Realistically, however, the mitigation fee will represent a real upfront cost while future transportation costs reductions would likely be heavily discounted and therefore have only minimal impacts on locational decisions. In addition, it is difficult to know how much developers would link any future improvements to the fee. This is a possible additional consideration and is not addressed further within this analysis.

Exhibit 6. Current Average Industrial Development Impact Fee Costs Per Square Foot and Proportions in Inland Empire Jurisdictions



Source: Western Riverside Council of Governments, Updated Analysis of Development Impact Fees in Western Riverside County, 2019

4. Comparative Fee Costs

4.1. CURRENT FEE COSTS

The proposed mitigation fee would increase construction costs for warehouse development in Riverside County by about 1.1 percent and, taken alone, this could make San Bernardino County slightly more attractive to developers. However, higher fees in San Bernardino County could dampen this small effect. San Bernardino County’s impact fees are higher than those in Riverside County according to the fee comparison study done by the WRCOG. Exhibit 6 shows the jurisdictions that were used to compare fees.

Exhibit 7. Jurisdictions Included in Fee Study

WRCOG Jurisdictions		Coachella Valley	San Bernardino County
Banning	Murrieta	Indio	Fontana
Canyon Lake	Norco	Palm Desert	Yucaipa
Beaumont	Perris	Palm Springs	San Bernardino
Calimesa	Riverside		Ontario
Corona	San Jacinto		Chino
Eastvale	Temecula		Rialto
Hemet	Wildomar		
Jurupa Valley	Temescal Valley		
Lake Elsinore	Winchester		
Menifee	March JPA		
Moreno Valley			

Source Western Riverside Council of Governments, Updated Analysis of Development Impact Fees in Western Riverside County, 2019

Exhibit 6 showed that average industrial development impact fees in WRCOG jurisdictions as well as areas in Coachella Valley are both notably lower than average fees in San Bernardino County. A few WRCOG jurisdictions have relatively high fees. Appendix B includes fee details for individual WRCOG jurisdictions.

4.2. FUTURE FEE DEVELOPMENT COSTS

In addition to current average industrial fees being higher in San Bernardino County than in Riverside County, a factor that could affect warehouse development location decisions is the possibility that fees or other costs could change in San Bernardino County, or other Southern California market areas. The possibility exists, for example, that other counties could implement a fee like the one proposed in Riverside County. While entirely speculative, such a scenario would also be based on needs to fund highway development in San Bernardino County or other regions in Southern California.

5. Summary of Findings

The Southern California region is a well-established, prime location for industrial warehouse development and will continue to be so. Los Angeles County is especially attractive because of its proximity to ports, large regional markets, and transportation connectivity. Because of these advantages and relatively scarce land availability, that market also has the highest construction costs for warehouse development in the United States.

While significantly less than Los Angeles, the Inland Empire has the second-highest costs for warehouse development in the country.

A proposed mitigation fee in Riverside County is likely to have limited impacts on reducing demand on warehouse development in Riverside County because of the following:

- It will represent a small (1.1 percent) share of total development costs, including land and construction costs.
- Total development costs for Los Angeles County will continue to be much higher than for the Inland Empire.
- Impact fees are generally higher in San Bernardino County compared to those in Riverside County.
- Any possible impacts of a proposed fee could be affected by offsetting changes in development costs in San Bernardino County and in other regions in the Southern California market, including increases in mitigation fees.

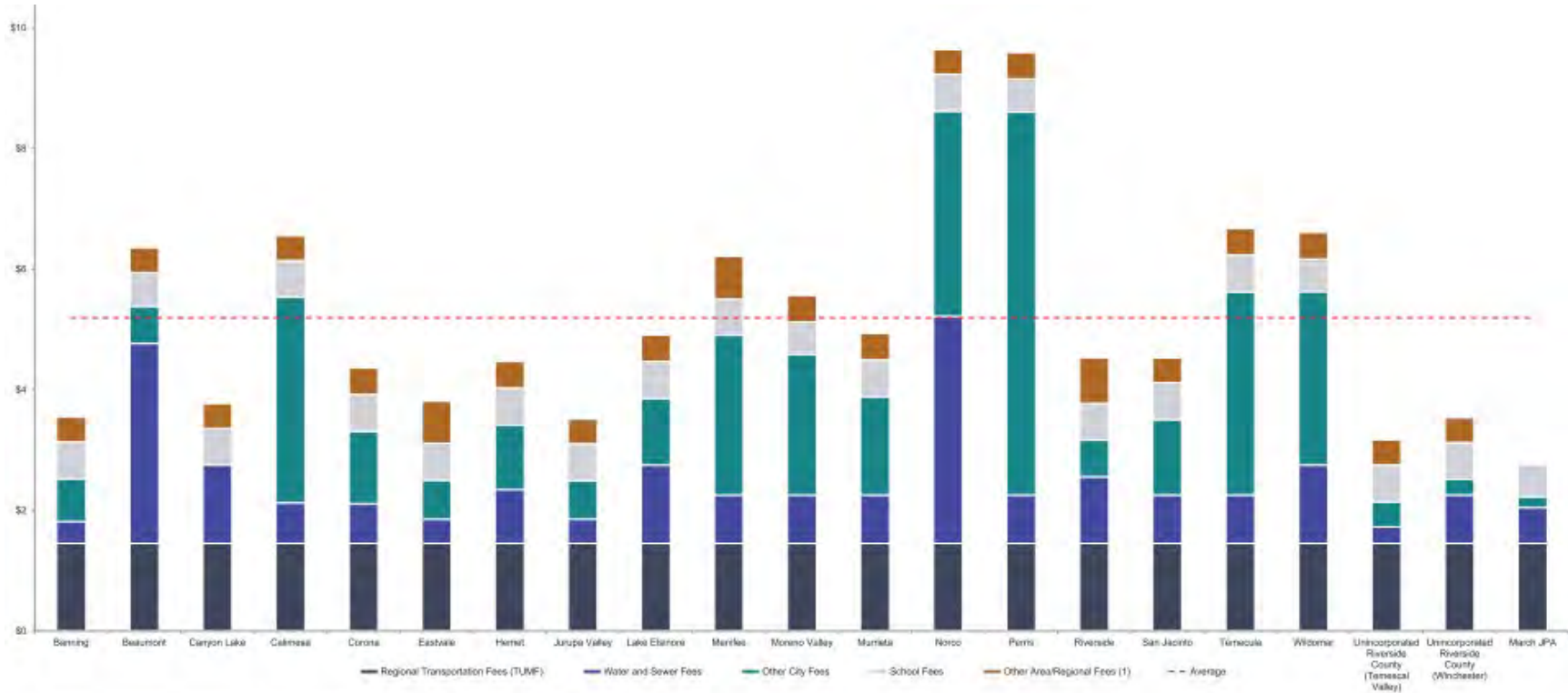
Appendix A Development Prototypes – Total Development Costs

Total development costs per building square foot of \$121.10 for industrial buildings include total direct and indirect costs of \$75.35 plus the land value of \$45.75.

Development Costs, Land Values, and Return	Single Family Per Unit	Multifamily Per Unit	Industrial Per Bldg Sq.Ft.	Retail Per Bldg Sq.Ft.	Office Per Bldg Sq.Ft.
<u>DIRECT</u>					
Basic Site Work/ Lot Improvements	\$31,652	\$9,766	\$12.13	\$26.38	\$15.07
Direct Construction Cost	<u>\$227,898</u>	<u>\$196,540</u>	<u>\$37.98</u>	<u>\$138.75</u>	<u>\$148.31</u>
Hard Cost Total	\$259,550	\$206,307	\$50.12	\$165.13	\$163.38
<u>INDIRECT</u>					
TUMF	\$8,873	\$6,134	\$1.45	\$7.50	\$2.19
Other Development Impact Fees	\$38,597	\$23,572	\$3.74	\$16.13	\$11.87
Other Soft Costs	<u>\$56,893</u>	<u>\$47,674</u>	<u>\$20.05</u>	<u>\$31.26</u>	<u>\$33.02</u>
Soft Cost Total	\$104,363	\$77,380	\$25.24	\$54.89	\$47.08
Total Direct and Indirect Costs	\$363,913	\$283,686	\$75.35	\$220.01	\$210.46
Developer Return Requirement	\$56,160	\$33,492	\$13.68	\$34.02	\$32.52
Land Value	\$141,527	\$17,737	\$45.75	\$86.21	\$82.38
TOTAL COST/RETURN	\$561,600	\$334,915	\$136.19	\$340.25	\$325.36

Source: Western Riverside Council of Governments, Updated Analysis of Development Impact Fees in Western Riverside County, 2019

Appendix B Industrial Prototype Development Fees by Jurisdiction (per building sq. ft.)



* Fee estimates for specified development prototypes as of July 2018. Actual fees will vary based on project specifics and any fee updates.
 (1) "Other Area/Regional Fees" include, but are not limited to, regional parks, trails, multiuse center fees, area specific fees, and habitat mitigation fees.

Source: Western Riverside Council of Governments, Updated Analysis of Development Impact Fees in Western Riverside County, 2019



Staff Report

TO: City Council

FROM: Todd Parton, City Manager

DATE: January 18, 2022

SUBJECT: **Review of Local Emergency Declaration Established via the Adoption of City of Beaumont Resolution No. 2020-07 Adopted on March 17, 2020**

Background and Analysis:

On March 17, 2020, the City Council passed and approved Resolution No. 2020-07 ("Resolution") which authorized the City Manager to execute a declaration of the existence of a local emergency in the City of Beaumont. Approval of the Resolution was in response to the declaration by the World Health Organization (WHO) of the COVID – 19 pandemic, Governor Gavin Newsom's declaration of a state of emergency for all California, and the increase of infections within the City of Beaumont and the immediate area.

The emergency declaration must be reviewed every 60 days in order to determine whether conditions exist for its continuance. This emergency declaration was reviewed by the City Council on November 16, 2021, and was not modified.

The City Council's adoption of Resolution No. 2020-07 established the existing emergency declaration and empowered the City Manager to:

1. Make and issue rules and regulations on matters reasonably related to the protection of life and property as affected by such emergency;
2. Obtain vital supplies, equipment and such other properties found lacking and needed for the protection of life and property, and to bind the City for the fair value thereof;
3. Require emergency services of any City officer or employee, and, in the event of the proclamation of a state of emergency in Riverside County, to command the aid of as many citizens of Beaumont as is deemed necessary by the City Manager for the execution of the City Manager's duties; such persons shall be

entitled to all privileges, benefits and immunities as are provided by state law for registered disaster service workers;

4. Requisition necessary personnel or material to any City department or agency; and
5. Execute all ordinary duties and powers of the City Manager as well as special powers conferred by the Beaumont Municipal Code, by resolution or emergency plan adopted by the City Council, and all other powers conferred by the City Council and any other lawful authority.

As of the time that this memorandum was prepared, there had been no significant cessation of the conditions that originally warranted the adoption of Resolution No. 2020-07. The COVID – 19 pandemic originally declared by the WHO was still in place, Governor Newsom’s emergency declaration remained in effect, and new cases of infection were still being diagnosed within Beaumont’s immediate area.

If Beaumont’s emergency declaration remains in effect, it will be brought back to the City Council for consideration no later than March 15, 2022. In the event that the City Council determines that a local emergency declaration is no longer required, an amending resolution will be presented for City Council consideration at the next regular City Council meeting of February 1, 2022, or earlier at a special meeting convened by the City Council for that purpose.

Fiscal Impact:

There are no costs resulting from the continuation of a local state of emergency. City staff estimates that preparation of this report cost to be approximately \$75.

Recommended Action:

City staff recommends that there be no change regarding the local emergency declaration. This is due to the fact that there have been no significant changes in the original conditions, a State emergency declaration remains in effect and local emergency declaration helps to ensure that Beaumont remains eligible for federal and state emergency aid.

Attachments:

- A. City of Beaumont Resolution No. 2020-07

RESOLUTION NO. 2020-07

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BEAUMONT
AUTHORIZING THE CITY MANAGER TO EXECUTE A DECLARATION OF THE
EXISTENCE OF A LOCAL EMERGENCY IN THE CITY OF BEAUMONT**

WHEREAS, the health, safety, and welfare of persons in Beaumont are presently at risk due to the increasing number of cases of the coronavirus (COVID-19) across the state; and

WHEREAS, the World Health Organization declared COVID-19 a pandemic; and

WHEREAS, on March 4, 2020 California Governor Newsom declared a State of Emergency to make additional resources available, formalize emergency actions already underway across multiple state agencies and departments, and help the state prepare for broader spread of COVID-19; and

WHEREAS, the increase of reported cases and deaths associated with COVID-19 has also prompted the County of Riverside on March 10, 2020 to proclaim a local and public health emergency; and

WHEREAS, on March 15, 2020 California Governor Newsom held a press conference to announce that individuals 65 and older or vulnerable to COVID-19 must practice home isolation and bars, night clubs, wineries, and breweries should close in California while restaurants should run at 50% capacity to maximize social distancing; and

WHEREAS, the City Council desires to protect the health, safety, and welfare of the public and residents of the City of Beaumont;

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

Section 1. The City Council hereby declares a local emergency by way of this resolution and by way of authorizing the City Manager to execute and issue the attached Declaration of the Existence of a Local Emergency (“Declaration”). The City Manager is authorized to make any amendments and/or modifications to the attached Declaration he deems necessary to protect the health, safety, and welfare of the public and issue further orders as necessary or appropriate.

Section 2. The local emergency shall remain in effect until such time that the Council determines that the emergency conditions have been abated.

Section 3. This Resolution shall take effect immediately upon its passage and adoption.


MOVED, PASSED, and ADOPTED this 17th day of March, 2020, by the following vote:

AYES: White, Martinez, Carroll, Lara, Santos

NOES:

ABSTAIN:

ABSENT:

By: 

Rey Santos, Mayor
City of Beaumont

ATTEST:

By: 

Nicole Wheelwright, City Clerk
City of Beaumont

**DECLARATION OF THE EXISTENCE OF A LOCAL EMERGENCY
CITY OF BEAUMONT**

March 17, 2020

WHEREAS, Beaumont Municipal Code section 2.28.020 empowers the City Manager, to proclaim the existence or threatened existence of a local emergency when the City is exposed to an actual or threatened existence of conditions of disaster or of extreme peril to the safety of persons and property within the City; and

WHEREAS, the City Manager of the City of Beaumont, does hereby find that:

1. Threatened existence of conditions of extreme peril to the health and safety of persons in Beaumont are present as a result of the increasing spread of novel coronavirus (COVID-19) across the state; and
2. The federal Centers for Disease Control and Prevention has confirmed multiple cases of individuals who have severe respiratory illness caused by a novel coronavirus, called COVID-19, as well as deaths caused by this illness; and
3. The World Health Organization declared COVID-19 a pandemic; and
4. On March 4, 2020 California Governor Newsom declared a State of Emergency to make additional resources available, formalize emergency actions already underway across multiple state agencies and departments, and help the state prepare for broader spread of COVID-19; and
5. The increase of reported cases and deaths associated with COVID-19 has also prompted the County of Riverside on March 10, 2020 to proclaim a local and public health emergency; and
6. On March 15, 2020 California Governor Newsom held a press conference to announce that individuals 65 and older or vulnerable to COVID-19 must practice home isolation and bars, night clubs, wineries, and breweries should close in California while restaurants should run at 50% capacity to maximize social distancing; and
7. A proclamation of a local emergency will assist in a coordinated public health response to reduce transmission and illness severity, provide assistance to health care providers, coordinate and mitigate public services that may be disrupted from this emergency, and mitigate any other effects of this emergency on the citizens of the City; and
8. Under California Government Code section 8630(b) and Beaumont Municipal Code section 2.28.040, a proclamation of local emergency must be ratified by the City Council within seven (7) days to remain in effect.

NOW, THEREFORE, IT IS HEREBY DECLARED, that a local emergency now exists throughout the City; and

IT IS FURTHER DECLARED AND ORDERED that during the existence of said local emergency, the powers, functions, and duties of the emergency organization of this City shall be those prescribed by state law, ordinances, and resolutions of the City of Beaumont; and

The local emergency shall remain in effect until such time that the Council determines that the emergency conditions have been abated; and

IT IS FURTHER DECLARED AND ORDERED that, without limiting the nature of the foregoing, the City Manager or his designee pursuant to Chapter 2.28 of the Beaumont Municipal Code, is empowered:

(A) To make and issue rules and regulations on matters reasonably related to the protection of life and property as affected by such emergency;

(B) To obtain vital supplies, equipment, and such other properties found lacking and needed for the protection of life and property, and to bind the City for the fair value thereof;

(C) To require emergency services of any City officer or employee and, in the event of the proclamation of a state of emergency in Riverside County, to command the aid of as many citizens of this community as he deems necessary in the execution of his duties; such persons shall be entitled to all privileges, benefits and immunities as are provided by state law for registered disaster service workers;

(D) To requisition necessary personnel or material to any City department or agency; and

(E) To execute all of his ordinary power as City Manager, all of the special powers conferred upon him by Chapter 2.12 of the Beaumont Municipal Code or by resolution or emergency plan pursuant thereto adopted by the City Council, all powers conferred upon him by any statute, by any agreement approved by the City Council, and by any other lawful authority.

March 14, 2020



Todd Parton,
City Manager

APPROVED AS TO LEGAL FORM:



John O. Pinkney, City Attorney



ANGIE ARCILLA
arcilla@sbemp.com
FIRM ASSISTANT TO SONJA LEE

REPLY TO:
Palm Springs, California

January 6, 2022

CITY OF BEAUMONT PROFESSIONAL SERVICES THRU: 12/31/2021

TOTAL DUE: \$135,795.98

Sincerely,
SBEMP, LLP

By: Angie Arcilla

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January 6, 2022

City of Beaumont
E-MAIL INVOICES

Our file no:
City of Beaumont*Norton Rose

Professional services through: 10/31/2021:

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	<u>Amount</u>
<u>BALANCE DUE – PLEASE SUBMIT PAYMENT:</u>	<u>\$4,000.00</u>

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January 6, 2022

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January 6, 2022

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City of Beaumont*Urban Logic

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Professional services through: 12/10/2021:

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January 6, 2022

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Amount

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January 6, 2022

City of Beaumont
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Professional services through: 12/31/2021:

Invoice # 68357

	<u>Amount</u>
BALANCE DUE – PLEASE SUBMIT PAYMENT:	\$6,297.50

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January 6, 2022

City of Beaumont
E-MAIL INVOICES

Our file no:
City of Beaumont*Fortier

Professional services through: 12/31/2021:

Invoice # 68358

	<u>Amount</u>
<u>BALANCE DUE – PLEASE SUBMIT PAYMENT:</u>	<u>\$357.50</u>

SLOVAK BARON EMPEY MURPHY & PINKNEY LLP

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T (760) 322- 9240

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San Diego, CA
T (619) 501-4540

New Jersey
T (609) 955-3393

New York
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1800 E Tahquitz Canyon Way
Palm Springs, CA 92262
Fed. ID #33-0833010
Telephone 760-322-2275
Facsimile 760-322-2107

January 6, 2022

City of Beaumont
E-MAIL INVOICES

Our file no:
City of Beaumont*Police Dept

Professional services through: 12/31/2021:

Invoice # 68360

	<u>Amount</u>
<u>BALANCE DUE – PLEASE SUBMIT PAYMENT:</u>	<u>\$47.80</u>

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Facsimile 760-322-2107

January 6, 2022

City of Beaumont
E-MAIL INVOICES

Our file no:
City of Beaumont-Retainer

Professional services through: 12/31/2021:

Invoice # 68363

	<u>Amount</u>
BALANCE DUE – PLEASE SUBMIT PAYMENT:	\$7,500.00

SLOVAK BARON EMPEY MURPHY & PINKNEY LLP

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Telephone 760-322-2275
Facsimile 760-322-2107

January 6, 2022

City of Beaumont
E-MAIL INVOICES

Our file no:
City of Beaumont-UtilityAuthor

Professional services through: 12/31/2021:

Invoice # 68364

Amount

BALANCE DUE – PLEASE SUBMIT PAYMENT: \$3,747.63

SLOVAK BARON EMPEY MURPHY & PINKNEY LLP

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