

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017  
PROJECT BASELINE AGREEMENT

Pennsylvania Avenue Grade Separation Project

Resolution TCEP-P-2526-15B  
(to be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) effective on 3/20/2026 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, City of Beaumont, and the Implementing Agency, RCTC and City of Beaumont, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.1 Whereas at its 6/26/2025 meeting the Commission approved the Trade Corridor Enhancement Program and included in this program of projects the Pennsylvania Avenue Grade Separation Project, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Project Report attached hereto as Exhibit B, the Performance Metrics Form, if applicable, attached hereto as Exhibit C, as the baseline for project monitoring by the Commission.
- 3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution [redacted], "Adoption of Program of Projects for the Active Transportation Program", dated [redacted]
  - Resolution [redacted], "Adoption of Program of Projects for the Local Partnership Program", dated [redacted]
  - Resolution [redacted], "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated [redacted]
  - Resolution [redacted], "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated [redacted]
  - Resolution 25-42, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated 6/26/2025

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 **RCTC and City of Beaumont** agrees to secure funds for any additional costs of the project.
- 4.6 **RCTC and City of Beaumont** agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.
- 4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 **RCTC and City of Beaumont** agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 **RCTC and City of Beaumont** agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

## 5. SPECIFIC PROVISIONS AND CONDITIONS

- 5.1 Project Schedule and Cost  
See Project Programming Request Form, attached as Exhibit A.
- 5.2 Project Scope  
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.
- 5.3 Performance Metrics  
See Performance Metrics Form, if applicable, attached as Exhibit C.
- 5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

In the event of a cost overrun, the Trade Corridor Enhancement Program shall not be responsible for any cost increase.

### Attachments:


- Exhibit A: Project Programming Request Form  
Exhibit B: Project Report  
Exhibit C: Performance Metrics Form *(if applicable)*

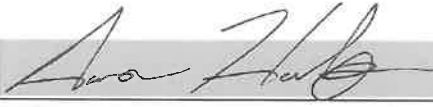
SIGNATURE PAGE  
TO  
PROJECT BASELINE AGREEMENT

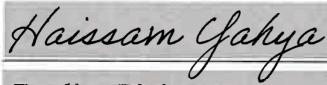
Project Name **Pennsylvania Avenue Grade Separation Project**


Resolution **TCEP-P-2526-15B**


*(to be completed by CTC)*

  
[Redacted]  
Date **2/23/2026**  
Jessica Voigt, Mayor  
City of Beaumont  
Project Applicant and Implementing agency

  
[Redacted]  
Date **2/19/26**  
Aaron Hake, Executive Director  
Riverside County Transportation Commission  
Implementing Agency

For   
[Redacted]  
Date **02/26/2026**  
Catalino Pining III  
District Director  
California Department of Transportation

  
Dina El-Tawansy (Mar 18, 2026 17:38:04 PDT)  
[Redacted]  
Date **03/18/2026**  
Dina El-Tawansy  
Director  
California Department of Transportation

  
[Redacted]  
Date **03/24/2026**  
Tanisha Taylor  
Executive Director  
California Transportation Commission

## PENNSYLVANIA AVENUE GRADE SEPARATION

Applicant: Caltrans and City of Beaumont



### SCOPE

The Pennsylvania Avenue Grade Separation Project is located immediately south of Interstate 10 (I-10) at the Pennsylvania Avenue crossing with the Union Pacific Railroad (UPRR) Yuma Subdivision. The Project limits extend from the intersection with 3rd Street to the south and ending at the I-10 Westbound Off-Ramp intersection to the north. The Project eliminates the existing at-grade highway-rail crossing, replacing it with an underpass structure that maintains the four lane roadway and adds sidewalks. The Project also adds new traffic signals at the I-10 ramp intersections and widens the eastbound on-ramp to enhance safety and provide a vehicle pullout.

### COST

PA&ED	\$200,000
PS&E	\$1,500,000
Construction	\$73,000,000
<b>Total</b>	<b>\$74,700,000</b>

### SCHEDULE

Complete Environmental	12/2024
Complete PS&E	8/2025
Construction Start	11/2025
Construction End	10/2027

# PENNSYLVANIA AVENUE GRADE SEPARATION *(continued)*

## PROJECT BENEFITS

The existing at-grade highway-rail crossing carries 36 trains per day with an average gate arm down time of 90 minutes daily. Additionally, there have been multiple instances of the crossing being closed for an hour due to the trains stopping on the tracks. This results in congestion at the crossing and neighboring roadways and high vehicle emission rates.

The Project will have benefits for the freight industry, commuters, and neighboring underserved communities. The Project will eliminate delays and truck and vehicle idling at the existing at-grade crossing when the gate arms are down due to trains crossing. This will reduce greenhouse gas (GHG) emissions and lower instances of local traffic delays. The Project will also improve the quality of life for disadvantaged and low-income communities through improved air quality and multimodal accessibility.

## OUTPUTS



1 At-Grade Crossing Closure



10,477 Square Feet of Bridge



2 Signalized Intersections

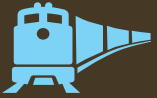


0.4 Miles of Sidewalk



8 EV Charging Ports

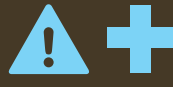
## OUTCOMES



Improved Freight Reliability



Congestion Reduction



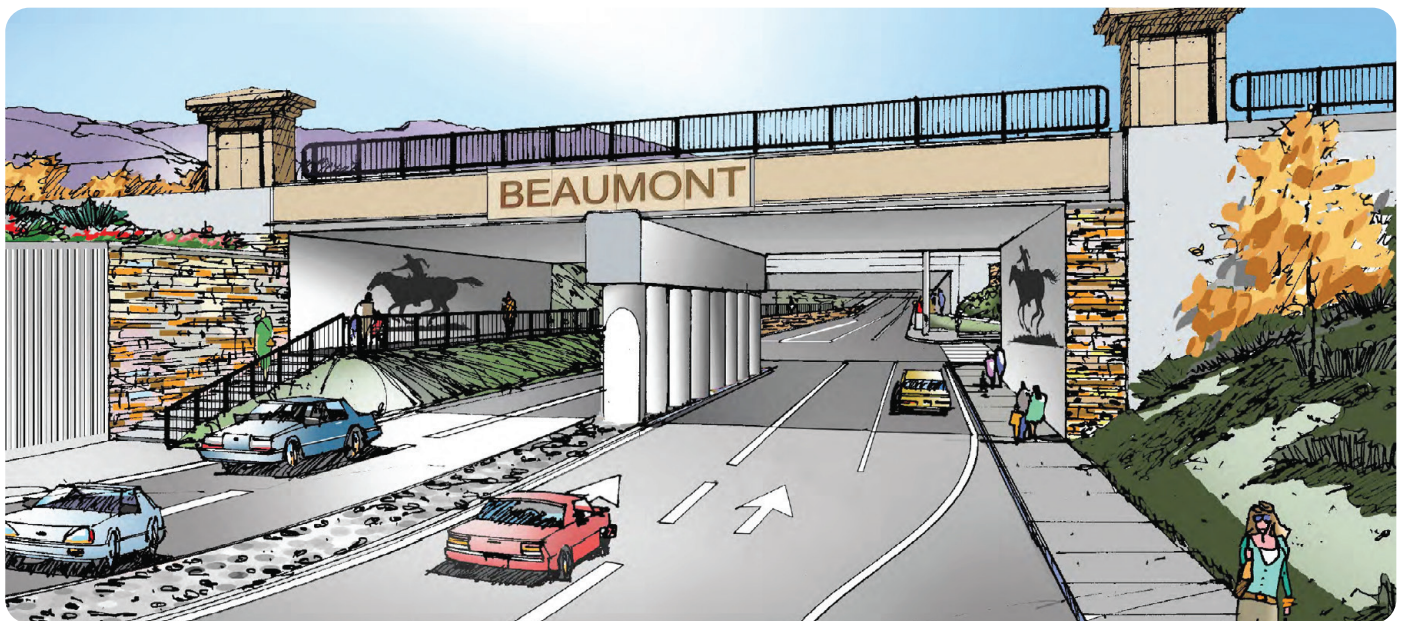
Multimodal Safety



Benefits Disadvantaged Communities



Improved Air Quality



Conceptual Rendering of Pennsylvania Avenue Grade Separation

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						Date	03/19/2026
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
08			3025G	Caltrans HQ			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Riverside County				Riverside County Transportation Commission, City of Beaum			
				MPO	Element		
				SCAG	Local Assistance		
Project Manager/Contact			Phone	Email Address			
David Lewis			951-787-7141	dlewis@rctc.org			

**Project Title**

Pennsylvania Avenue Grade Separation Project

**Location (Project Limits), Description (Scope of Work)**

In the city of Beaumont, on Pennsylvania Avenue, from 3rd Street to the I-10 westbound off-ramp.

Construct a grade-separated underpass at the Union Pacific Railroad Yuma Subdivision, including a four-lane divided arterial roadway with 0.4 miles of sidewalks, ADA-compliant curb ramps, and crosswalks. Install traffic signals at the I-10 eastbound on-ramp and westbound off-ramp and reconstruct the eastbound on-ramp to accommodate new roadway grade.

Component	Implementing Agency
PA&ED	City of Beaumont
PS&E	Riverside County Transportation Commission
Right of Way	Riverside County Transportation Commission
Construction	Riverside County Transportation Commission

**Legislative Districts**

Assembly:	47	Senate:	19	Congressional:	25
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	02/12/2019	02/12/2019
Circulate Draft Environmental Document <span style="float: right;">Document Type CE/CE</span>	09/30/2024	09/30/2024
Draft Project Report	09/30/2024	09/30/2024
End Environmental Phase (PA&ED Milestone)	12/31/2024	12/31/2024
Begin Design (PS&E) Phase	01/31/2025	01/31/2025
End Design Phase (Ready to List for Advertisement Milestone)	09/30/2025	09/30/2025
Begin Right of Way Phase	01/31/2025	01/31/2025
End Right of Way Phase (Right of Way Certification Milestone)	08/31/2025	08/31/2025
Begin Construction Phase (Contract Award Milestone)	12/31/2025	12/31/2025
End Construction Phase (Construction Contract Acceptance Milestone)	11/30/2027	11/30/2027
Begin Closeout Phase	12/01/2027	12/01/2027
End Closeout Phase (Closeout Report)	10/31/2028	10/31/2028

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**Purpose and Need**

Purpose: The purpose of the Project includes the following:

- 1) Improve safety by eliminating risk of collisions between train and vehicle/pedestrian traffic.
- 2) Provide for an uninterrupted flow of rail line through crossings to improve freight movement.
- 3) Reduce traffic delays for trucks, motorists, and pedestrian traffic at the crossing.
- 4) Provide efficient goods movements and decreases in fuel consumption.
- 5) Improve air quality by the reduction of greenhouse gas (GHG) emissions from trains and vehicles on roads that idle because of traffic congestion.

Need: The existing at-grade highway-rail crossing at Pennsylvania Avenue has been in place prior to the construction of I-10 Pennsylvania Interchange in the early 1950s. There have been ongoing train stop incidents which create long traffic delays and heavy congestion on local streets. As the City continues to develop, the location is at high risk for train-pedestrian/vehicle collisions.

The need for the Project is based on the existing and future traffic volumes and congestion, existing and future rail activity and the amount of time roadway and rail crossings are occupied to allow trains to pass, and safety concerns associated with at-grade crossings. The crossing is located just two hundred feet from the I-10/Pennsylvania Interchange. Traffic delays at the crossing also affect freeway/regional traffic. The project proposes to construct a grade separation at the UPRR crossing at Pennsylvania Avenue to improve safety, reduce congestion, and eliminate accidents caused by rail crossings.

NHS Improvements <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

**Project Outputs**

Category	Outputs	Unit	Total
Operational Improvement	Intersection / Signal improvements	EA	2
Rail/ Multi-Modal	Grade separations/ rail crossing improvemnets	EA	1
Bridge / Tunnel	New bridges/tunnels	SQFT	10,477

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Additional Information

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Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	75	2,702	-2,627
	TCEP	Change in Daily Truck Hours of Delay	Hours	7	270	-263
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	2,815	2,815	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	525	3,152	-2,627
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0.0001	-0.0001
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	5.9736	8.309	-2.3354
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0.0003	0.0005	-0.0002
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0.0001	0.0001	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0.0089	0.0089	0
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0.0013	0.0013	0
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0.09	0.21	-0.12
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	571	1,332	-761
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0.27	0.64	-0.37
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	1,713	4,060	-2,347
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	466	0	466
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	6.25	0	6.25

District	County	Route	EA	Project ID	PPNO
08	Riverside County				3025G

Project Title  
 Pennsylvania Avenue Grade Separation Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	200							200	City of Beaumont
PS&E		1,500						1,500	Riverside County Transportation Cor
R/W SUP (CT)									Riverside County Transportation Cor
CON SUP (CT)									Riverside County Transportation Cor
R/W									Riverside County Transportation Cor
CON				57,550	14,450			72,000	Riverside County Transportation Cor
<b>TOTAL</b>	<b>200</b>	<b>1,500</b>		<b>57,550</b>	<b>14,450</b>			<b>73,700</b>	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	200							200	
PS&E		1,500						1,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W				2,681				2,681	
CON				57,550	16,960			74,510	
<b>TOTAL</b>	<b>200</b>	<b>1,500</b>		<b>60,231</b>	<b>16,960</b>			<b>78,891</b>	

Fund #1:	Local Funds - City Funds (Committed)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	200							200	City of Beaumont
PS&E		1,500						1,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>200</b>	<b>1,500</b>						<b>1,700</b>	

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	200							200	
PS&E		1,500						1,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W				2,681				2,681	
CON					3,037			3,037	
<b>TOTAL</b>	<b>200</b>	<b>1,500</b>		<b>2,681</b>	<b>3,037</b>			<b>7,418</b>	

Fund #2:	Other State - Senate Bill 125 (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.207.811
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Riverside County Transportation Cor
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				5,000				5,000	
TOTAL				5,000				5,000	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				5,000				5,000	
TOTAL				5,000				5,000	

Fund #3:	Local Rail - UPRR Contribution (Committed)								Program Code
Existing Funding (\$1,000s)									LOCAL 130
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									City of Beaumont Will be documented in the Construction & Maintenance agreement between the City and UPRR
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				3,150				3,150	
TOTAL				3,150				3,150	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				3,150				3,150	
TOTAL				3,150				3,150	

Fund #4:	CMAQ - Surface Transportation Block Grant Program (STBG) (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.820
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Funding agency is FHWA. Plan A: STBG awarded; shifts funding to FY26/27. Plan B: City Council to consider alternative local funding mechanisms.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					14,450			14,450	
TOTAL					14,450			14,450	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #5:	SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									30.20.723.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									City of Beaumont
PS&E									Program Code: State 20.xx.723.100
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				19,160				19,160	
TOTAL				19,160				19,160	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				19,160				19,160	
TOTAL				19,160				19,160	

Fund #6:	SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									30.20.723.200
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									City of Beaumont Program Code: Regional 20.xx.723.200
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				30,240				30,240	
TOTAL				30,240				30,240	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				30,240				30,240	
TOTAL				30,240				30,240	

Fund #7:	RIP - State Cash (Uncommitted)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Riverside County Transportation Cor
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					6,698			6,698	
TOTAL					6,698			6,698	

Fund #8:	RSTP - STP Local (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Approved by SCAG council 12/2025
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					7,225			7,225	
TOTAL					7,225			7,225	

**Complete this page for amendments only**

Date 03/03/2026 11:41:22

District	County	Route	EA	Project ID	PPNO
08	Riverside County				3025G

SECTION 1 - All Projects

Project Background

The City of Beaumont is constructing a grade separation at Pennsylvania Avenue to eliminate an existing at-grade crossing with the Union Pacific Railroad (UPRR) tracks. The project will enhance safety and mobility by separating freight rail and roadway traffic, reducing delays and improving emergency response times. Located within a growing region and a designated Disadvantaged Community (DAC), the project also supports goods movement along a critical east-west freight corridor, contributing to regional economic development and environmental health by reducing vehicle idling and emissions.

Programming Change Requested

Reason for Proposed Change

Updates to the proposed funding plan to reflect updates to the STBG and STIP funding and implementing agency roles.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Updates to the proposed funding plan to reflect updates to the STBG and STIP funding and implementing agency roles.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO				Date	03/03/2026 11:38:35
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input checked="" type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
08			1347	Caltrans HQ	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Riverside County	OFF			City of Beaumont	
				MPO	Element
				SCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Robert Vestal			951-769-8522	rvestal@beaumontca.gov	

**Project Title**

Park and Ride EV Charging

**Location (Project Limits), Description (Scope of Work)**

In the city of Beaumont, at 6th Street and Orange Avenue.

Install eight (8) Level 3 DC fast chargers rated at 150 kW each at the Civic Center Park and Ride, located at 6th Street and Orange Avenue in the City of Beaumont. The project site is located within a Disadvantaged Community (DAC), and the chargers will support up to 250 miles of range per hour to serve local residents and improve access to zero-emission transportation infrastructure.

Component	Implementing Agency
PA&ED	City of Beaumont
PS&E	City of Beaumont
Right of Way	City of Beaumont
Construction	City of Beaumont

**Legislative Districts**

Assembly:	47	Senate:	19	Congressional:	25
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	07/31/2025	07/31/2025
Circulate Draft Environmental Document <span style="float: right;">Document Type CE</span>	10/31/2025	10/31/2025
Draft Project Report	08/31/2025	08/31/2025
End Environmental Phase (PA&ED Milestone)	09/30/2025	09/30/2025
Begin Design (PS&E) Phase	10/31/2025	10/31/2025
End Design Phase (Ready to List for Advertisement Milestone)	05/31/2026	05/31/2026
Begin Right of Way Phase	10/31/2025	10/31/2025
End Right of Way Phase (Right of Way Certification Milestone)	05/31/2026	05/31/2026
Begin Construction Phase (Contract Award Milestone)	09/30/2026	09/30/2026
End Construction Phase (Construction Contract Acceptance Milestone)	04/30/2027	04/30/2027
Begin Closeout Phase	05/31/2027	05/31/2027
End Closeout Phase (Closeout Report)	04/30/2028	04/30/2028

Date 03/03/2026 11:38:35

**Purpose and Need**

**Purpose:** The purpose of the Project is to expand the City’s electric vehicle (EV) charging network by installing eight Level 3 direct current fast charging (DCFC) ports at the Civic Center Park and Ride facility. This supports the City’s emission reduction goals and promotes EV adoption, particularly in disadvantaged communities.

**Need:** The need for the Project stems from the limited availability of public EV charging stations in Beaumont’s disadvantaged communities. Currently, only three Level 3 chargers exist in these areas. Additional infrastructure is necessary to improve accessibility, meet growing demand, and support equitable access to clean transportation.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

**Project Outputs**

Category	Outputs	Unit	Total
ZEV infrastructure	Number of DC charging ports	Each	8

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Additional Information

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Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	75	2,702	-2,627
	TCEP	Change in Daily Truck Hours of Delay	Hours	7	315	-308
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	2,815	2,815	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	525	3,152	-2,627
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0.0001	-0.0001
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	5.9736	8.309	-2.3354
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0.0003	0.0005	-0.0002
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0.0001	0.0001	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0.0089	0.0089	0
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0.0013	0.0013	0
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0.09	0.21	-0.12
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	571	1,332	-761
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0.27	0.64	-0.37
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	1,713	4,060	-2,347
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	466	0	466
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	6.25	0	6.25

District	County	Route	EA	Project ID	PPNO
08	Riverside County	OFF			1347

Project Title  
 Park and Ride EV Charging

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									City of Beaumont
PS&E									City of Beaumont
R/W SUP (CT)									City of Beaumont
CON SUP (CT)									City of Beaumont
R/W									City of Beaumont
CON				1,000				1,000	City of Beaumont
<b>TOTAL</b>				<b>1,000</b>				<b>1,000</b>	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				1,000				1,000	
<b>TOTAL</b>				<b>1,000</b>				<b>1,000</b>	

Fund #1: SB1 TCEP - Trade Corridors Enhancement Account (Committed) Program Code

Existing Funding (\$1,000s)									20.30.210.310
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									City of Beaumont
PS&E									Program Code: State 20.xx.723.100
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				1,000				1,000	
<b>TOTAL</b>				<b>1,000</b>				<b>1,000</b>	

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				1,000				1,000	
<b>TOTAL</b>				<b>1,000</b>				<b>1,000</b>	

**Complete this page for amendments only**

Date 03/03/2026 11:38:35

District	County	Route	EA	Project ID	PPNO
08	Riverside County	OFF			1347

SECTION 1 - All Projects

Project Background

n/a

Programming Change Requested

n/a

Reason for Proposed Change

updating PNO

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

n/a

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

**Attachment 2. Performance Metrics Form**

**Trade Corridor Enhancement Program**

<b>Existing Average Annual Vehicle Volume on Project Segment</b>		5,872,850				
<b>Existing Average Annual Truck Percent on Project Segment</b>		10%				
<b>Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project</b>		10,274,750				
<b>Estimated Year 20 Average Annual Truck Percent on Project Segment with Project</b>		10%				
<b>Measure</b>	<b>Metric</b>	<b>Project Type</b>	<b>Build</b>	<b>Future No Build</b>	<b>Change</b>	<b>Increase/Decrease</b>
<b>Congestion Reduction (Freight)</b>	Change in Daily Vehicle Hours of Delay	All	75	2,702	-2,627	Decrease
	Change in Daily Truck Hours of Delay	All (except rail)	7	270	-263	Decrease
	(Optional) Person Hours of Travel Time Saved	All				
	(Optional) Daily Truck Trips Due to Mode Shift	Rail, Sea Port				
	(Optional) Daily Truck Miles Travelled Due to Mode Shift	Rail, Sea Port				
	(Optional) Other Information	All				
<b>Throughput (Freight)</b>	Change in Truck Volume	Highway, road, and port projects only	2,815	2,815	0	

	Change in Rail Volume	Rail	0	0	0	
	(Optional) Change in Cargo Volume	Sea port, airport				
	(Optional) Other Information	All				
<b>System Reliability (Freight)</b>	Truck Travel Time Reliability Index ("No Build" Only) (Optional Metric)	National and State Highway System Only				
	(Optional) Other Information	All				
<b>Velocity (Freight)</b>	Travel time or total cargo transport time	All	525	3,152	-2,627	Decrease
	(Optional) Change in Average Peak Period Weekday Speed for Road Facility	Road				
	(Optional) Average Peak Period Weekday Speed for Rail Facility	Rail				
	(Optional) Other Information	All				
<b>Air Quality</b>	Particulate Matter (PM 10)	All	0	0	0	
	Particulate Matter (PM 2.5)		0	0.0001	-0.0001	Decrease
	Carbon Oxide (CO2)		5.9736	8.309	-2.3354	Decrease
	Volatile Organic Compounds (VOC)		0.0003	0.0005	-0.0002	Decrease
	Sulphur Oxides (SOx)		0.0001	0.0001	0	
	Carbon Monoxide (CO)		0.0089	0.0089	0	
	Nitrogen Oxides (NOx)		0.0013	0.0013	0	
<b>Safety</b>	Number of Fatalities	Road and	0.09	0.21	-0.12	Decrease

	Rate of Fatalities per 100 Million VMT	Land Port	571	1,332	-761	Decrease
	Number of Serious Injuries		0.27	0.64	-0.37	Decrease
	Number of Serious Injuries per 100 Million VMT		1,713	4,060	-2,347	Decrease
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries					
	(Optional) Other Information	All				
<b>Cost Effectiveness</b>	Cost Benefit Ratio	All	6.25	0	6.25	Increase
	(Optional) Other Information	All				
<b>Economic Development</b>	Jobs Created	All	466	0	466	Increase
	(Optional) Other Information	All				

# PROJECT REPORT EQUIVALENT

## Project Title: Pennsylvania Avenue Grade Separation and Park & Ride Electric Vehicle Chargers Project

### Project Location Description:

This Project Report Equivalent includes two locations in the City of Beaumont.

#### Location A: Pennsylvania Avenue Grade Separation

The proposed grade separation is located in the City of Beaumont, in Riverside County, along Pennsylvania Avenue from East 3rd Street to the south, to just north of the Interstate 10 (I-10) westbound (WB) Off-Ramp to the north. The project limits include the I-10 eastbound (EB) On-Ramp and I-10 WB Off-Ramp for approximately 800 feet and 300 feet from Pennsylvania Avenue, respectively. (I-10 PM 8.1/8.3). See Vicinity Map on Figure 1.

#### Location B: Park & Ride Electric Vehicle Chargers

The proposed Electric Vehicle chargers are to be installed at the existing Beaumont Civic Center Park and Ride lot, located at the northeast quadrant of the intersection of East 6th Street and Orange Avenue in the City of Beaumont. See Vicinity Map on Figure 2 and Figure 3.

### Vicinity Map (Location A)



Figure 1: Pennsylvania Avenue Grade Separation Vicinity Map

## Vicinity Map (Location B)

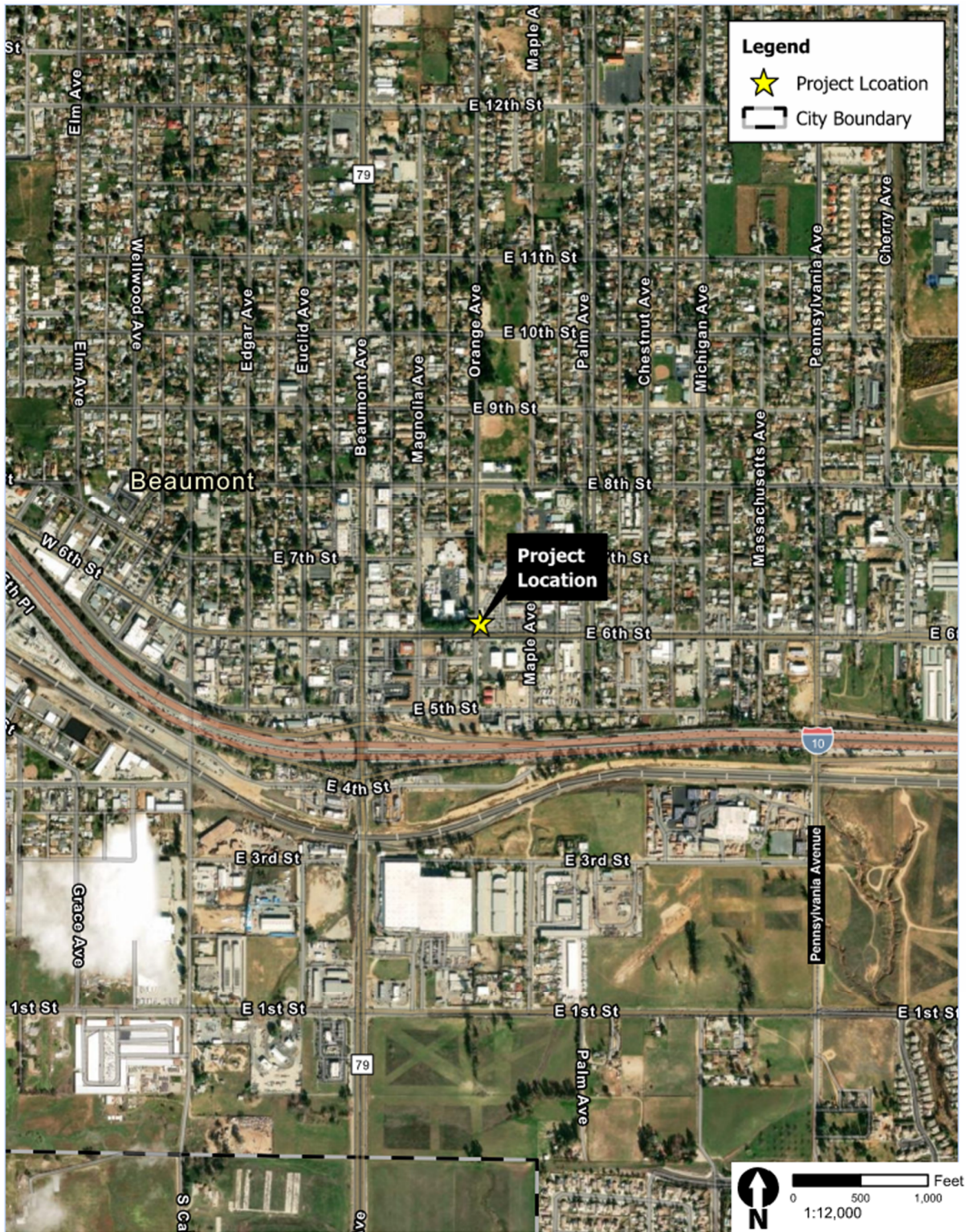


Figure 2: Electric Vehicle Chargers Vicinity Map

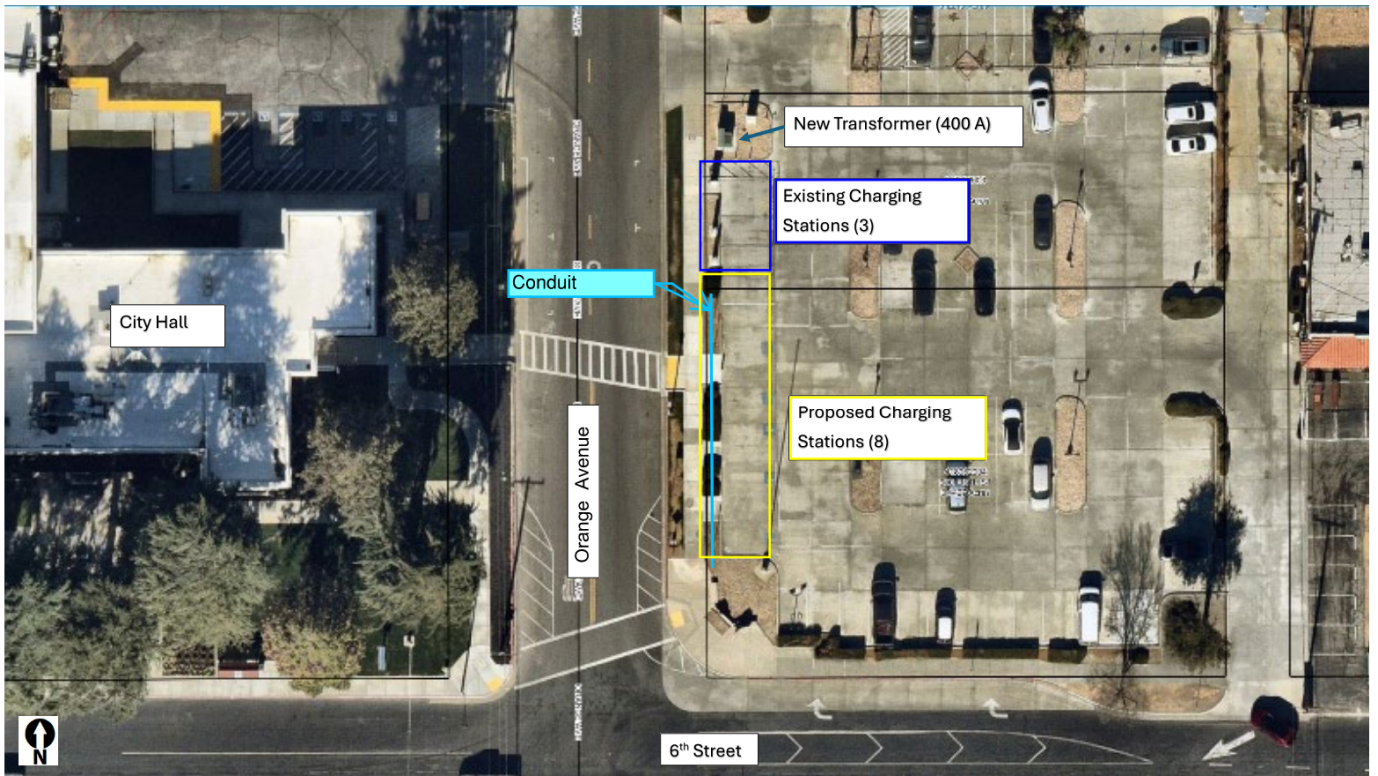


Figure 3. Civic Center Park and Rde Electric Vehicle Chargers Project

I, Vahid Haghdoost have been given full authority by  
RCTC to prepare this report. I certify that the information and data contained in  
this report are true to the best of my knowledge and belief and I understand that disciplinary action may  
be taken in the event that the following information are found to be falsified.

*V. Haghdoost*

2/17/26

Date

Project Manager

Title

HDR Engineering, Inc.

Agency/Company

I have reviewed the information contained in this report and find the data and information to be  
complete, current, and accurate

*David Lewis*

2/17/26

Date

RCTC

Agency

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## 1. INTRODUCTION

### Location A: Pennsylvania Avenue Grade Separation

The City of Beaumont (City), in coordination with the California Department of Transportation (Caltrans), is proposing to grade separate the existing Pennsylvania Avenue/UPRR (MP 563.07, DOT Number 760688Y) at-grade crossing through the construction of an underpass (i.e., roadway would be depressed under the existing rail line) (Project). The roadway improvements would extend along Pennsylvania Avenue from East 3rd Street to the south, to just north of the I-10 WB Off-Ramp to the north. Following construction, the horizontal alignment for the rail line would remain in its current location, while the vertical alignment/elevation would involve slight adjustment (elevation would vary from zero to two feet compared to the existing elevation). The width of the new bridge would be approximately 105 feet.

**Table 1.1: Pennsylvania Avenue Grade Separation Project Information**

<b>Project Limit/Footprint</b>	08-Riv-10 PM 8.1/8.3  Rail MP 563.07  Along Pennsylvania Avenue from East 3rd Street to the south, to just north of the I-10 WB off-ramp to the north. I-10 EB on-ramp and I-10 WB off-ramp for approximately 800 feet and 300 feet from Pennsylvania Ave, respectively.
<b>Total Project Cost</b>	\$71 million
<b>Outputs</b>	At-Grade crossing eliminated, addition of sidewalks, and reconstruction of freeway on-ramp and off-ramp.
<b>Outcomes</b>	Congestion reduction, multimodal safety, benefits disadvantaged communities, and improved freight reliability.
<b>Environmental Determination or Document</b>	CEQA Categorical Exemption/NEPA Categorical Exclusion (CE/CE)

**Location B: Park & Ride Electric Vehicle Chargers**

City is proposing to install eight Level 3 direct current (DC) electric vehicle (EV) fast chargers rated at 150 kilowatts (kW) within the existing City of Beaumont Civic Center Park and Ride lot, which is located at the northeast quadrant of the East 6th Street and Orange Avenue intersection. There are currently three (EV) chargers and an associated transformer located within the existing Civic Center Park and Ride lot, just south of the park and ride lot driveway along the Orange Avenue side of the park and ride lot. The eight additional EV chargers would be installed immediately south of the three existing EV chargers, along the Orange Street side of the park and ride lot. In addition, the existing transformer would be upsized to accommodate the additional EV chargers along with new conduit to connect the transformer to the existing and new EV chargers. Excavation for construction of the EV charger foundations and installation of the conduit would extend to a maximum depth of three feet below existing ground. The EV chargers and associated construction activities would be constructed within the existing paved park and ride lot, though two ornamental shrubs that are present may be modified, replaced, or removed. The Project limits of disturbance covers approximately 0.5 acre.

**Table 1.2: Park & Ride Electric Vehicle Chargers Project Information**

<b>Project Limit/Footprint</b>	Within the existing City of Beaumont Civic Center park and ride lot, which is located at the northeast quadrant of the intersection of East 6th Street and Orange Avenue in the City of Beaumont, CA
<b>Total Project Cost</b>	\$1 million
<b>Outputs</b>	New increased transformer, 8 new charging stations, conduit and cable
<b>Outcomes</b>	Increased charging capacity for the Park & Ride, Advance EV adoption and support disadvantaged communities
<b>Environmental Determination or Document</b>	CEQA Categorical Exemption

**2. BACKGROUND**

**Location A: Pennsylvania Avenue Grade Separation**

I-10 is a major east-west divided freeway that originates in western Los Angeles County in the City of Santa Monica, passes through southern San Bernardino County, Riverside County, out of California through Arizona and New Mexico, and terminates in the City of Jacksonville, Florida. The existing I-10 at the project location has four lanes in each direction that are 11 to 12 feet wide with 11-foot outside shoulders, 17-foot inside shoulders, and a concrete barrier separating opposing directions of travel. Within the project limits, the existing right-of-way for I-10 varies from 310 feet to 415 feet. The posted speed limit on I-10 is 65 miles per hour (mph). The entire length of I-10 within District 8 is included in the National Highway System (NHS) and Surface Transportation Assistance Act (STAA) route for trucks.

The Pennsylvania Avenue Interchange at I-10 is a partial diamond (Type L-1) with one on ramp

and one off ramp. Both ramps have a single 12-foot lane, 2-foot left shoulder, and minimum 8-foot right shoulder. The Pennsylvania Avenue, I-10 EB On-Ramp and I-10 WB Off-Ramp intersections are stop-controlled.

The City of Beaumont’s General Plan Circulation Element classifies Pennsylvania Avenue as a Major Highway. Within Caltrans right-of-way, Pennsylvania Avenue is a four-lane highway with 11 to 12-foot-wide lanes and an 11-foot-wide left turn lane to the I-10 EB On-Ramp. The existing right-of-way for Pennsylvania Avenue is 80 feet. The project area is flat and in an urban area. The existing posted speed limit for Pennsylvania Avenue is 35 mph.

Design Designation Data (Pennsylvania Avenue)			
ADT 2030	19,700	T	5%
ADT 2050	37,320	V	35 mph
D	50%	TI 20*	12
Pavement Climate Region = Inland Valley			

\*TI obtained from County of Riverside Roadway Design Requirements for a Major Highway

Pennsylvania Avenue was recently widened in 2024. The City of Beaumont added two additional lanes along Pennsylvania Avenue between East 1st Street and East 6th Street, approximately 2,800 feet. The roadway was widened 14 feet and 16 feet along the west and east side of the road, respectively. These additional lanes within these limits resulted in four-lane Major Highway.

The existing conditions on Pennsylvania Avenue consist of two through lanes in each direction, northbound (NB) and southbound (SB), a center median, and a dedicated left-turn pocket from SB Pennsylvania Avenue to the I-10 EB On-Ramp. In addition, a sidewalk is present along the SB side of Pennsylvania Avenue that extends from East 1st Street to the south to East 6th Street to the north.

The existing access control along Pennsylvania Avenue south of I-10 EB On-Ramp is maintained with zero feet beyond the south of Caltrans right-of-way. These existing nonstandard access control configurations will remain unchanged. The existing access control north of I-10 WB Off-Ramp will be maintained in the same condition.

Along Pennsylvania Avenue, the existing outside shoulders are two feet wide which includes a concrete gutter. Pennsylvania Avenue SB and NB existing through lanes are 11 feet at the existing Pennsylvania Avenue Undercrossing structure, and the existing left turn lane is also 11 feet.

**Location B: Park & Ride Electric Vehicle Chargers**

The existing Park and Ride lot at the intersection of 6th Street and Orange Avenue services Beaumont’s downtown area and the surrounding community. The lot currently contains only three EV charging parking stations. There is room for a significant capacity increase to the number of EV charging stations. Increasing EV parking station capacity in the lot will advance EV adoption locally and decrease greenhouse gasses.

### **3. PURPOSE AND NEED**

#### **A. Problem, Justification**

##### **Purpose:**

##### **Location A: Pennsylvania Avenue Grade Separation**

The purpose of the Pennsylvania Avenue Grade Separation is to eliminate the existing at-grade crossing with two UPRR tracks.

##### **Location B: Park & Ride Electric Vehicle Chargers**

The purpose of the Electric Vehicle Chargers is to increase EV charging capacity in the City of Beaumont’s downtown area, advance EV adoption locally, decrease greenhouse gas emissions, and support disadvantaged communities.

##### **Need:**

##### **Location A: Pennsylvania Avenue Grade Separation**

The current at-grade crossing experiences approximately 41 trains and 12,000 vehicles per day, according to the Riverside County Transportation Commission (RCTC) Grade Separation Priority Update Study (March 2012). These numbers are projected to rise to 100 trains and 20,000 vehicles per day by 2035. Vehicle wait time at this location has become a growing concern-traffic delay at the at-grade crossing was estimated at 18 hours per day in 2010 and is forecasted to reach 165 hours per day by 2035. In June 2022, a single train stopped resulted in more than eight hours of congestion, severely impacting both local and regional travel.

Taking into account the anticipated increase in rail and vehicle volumes, eliminating the at-grade crossing is essential for enhancing safety, reducing operational delays, and minimizing collision risks. Grade separation at the UPRR crossing on Pennsylvania Avenue will address these needs by eliminating at-grade conflicts, improving congestion, and reducing accident potential.

##### **Location B: Park & Ride Electric Vehicle Chargers**

The existing Park and Ride facility only contains three EV charging stations. This is insufficient to support local need, and additional capacity is needed.

#### **B. Regional and System Planning**

##### **Location A: Pennsylvania Avenue Grade Separation**

The Pennsylvania Avenue Grade Separation is listed in the Connect SoCal 2024 financially constrained Regional Transportation Plan (RTP), which was found to conform by Southern California Association of Governments (SCAG) on April 4, 2024, and Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) made a regional conformity determination finding on May 10, 2024. The Project is also included in SCAG’s financially constrained 2025 Federal Transportation Improvement Program (FTIP)

(Amendment #25-09). The SCAG FTIP was determined to conform by FHWA and FTA on December 16, 2024. Aside from the conformity category, which will be updated, the design concept and scope of the Project are consistent with the project description in the 2024-2050 RTP/Sustainable Communities Strategy (SCS), the 2025 FTIP, and the “open to traffic” assumptions of the SCAG regional emissions analysis.

#### **Location B: Park & Ride Electric Vehicle Chargers**

The City of Beaumont has regional goals to advance EV adoption locally, especially in disadvantaged communities. The three existing EV charging stations were installed in the Park and Ride with those goals in mind, however funding at the time did not allow for additional changing station. With the approved TCEP funding, the City has an opportunity now to increase the EV changing capacity and the Park and Ride.

### **C. Traffic**

#### **Location A: Pennsylvania Avenue Grade Separation**

The Pennsylvania Avenue Grade Separation will improve safety by eliminating risk of collisions between train and vehicle/pedestrian traffic, providing for an uninterrupted flow of rail line through crossings to improve freight movement, and reducing traffic delays for motorists and pedestrian traffic at the crossing.

#### **Location B: Park & Ride Electric Vehicle Chargers**

The Electric Vehicle Chargers will not have significant effect on traffic.

## **4. ENVIRONMENTAL CLEARANCE DESCRIPTION**

#### **Location A: Pennsylvania Avenue Grade Separation**

Pennsylvania Avenue Grade Separation qualifies as exempt because it meets the requirements for a statutory exemption from CEQA, as provided in the State code number PRC 21080.13; 14 CCR 15282(g). Additionally, Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the Project is a Categorical Exclusion under 23 CFR 771.117(c), activity (c)(28). The approved CEQA and NEPA documents are included in Attachment C.

#### **Location B: Park & Ride Electric Vehicle Chargers**

For the Electric Vehicle Chargers environmental clearance, see attachments listed in Section 11.

## **5. CONSIDERATIONS REQUIRING DISCUSSION**

### **5A. Hazardous Waste**

#### **Location A: Pennsylvania Avenue Grade Separation**

##### **Initial Site Assessment:**

Caltrans approved the Initial Site Assessment (ISA) on September 25, 2024. The ISA was

conducted in conformance with the scope and limitations of ASTM E1527-21 and the Caltrans Project Development Procedures Manual (PDPM) Guidelines for ISA (Caltrans, 2006) and Standard Environmental Reference (SER) (Caltrans, 2021), for the proposed Pennsylvania Avenue Grade Separation Project located in the City of Beaumont, California.

This assessment has revealed no evidence of recognized environmental conditions (RECs) in connection with the Site except for the following:

- Portions of the Site are directly adjacent or underlying the Union Pacific Railroad Tracks, therefore there exists the potential for historical near surface soil impacts from heavy metals, petroleum hydrocarbons, and polynuclear aromatic hydrocarbons (PAHs) related to the rail operations within the railroad right-of-way.
- The Site has been occupied by Pennsylvania Avenue (since before 1938) and I-10 was constructed in the 1960s, including an overpass over Pennsylvania Avenue and an on-ramp and off-ramp. The portion of Pennsylvania Avenue between the eastbound on-ramp and East 6th Street appears likely to have been heavily travelled and there is the potential for historical near surface soil impacts from aerially deposited lead (ADL) in the unpaved areas of the Project adjacent to Pennsylvania Avenue.

In general, observations should be made during future property development for areas of possible contamination such as, but not limited to, the presence of underground facilities, railroads, buried debris, waste drums, and tanks, stained soil or odorous soils. Should such materials be encountered, further investigation and analysis may be necessary at that time.

#### **Initial Site Assessment Addendum:**

Caltrans concurred with the ISA Addendum on November 5, 2025. The ISA Addendum was performed in conformance with the scope and limitations of the Caltrans ISA Guidance Document. Based upon the findings of the ISA Addendum, Group Delta presents the following conclusions:

- The results of the online database review (i.e., Department of Toxic Substance Control [DTSC] EnviroStor and State Water Resources Control Board [SWRCB] GeoTracker) remain consistent with the approved 2024 ISA and no additional potential RECs were identified. The results of the database search conducted by Environmental Data Resources, Inc. (EDR) were generally consistent with the approved 2024 ISA with the exception of two EDR database listings that were not explicitly addressed in the approved 2024 ISA. Based on the lack of reported violations or releases, current case-closed/No Further Action (NFA) status, and/or soil-only media impacted, the additional two listings are not considered RECs to the Project.
- No significant changes in environmental case listings were identified for properties within the Project footprint and in the Project footprint's vicinity.

#### **Location B: Park & Ride Electric Vehicle Chargers**

See attached Letter of Applicability in Section 11, Attachment C.c.

## **5B. Value Analysis**

### **Location A: Pennsylvania Avenue Grade Separation**

A Value Analysis (VA) has not been performed.. The requirements for a VA will be evaluated and conducted during the final design phase as part of the Plans, Specifications & Estimate (PS&E) if necessary.

### **Location B: Park & Ride Electric Vehicle Chargers**

See attached Letter of Applicability in Section 11, Attachment C.c.

## **5C. Resource Conservation**

### **Location A: Pennsylvania Avenue Grade Separation**

Existing rail infrastructure will be used and recycled to the greatest extent possible.

### **Location B: Park & Ride Electric Vehicle Chargers**

See attached Letter of Applicability in Section 11, Attachment C.c.

## **5D. Right-of-Way Issues**

### **Location A: Pennsylvania Avenue Grade Separation**

This project location will not impact Caltrans' right-of-way. However, the Project will require right-of-way acquisitions and temporary construction easements on both sides of Pennsylvania Avenue within the City of Beaumont's right-of-way.

The project includes multiple anticipated utility relocations and improvements within Caltrans' right-of-way. Existing Southern California Edison (SCE) electrical and communication lines located beneath the existing west sidewalk will be relocated outside of the proposed retaining walls. Existing SCE overhead lines will also be relocated. An existing 24-inch diameter water line located in SB Pennsylvania Avenue is planned for relocation. A jack and bore method will be used to install the sewer line under I-10, tying into the existing sewer line that located south of I-10 and north of the UPRR alignment. A proposed 102-inch diameter storm drain is planned in NB Pennsylvania Avenue. Additionally, telecommunication utilities within UPRR's right-of-way may require relocation.

The project proposes a grade separation at the existing Pennsylvania Avenue/UPRR crossing. The existing railroad at-grade crossing is located approximately 200 feet south of I-10.

### **Location B: Park & Ride Electric Vehicle Chargers**

See attached Letter of Applicability in Section 11, Attachment C.c.

## **5E. Environmental Compliance**

### **Location A: Pennsylvania Avenue Grade Separation**

This project location qualifies as exempt because it meets the requirements for a statutory exemption from CEQA, as provided in the State code number PRC 21080.13; 14 CCR 15282(g). Additionally, Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the Project is a Categorical Exclusion under 23 CFR 771.117(c), activity (c)(28). The approved CEQA and NEPA documents are included in Attachment C.

### **Location B: Park & Ride Electric Vehicle Chargers**

See attached Letter of Applicability in Section 11, Attachment C.c.

## **5F. Air Quality Conformity**

### **Location A: Pennsylvania Avenue Grade Separation**

For this location, the Air Quality Report was approved by Caltrans on November 13, 2025. Compliance with Caltrans Standard Specifications Sections 14.9-02 and the SCAQMD Rules and Regulations during construction is expected to reduce construction-related air quality impacts from fugitive dust emissions and construction equipment emissions.

The information below summarizes the short- and long-term effects of the Project on localized and regional air quality:

- During Project construction, implementation of exhaust and fugitive dust control measures would avoid or minimize impacts on air quality.
- The Project is included in the SCAG RTP/SCS Connect SoCal 2024 and 2025 FTIP under the FTIP ID, RIV180129A. The Project would comply with all PM2.5 and PM10 measures in the SIP and implement measures relied on in the RTP/TIP regional conformity analysis in a timely matter. The Project would not cause nor contribute to any new localized CO, PM2.5, and/or PM10 violations or delay timely attainment of any NAAQS, required interim emissions reductions, or other milestones during the timeframe of the transportation plan (or regional emissions analysis).
- The Caltrans CO Protocol screening analysis demonstrated that the Project would not have a material effect on localized CO concentrations.
- This evaluation finds that the Project is not considered to be a POAQC, as defined by 40 CFR 93.123(b)(1); therefore, no quantitative PM hot-spot evaluation is required. It is unlikely that the Project would generate new air quality exceedances, worsen existing exceedances, or delay attainment of the NAAQS for PM2.5.
- The Project was found to have no meaningful regional or local MSAT effect, based on FHWA's updated interim MSAT guidance from January 18, 2023.
- GHG emissions are not projected to increase under the Build and No-Build scenarios in 2030 and 2050 compared with existing conditions in 2022. Implementation of the Project would be also not expected to increase GHG emissions relative to the No-Build condition in 2050.

**Location B: Park & Ride Electric Vehicle Chargers**

See attached Letter of Applicability in Section 11, Attachment C.c.

**5G. Title VI Considerations**

**Location A: Pennsylvania Avenue Grade Separation**

This project location is not subject to Title VI.

**Location B: Park & Ride Electric Vehicle Chargers**

See attached Letter of Applicability in Section 11, Attachment C.c.

**5H. Noise Abatement Decision Report**

**Location A: Pennsylvania Avenue Grade Separation**

A Noise Abatement Decision Report (NADR) was not developed since noise impacts are not anticipated for this Project. The Project has been reviewed and does not meet the criteria for a Type 1 project, as defined in 23 Code of Federal Regulations (CFR) Part 772 and the Caltrans Traffic Noise Analysis Protocol (TNAP). Therefore, a noise study was not required.

**Location B: Park & Ride Electric Vehicle Chargers**

See attached Letter of Applicability in Section 11, Attachment C.c.

**6. FUNDING, PROGRAMMING AND ESTIMATE**

**Location A: Pennsylvania Avenue Grade Separation**

Funding

It has been determined that this Project is eligible for Federal-aid funding.

Programming

Table 6.1: Pennsylvania Grade Separation Funding Sources

Fund Source	Project Component (in \$1,000)						
	PA&ED Support	PS&E Support	Right-of-Way Support	Construction Support	Right-of-Way Support	Construction	Total
SB1-TCEP (State Share)						\$19,160*	\$19,160*
SB1-TCEP (Regional Share)						\$30,240	\$30,240
Local	\$1,309	\$6,550	\$9,914			\$5,820	\$23,593
Other State - Senate Bill 125						\$5,000	\$5,000
Local Rail - UPRR Contribution						\$3,150	\$3,150
CMAQ - Surface Transportation Block Grant Program (STBG)						\$14,450*	\$14,450*
STIP						\$6,700*	\$6,700*
<b>Total</b>	<b>\$1,309</b>	<b>\$6,550</b>	<b>\$9,914</b>			<b>\$84,519</b>	<b>\$102,293</b>

\*Uncommitted

Estimate

The cost for the Pennsylvania Grade Separation is estimated at \$71 million. See Attachment D.

**Location B: Park & Ride Electric Vehicle Chargers**

Funding

It has been determined that this Project is eligible for Federal-aid funding.

Programming

Table 6.2: Park & Ride Electric Vehicle Chargers Fiscal Year Programming

Fund Source	Fiscal Year Estimate								
	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Future	Total
TCEP									
Component	In thousands of dollars (\$1,000)								
PA&ED Support									
PS&E Support									
Right-of- Way Support									
Construction Support									
Right-of- Way									
Construction				\$1,000					
Total				\$1,000					

Estimate

Table 6.3: Park & Ride Electric Vehicle Chargers Estimate Funding Sources

Fund Source	Project Component (in \$1,000)						
	PA&ED Support	PS&E Support	Right-of- Way Support	Construction Support	Right-of- Way Support	Construction	Total
SB1- SCCP							
SB1-TCEP						\$1,000	\$1,000
Local							
Federal- INFRA							
Other							
Total							

## 7. DELIVERY SCHEDULE

### Location A: Pennsylvania Avenue Grade Separation

<b>Project Milestones</b>	<b>Milestone Date (Month/Day/Year)</b>	<b>Milestone Designation (Target/Actual)</b>
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	2/12/2019	Actual
Circulate Draft Environmental Document – Document Type (ND/MND)/FONSI	9/30/2024	Actual
Draft Project Report	9/30/2024	Actual
End Environmental Phase (PA&ED Milestone)	12/31/2024	Actual
Begin Design (PS&E) Phase	1/31/2025	Actual
End Design Phase (Ready to List for Advertisement Milestone)	9/30/2025	Target
Begin Right of Way Phase	1/31/2025	Target
End Right of Way Phase (Right of Way Certification Milestone)	8/31/2025	Target
Begin Construction Phase (Contract Award Milestone)	12/31/2025	Target
End Construction Phase (Construction Contract Acceptance Milestone)	11/30/2027	Target
Begin Closeout Phase	12/1/2027	Target
End Closeout Phase (Closeout Report)	10/31/2028	Target

**Location B: Park & Ride Electric Vehicle Chargers**

Project Milestones	Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	7/31/2025	
Circulate Draft Environmental Document – Document Type (ND/MND)/FONSI	10/31/2025	
Draft Project Report	8/31/2025	
End Environmental Phase (PA&ED Milestone)	9/30/2025	
Begin Design (PS&E) Phase	10/31/2026	
End Design Phase (Ready to List for Advertisement Milestone)	5/31/2026	
Begin Right of Way Phase	10/31/2026	
End Right of Way Phase (Right of Way Certification Milestone)	5/31/2026	
Begin Construction Phase (Contract Award Milestone)	9/30/2026	
End Construction Phase (Construction Contract Acceptance Milestone)	4/30/2027	
Begin Closeout Phase	5/31/2027	
End Closeout Phase (Closeout Report)	4/30/2028	

## 8. RISKS

A thorough analysis of the Project’s risks has been developed. Risks associated with this Project are manageable and mitigation strategies have been identified, see Table 8.1 and Table 8.2.

### Location A: Pennsylvania Avenue Grade Separation

**Table 8.1: Pennsylvania Avenue Grade Separation Project Risks and Mitigations**

<b>Risk Type</b>	<b>Risk</b>	<b>Mitigation</b>
Funding Commitment	Insufficient funding for construction	The current cost estimate has appropriate contingencies included. The City is also pursuing additional funding to close the funding gap.
Railroad Approval	UPRR delay approval of the Project and put the schedule at risk	The City has been coordinating with UPRR on the Project. The railroad is supportive of the project and committed to helping the City meet the schedule requirements.
Right-of-Way	Property owners force design or acquisition changes or are unwilling to sell their right of way	The City has modified the project design using a surgical approach to acquiring right of way. Value engineering and project design have done all they can do to limit project impacts and are willing to use eminent domain to acquire acquisition interests, if necessary.
Utility Coordination	Overhead and underground utilities delay approvals and relocations	The City has been proactively coordinating with the utilities involved. Preliminary relocation plans have been developed for the affected utilities, which reduces the risk of utility construction delaying other construction activities.
Construction Cost Overruns	Lack of sufficient funding to cover cost overruns during construction.	Given the strong partnership already in place with both RCTC and WRCOG, as well as with UPRR, a funding or budget shortfall can also be addressed in a collaborative manner to assist in the mitigation of project finance-related risks.
Community Support	The community opposes the Project which delays construction	Throughout the City’s engagement, no community opposition voiced to date and community opposition risk is assessed as low. To address issues that may arise during the construction phase, the City actively seeks to coordinate with community stakeholders in advance of construction so that full transparency is in place and any issues addressed.

### Location B: Park & Ride Electric Vehicle Chargers

**Table 8.2: Electric Vehicle Chargers Project Risks and Mitigations**

<b>Risk Type</b>	<b>Risk</b>	<b>Mitigation</b>
Utility Coordination	Southern California Edison (SCE) design times could extend the completion of the design	The City has been proactively coordinating with SCE.

## 9. EXTERNAL AGENCY COORDINATION

### Location A: Pennsylvania Avenue Grade Separation

This project location requires the following coordination:

- Union Pacific Railroad – Construction & Maintenance Agreement
- Union Pacific Railroad – Encroachment Permit for Utilities
- California Public Utilities Commission – General Order 88-B Application
- Caltrans District 8 – Cooperative Agreement and Baseline Agreement
- Environmental Permits such as 401, 404, and 1602 Permits
- Non-City Affiliated Utility Companies (Gas, Frontier, Southern California Edison, etc.)

### Location B: Park & Ride Electric Vehicle Chargers

This project location requires the following coordination:

- Caltrans District 8 – Cooperative Agreement and Baseline Agreement
- Southern California Edison (SCE) – Design for service and transformer increase

## 10. ADDITIONAL INFORMATION

None.

## 11. ATTACHMENTS (Number of Pages)

### A. Project Programming Request PPR:

- a. Location A: Pennsylvania Avenue Grade Separation (10)
- b. Location B: Park & Ride Electric Vehicle Chargers (5)

### B. Project Location Maps for Locations A and B (3)

### C. Approved Environmental Documents:

#### Location A: Pennsylvania Avenue Grade Separation

- a. CEQA Notice of Exemption (3)
- b. CEQA Exemption / NEPA Categorical Exclusion Determination Form (14)

#### Location B: Park & Ride Electric Vehicle Chargers

- c. Letter of Applicability (15)
- d. Notice of Exemption (NOE) (1)
- e. Riverside County Clearing House Submittal (3)

### D. Engineers Estimate for Location A (1)

### E. Geometric Approval Drawing for Location A (1)

### F. Project Schematic for Location B (1)

08 - RIV - Route 10 – PM 8.1/8.3  
(EA 08-1P300) – Planning Program Number (PPNO) 3025G  
TCEP  
February 2026

**ATTACHMENT A**  
**Project Programming Request PPR (Location A)**

08 - RIV - Route 10 – PM 8.1/8.3  
(EA 08-1P300) – Planning Program Number (PPNO) 3025G  
TCEP  
February 2026

**ATTACHMENT B**  
**Project Location Maps for Locations A and B**



Calimesa

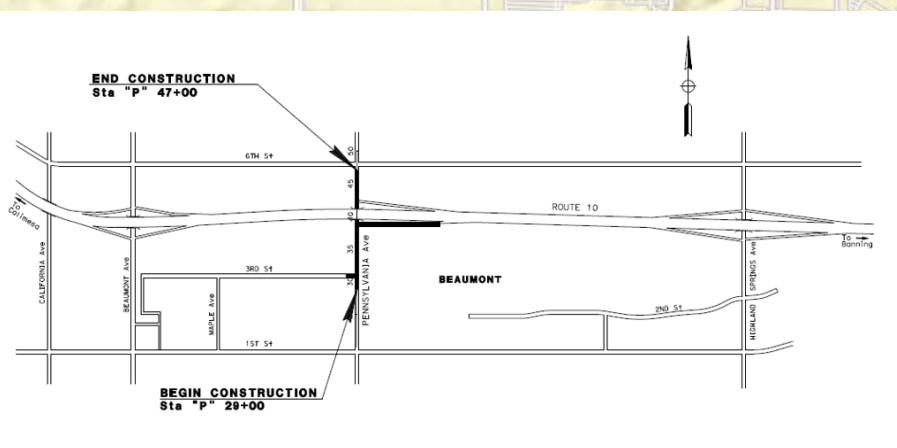
Beaumont Avenue

Pennsylvania Avenue

Project Location

Beaumont

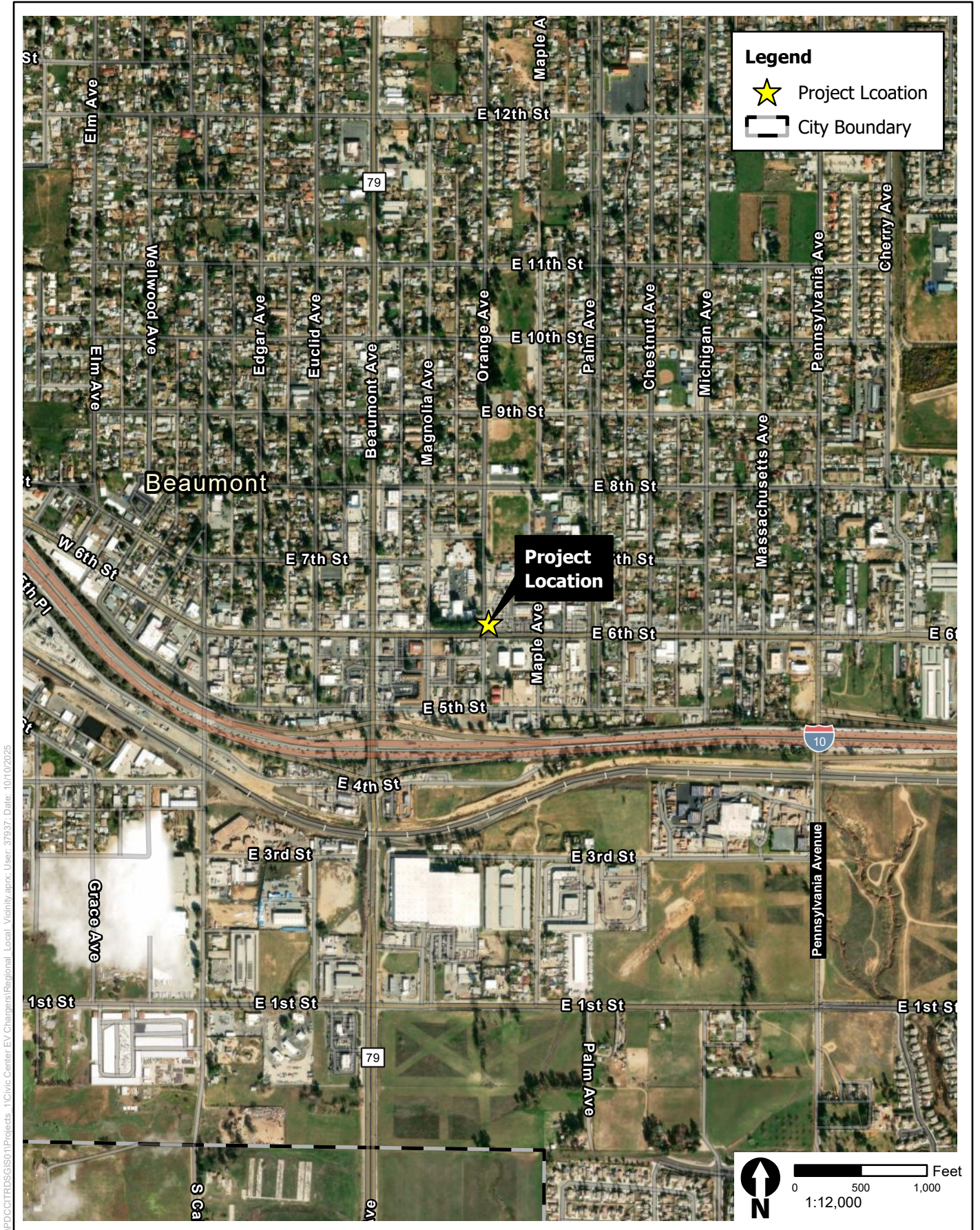
Banning



City of Beaumont

### Pennsylvania Grade Separation Project Location Map (NTS)





\PDC\TRD\GIS\1\Projects - 1\Civic Center EV Chargers\Regional\_Local\_Visibly.aprx User: 37937 Date: 10/10/2025

**Location Map  
Electric Vehicle Chargers**



Figure 3. Civic Center Park and Rde Electric Vehicle Chargers Project

**ATTACHMENT C**  
**Approved Environmental Document**  
**a. CEQA Notice of Exemption (Location A)**

## Notice of Exemption

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**To:** Office of Planning and Research  
P.O. Box 3044, Room 113  
Sacramento, CA 95812-3044

County Clerk  
County of Riverside  
2724 Gateway Dr.  
Riverside, CA 92507

**From:** Caltrans District 8  
464 W 4<sup>th</sup> St.  
San Bernardino, CA 92401

Project Title: Pennsylvania Avenue Grade Separation Project (EA 1P300)

Project Applicant: Caltrans District 8

Project Location - Specific: The Union Pacific Railroad crossing at Pennsylvania Avenue (Post Mile 8.1/8.3)

Project Location - City: Beaumont, CA Project Location - County: Riverside

Description of Nature, Purpose, and Beneficiaries of Project:

The City of Beaumont (City), in coordination with the California Department of Transportation (Caltrans), is proposing a grade separation at the existing Pennsylvania Avenue/Union Pacific Railroad (UPRR) at-grade crossing through the construction of an underpass (i.e., roadway would be depressed under the existing rail line) (Project). The roadway improvements would extend along Pennsylvania Avenue from 3rd Street to the south, to just north of the I-10 off-ramp to the north. Following construction, the horizontal alignment for the rail line would remain in its current location, while the vertical alignment/elevation would involve slight adjustment (elevation would vary from zero to two feet compared to the existing elevation). The width of the new bridge would be approximately 105 feet.

The existing roadway condition on Pennsylvania Avenue consists of two through lanes in each direction (northbound [NB] and southbound [SB]), a center median, and a dedicated left-turn pocket from SB Pennsylvania Avenue to the eastbound (EB) Interstate (I-) 10 on-ramp. In addition, a sidewalk is present along the SB side of Pennsylvania Avenue that extends from East 1st Street to the south to East 6th Street to the north.

Consistent with the existing roadway cross-section, following construction of the Project Pennsylvania Avenue would consist of two through lanes in each direction (NB and SB), a center median, a dedicated left-turn pocket from SB Pennsylvania Avenue to the EB I-10 on-ramp, and a sidewalk in the SB direction. In addition, the following improvements would be included:

- Sidewalk along the NB side of Pennsylvania Avenue
- Reprofiling of existing I-10 EB on-ramp and westbound (WB) off-ramp for a distance of approximately 300 feet and 800 feet, respectively, to match the lowered elevation of Pennsylvania Avenue
- Addition of traffic signals at the Pennsylvania Avenue/I-10 EB on-ramp and Pennsylvania Avenue/I-10 WB off-ramp intersections
- Retaining wall along the NB side of the I-10 EB on-ramp
- Relocation of the existing sewer line that is located along Pennsylvania Avenue to accommodate the lowering of the existing roadway. The sewer line would be rerouted west along East 6th Street to Massachusetts Avenue where it would then travel south. A jack and bore approach would be used to install the sewer line under I-10, and the line would tie-into the existing sewer line that exists just south of I-10 and north of the UPRR alignment.

A shoofly (approximately 4,000 feet in length) would be created just south of, and parallel to, the existing UPRR tracks for use during construction to minimize impacts to UPRR.

The portion of the work within Caltrans' right of way includes installing traffic signals, sewer relocation, retaining walls, new Americans with Disabilities Act (ADA) curb ramps, sidewalks, and modification to the EB I-10 on-ramp and WB I-10 off-ramp at Pennsylvania Avenue.

Name of Public Agency Approving Project: Caltrans

Name of Person or Agency Carrying Out Project: City of Beaumont

Exempt Status (**check one**):

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number: \_\_\_\_\_
- Statutory Exemptions. State code number: PRC 21080.13; 14 CCR 15282(g)

Reasons why project is exempt:

The purpose of this project is to grade separate Pennsylvania Avenue from the UPRR line, thereby eliminating an existing grade crossing. This is consistent with Section

21080.13 of the Public Resources Code (and Section 15282(g) of the CEQA Guidelines).

Lead Agency Contact Person: Gita Tokhmafshan Phone number: 909-501-5742

**If filed by applicant:**

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project?  
 Yes       No

Signature: *Gita Tokhmafshan* Date: 11/21/2025 Title: Sr. Environmental Planner

Signed by Lead Agency       Signed by Applicant

Date Received for filing at OPR: \_\_\_\_\_

Authority cited: Sections 21083 and 21110, Public Resources Code.

Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

**ATTACHMENT C**  
**Approved Environmental Document**  
**b. CEQA Exemption / NEPA Categorical Exclusion Determination Form (Location A)**



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION  
DETERMINATION FORM (rev. 06/2022)**

**Project Information**

**Project Name (if applicable):** Pennsylvania Avenue Grade Separation Project

**DIST-CO-RTE:** 08-RIV-10

**PM/PM:** 8.1/8.3

**EA:** 1P300

**Federal-Aid Project Number:**

**PN:** 0823000158

**Project Description**

The City of Beaumont (City), in coordination with the California Department of Transportation (Caltrans), is proposing a grade separation at the existing Pennsylvania Avenue/Union Pacific Railroad (UPRR) at-grade crossing through the construction of an underpass (i.e., roadway would be depressed under the existing rail line) (Project). The roadway improvements would extend along Pennsylvania Avenue from 3rd Street to the south, to just north of the I-10 off-ramp to the north. Following construction, the horizontal alignment for the rail line would remain in its current location, while the vertical alignment/elevation would involve slight adjustment (elevation would vary from zero to two feet compared to the existing elevation). The width of the new bridge would be approximately 105 feet. (see Continuation Sheet)

**Caltrans CEQA Determination** (Check one)

- Not Applicable** – Caltrans is not the CEQA Lead Agency
- Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:

- Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
- Categorically Exempt. Class** Enter class. (PRC 21084; 14 CCR 15300 et seq.)
  - No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the [SER Chapter 34](#) for exceptions.
- Covered by the Common Sense Exemption.** This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

**Senior Environmental Planner or Environmental Branch Chief**

N/A

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

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

**Project Manager**

N/A

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

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Caltrans NEPA Determination (Check one)

Not Applicable

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See SER Chapter 30 for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

23 USC 326: Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- 23 CFR 771.117(c): activity (c)(28)
23 CFR 771.117(d): activity (d)(Enter activity number)
Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans

23 USC 327: Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Gita Tokhmafshan
Print Name
Signature
Date 11/14/2025

Project Manager/ DLA Engineer

Samer Georges
Print Name
Signature
Date 11/14/2025

Date of Categorical Exclusion Checklist completion (if applicable): October 16, 2025

Date of Environmental Commitment Record or equivalent: October 16, 2025

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference for additional information, as appropriate (e.g., additional studies and design conditions).



## CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

### Continuation sheet:

#### **PROJECT DESCRIPTION (CONTINUED)**

The existing roadway condition on Pennsylvania Avenue consists of two through lanes in each direction (northbound [NB] and southbound [SB]), a center median, and a dedicated left-turn pocket from SB Pennsylvania Avenue to the eastbound (EB) Interstate (I-) 10 on-ramp. In addition, a sidewalk is present along the SB side of Pennsylvania Avenue that extends from East 1st Street to the south to East 6th Street to the north.

Consistent with the existing roadway cross-section, following construction of the Project Pennsylvania Avenue would consist of two through lanes in each direction (NB and SB), a center median, a dedicated left-turn pocket from SB Pennsylvania Avenue to the EB I-10 on-ramp, and a sidewalk in the SB direction. In addition, the following improvements would be included:

- Sidewalk along the NB side of Pennsylvania Avenue
- Reprofiling of existing I-10 EB on-ramp and westbound (WB) off-ramp for a distance of approximately 300 feet and 800 feet, respectively, to match the lowered elevation of Pennsylvania Avenue
- Addition of traffic signals at the Pennsylvania Avenue/I-10 EB on-ramp and Pennsylvania Avenue/I-10 WB off-ramp intersections
- Retaining wall along the NB side of the I-10 EB on-ramp
- Relocation of the existing sewer line that is located along Pennsylvania Avenue to accommodate the lowering of the existing roadway. The sewer line would be rerouted west along East 6th Street to Massachusetts Avenue where it would then travel south. A jack and bore approach would be used to install the sewer line under I-10, and the line would tie-into the existing sewer line that exists just south of I-10 and north of the UPRR alignment.

A shoofly (approximately 4,000 feet in length) would be created just south of, and parallel to, the existing UPRR tracks for use during construction to minimize impacts to UPRR.

The portion of the work within Caltrans' right of way includes installing traffic signals, sewer relocation, retaining walls, new Americans with Disabilities Act (ADA) curb ramps, sidewalks, and modification to the EB I-10 on-ramp and WB I-10 off-ramp at Pennsylvania Avenue.

#### **PURPOSE AND NEED**

##### **Project Purpose**

The purpose of the project is to grade separate Pennsylvania Avenue from the UPRR line, thereby eliminating an existing at-grade railroad crossing.

##### **Project Need**

The current at-grade crossing experiences approximately 41 trains and 12,000 vehicles per day, according to the Riverside County Transportation Commission (RCTC) Grade



## CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Separation Priority Update Study (March 2012). These numbers are projected to rise to 100 trains and 20,000 vehicles per day by 2035. Vehicle wait time at this location has become a growing concern—traffic delay at the at-grade crossing was estimated at 18 hours per day in 2010 and is forecasted to reach 165 hours per day by 2035. In June 2022, a single train stoppage resulted in more than eight hours of congestion, severely impacting both local and regional travel.

Taking into account the anticipated increase in rail and vehicle volumes, eliminating the at-grade crossing is essential for enhancing safety, reducing operational delays, and minimizing collision risks. Grade separation at the UPRR crossing on Pennsylvania Avenue will address these needs by eliminating at-grade conflicts, improving congestion, and reducing accident potential.

### TECHNICAL STUDIES

Technical Study	Report Date	Date of Caltrans Approval
Air Quality Report	October 2025	November 13, 2025
Natural Environmental Study (Minimal Impacts)	October 2025	November 6, 2025
Determination of Biologically Equivalent or Superior Preservation Analysis (DBESP)	October 2025	November 7, 2025
Historic Property Survey Report	October 13, 2025	October 13, 2025
Archaeological Survey Report	October 7, 2025	October 13, 2025
Archaeological Survey Report/Correspondence with Native American Representatives	October 7, 2025	October 13, 2025
Initial Site Assessment	July 17, 2024	September 25, 2024
Initial Site Assessment Addendum	October 13, 2025	November 5, 2025
Combined Paleontological Identification Report and Paleontological Evaluation Report	April 29, 2025	June 16, 2025
Questionnaire to Determine Visual Impact Assessment Level	n/a	June 30, 2025



## CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

### Air Quality

#### **Air Quality Assessment Report**

The Air Quality Report was approved by Caltrans on November 13, 2025. Compliance with Caltrans Standard Specifications Sections 14.9-02 and the SCAQMD Rules and Regulations during construction is expected to reduce construction-related air quality impacts from fugitive dust emissions and construction equipment emissions.

The information below summarizes the short- and long-term effects of the Pennsylvania Avenue Grade Separation Project on localized and regional air quality:

- During Project construction, implementation of exhaust and fugitive dust control measures would avoid or minimize impacts on air quality.
- The Project is included in the SCAG RTP/SCS Connect SoCal 2024 and 2025 FTIP under the FTIP ID, RIV180129A. The Project would comply with all PM<sub>2.5</sub> and PM<sub>10</sub> measures in the SIP and implement measures relied on in the RTP/TIP regional conformity analysis in a timely matter. The Project would not cause nor contribute to any new localized CO, PM<sub>2.5</sub>, and/or PM<sub>10</sub> violations or delay timely attainment of any NAAQS, required interim emissions reductions, or other milestones during the timeframe of the transportation plan (or regional emissions analysis).
- The Caltrans CO Protocol screening analysis demonstrated that the Project would not have a material effect on localized CO concentrations.
- This evaluation finds that the Project is not considered to be a POAQC, as defined by 40 CFR 93.123(b)(1); therefore, no quantitative PM hot-spot evaluation is required. It is unlikely that the Project would generate new air quality exceedances, worsen existing exceedances, or delay attainment of the NAAQS for PM<sub>2.5</sub>.
- The Project was found to have no meaningful regional or local MSAT effect, based on FHWA's updated interim MSAT guidance from January 18, 2023.
- GHG emissions are not projected to increase under the Build and No-Build scenarios in 2030 and 2050 compared with existing conditions in 2022. Implementation of the Project would be also not expected to increase GHG emissions relative to the No-Build condition in 2050.

### Regional Conformity

The Project is listed in the Connect SoCal 2024 financially constrained RTP, which was found to conform by SCAG on April 4, 2024, and FHWA and FTA made a regional conformity determination finding on May 10, 2024. The Project is also included in SCAG's financially constrained 2025 FTIP (Amendment #25-09). The SCAG FTIP was determined to conform by FHWA and FTA on December 16, 2024. Aside from the conformity category, which will be updated, the design concept and scope of the Project are consistent with the project description in the 2024-2050 RTP/SCS, the 2025 FTIP, and the "open to traffic" assumptions of the SCAG regional emissions analysis.



## CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

### Project-Level Conformity

The Project is located in a federal nonattainment area for PM<sub>2.5</sub>, an attainment/maintenance area for PM<sub>10</sub>, and an attainment/maintenance area for CO; therefore, a project-level hot-spot analysis is required under 40 CFR 93.109. The Project would comply with all PM<sub>2.5</sub> and PM<sub>10</sub> measures in the SIP and implement measures relied on in the RTP/TIP regional conformity analysis in a timely matter. The Project would not cause nor contribute to any new localized CO, PM<sub>2.5</sub>, and/or PM<sub>10</sub> violations or delay timely attainment of any NAAQS, required interim emissions reductions, or other milestones during the timeframe of the transportation plan (or regional emissions analysis).

### Interagency Consultation

The project-level PM hot-spot analysis was presented to SCAG's Transportation Conformity Working Group for discussion and review on September 23, 2025. It was determined that the Project was not a project of air quality concern (POAQC).

### Avoidance, Minimization and Mitigation

**AQ-1:** During clearing, grading, earthmoving, or excavation operations, fugitive dust emissions will be controlled by regular watering or other dust preventive measures using the following procedures. All material excavated or graded will be sufficiently watered to prevent excessive amounts of dust. Watering will occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day. All material transported on site or off site will be either sufficiently watered or securely covered to prevent excessive amounts of dust. The areas disturbed by clearing, grading, earthmoving, or excavation operations will be minimized so as to prevent excessive amounts of dust. These control techniques will be indicated in Project specifications. Visible dust beyond the property line emanating from the Project will be prevented to the maximum extent feasible.

**AQ-2:** Project grading plans will show the duration of construction. Ozone precursor emissions from construction equipment vehicles will be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications.

**AQ-3:** All trucks that are to haul excavated or graded material on site will comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2), and (e)(4), as amended, regarding the prevention of such material spilling onto public streets and roads.

**AQ-4:** The contractor will adhere to Caltrans Standard Specifications for Construction (Section 14.9 02).



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### **Biological Resources**

#### **Natural Environmental Study (Minimal Impacts)**

The Natural Environmental Study (Minimal Impacts) was approved by Caltrans on November 6, 2025. No state-listed species were observed or are expected to be affected by the Project, and no take is anticipated; therefore, a CESA ITP is not required. The Project Site lies outside NOAA Fisheries' jurisdiction and contains no Essential Fish Habitat. No federally jurisdictional wetlands or Waters of the United States (WOTUS) were identified within the biological study area. Standard BMPs will be implemented to prevent the spread of invasive species and protect nearby water features (see BIO-1-6, 9-12). Pre-construction nesting bird surveys will be conducted in compliance with the MBTA, California Fish and Game Code, and MSHCP guidelines (see BIO 7, 8, and 13).

#### **Determination of Biologically Equivalent or Superior Preservation Analysis**

Caltrans concurred with the Determination of Biologically Equivalent or Superior Preservation Analysis on November 7, 2025. No special status wildlife species were observed within the Project Site during the field survey events in 2024. The study area includes no United States Fish and Wildlife Service (USFWS)-designated critical habitat for plants, or wildlife. Additionally, no Burrowing Owl (*Athene cunicularia*), or their characteristic sign were detected within the Project Site, and no special status plant species were observed within the Project Site during the field surveys in 2024.

The Project site supports five drainage features that have been determined to be Waters of the State (WOTS) and MSHCP Section 6.1.2 Riparian/Riverine Resources. As such, the Project will result in 0.0349-acre of permanent loss, and 0.0453-acre of temporary disturbance associated with riverine resources. Compensatory mitigation will be required (see BIO-14).

### **Avoidance, Minimization and Mitigation**

**BIO-1:** Standard erosion control measures will be used to prevent sedimentation into adjacent areas. Post-construction site stabilization will include non-invasive erosion control seed mixes to prevent further spread of non-native species.

**BIO-2:** The Project will avoid direct impacts to California Buckwheat Scrub habitat. Construction fencing and signage will be installed to ensure that equipment and personnel do not enter these areas.

**BIO-3:** Construction activities will be confined to designated work areas to prevent unnecessary disturbance to adjacent habitats. Erosion control measures will be used to reduce soil loss and sedimentation.

**BIO-4:** Equipment and vehicles will be inspected and cleaned before entering and leaving the Project Site to prevent the spread of non-native invasive species.



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Revegetation efforts using native species will be considered for areas subject to temporary impacts.

**BIO-5:** Construction personnel will receive training regarding the importance of protecting native vegetation and avoiding unnecessary disturbance to adjacent areas.

**BIO-6:** A qualified botanist will conduct a final pre-construction survey 7 days prior to ground-disturbing activities to verify the absence of special-status plants. If any special-status species are detected at that time, avoidance measures such as temporary protective fencing will be implemented.

**BIO-7:** A qualified biologist will conduct pre-construction clearance surveys within 14 - 30 days and one survey 24 hours prior to ground disturbance to confirm that no BUOWs have colonized the Project Site. If an active BUOW burrow is found, consultation with CDFW will be required, and avoidance buffers will be implemented.

**BIO-8:** If BUOW or an active burrow is detected, a 50-meter (164-foot) no-disturbance buffer will be established.

**BIO-9:** Construction activities will be limited to designated work areas to minimize habitat disturbance. Dust control measures will be used to prevent habitat degradation in adjacent areas.

**BIO-10:** A qualified biologist will monitor construction activities to ensure compliance with avoidance measures and prevent unintentional impacts to wildlife.

**BIO-11:** Construction personnel will receive environmental awareness training regarding migratory and nesting bird protections. Vegetation removal and ground-disturbing activities will be conducted outside of the nesting season when practical.

**BIO-12:** A qualified biologist will be on-site during initial ground-disturbing activities to ensure compliance with nesting bird protection measures. Weekly monitoring reports will be prepared and submitted to Lead Federal Agency (i.e., Caltrans) if any avoidance measures are triggered.

**BIO-13:** If construction occurs during the breeding season for nesting birds (February 1 – September 30), a qualified biologist will conduct a nesting bird survey within 3 days prior to ground disturbance. The survey will cover all suitable nesting habitats within the Project Site and a 500-foot buffer.

If an active nest is detected, the following avoidance measures will be implemented:

1. Default buffer distances:



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- 100 feet - non-passerines
  - 300 feet – passerines and
  - 500 feet - raptors and Federal- and State-listed species.
2. If a smaller buffer is required due to site conditions, a Nesting Bird Management Plan will be developed to determine appropriate protection measures.

Work within the buffer will be postponed until the nest is deemed inactive or fledglings have left the area

**BIO-14:** To compensate for 0.0349 acres of permanent loss and 0.0453 acres of temporary disturbance associated WOTS, the Project shall purchase 0.16 acres (2:1 ratio) of either creation, re-establishment, or rehabilitation credits at the Riverpark Mitigation Bank. Should Riverpark Mitigation Bank become unavailable in the future, an alternative mitigation strategy, shall be reviewed and approved prior to issuance of a grading permit.

It is presumed that these credits biological functions are superior to the existing baseline conditions. As the proposed mitigation would be at least equivalent, if not superior, to avoidance of the resources, as the features to be impacted are only involved in managing stormwater within the urban infrastructure of the City of Beaumont, but are not comparable to natural riparian or riverine resources in terms of biological functions and values.

### **Cultural Resources**

#### **Historic Property Survey Report**

Caltrans approved the Historic Property Survey Report on October 13, 2025. The APE encompasses approximately 18.6 acres, mostly within the existing rights-of-way of the various transportation facilities involved. No buildings of historical origin are located adjacent to the site of the proposed underpass. While much of the Area of Potential Effects (APE) north of I-10 is lined by existing buildings, some of them evidently historical in age, no permanent alteration of the landscape is anticipated in that area as a result of this undertaking. Therefore, no additional APE beyond the project footprint is required for visual, atmospheric, or non-physical effects.

Caltrans, pursuant to Section 106 PA Stipulation IX.A has determined a finding of No Historic Properties Affected is appropriate for this project as there are no historic properties within the APE.

#### **Archaeological Survey Report**

Caltrans approved the Archaeological Survey Report on October 13, 2025. The results of research indicate that the only features of prehistoric or historical origin within or partially within the Area of Potential Effects (APE) are the various transportation facilities involved in the undertaking, including the UPRR, Pennsylvania Avenue, Sixth Street, and Massachusetts Avenue. Among these, the UPRR and Sixth Street were previously



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recorded into the California Historical Resources Inventory and designated Sites 33-009498 (CA-RIV-6381H) and 33-028614, respectively.

While it is known to have played an important role in the early growth of the southern California region, a full evaluation of the Southern Pacific Railroad under the criteria for the National Register of Historic Places is beyond the scope of this study. The proposed Project would not substantially alter the current conditions, appearance, or operations of the railroad. Therefore, it is considered eligible for inclusion in the National Register for the purposes of this undertaking in accordance with Section 106 PA Stipulation VIII.C.4 (pending CSO approval).

There is no physical evidence of the historic Cocomaricopa-Bradshaw Trail along the 6.25-mile alignment of Sixth Street in Beaumont and Ramsey Street in neighboring Banning. Like the other roads of historical origin in the APE, namely Pennsylvania Avenue and Massachusetts Avenue, the current configuration and appearance of Sixth Street reflect the results of repeated upgrading and constant maintenance in the modern era, and none of the three streets exhibits any distinctively historical character. As working components of the modern transportation infrastructure, they were determined to be exempt from evaluation pursuant to Section 106 PA Stipulation VIII.C.1A and Attachment 4 (Property Type 3).

Geoarchaeological analysis suggests that the subsurface sediments in the APE are relatively low in sensitivity for potentially significant cultural remains of prehistoric origin, especially since the near surface soils, typically the most likely strata to contain archaeological deposits, have been extensively disturbed by past construction activities associated with the roadways, the railroad, and underground utilities.

### Avoidance, Minimization and Mitigation

**CUL-1:** If cultural materials are discovered during construction, all earth-moving activity in and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

**CUL-2:** In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Gabrielle Duff, DEBC: (909) 501-5142 and Julie Scrivner, DNAC: (909) 260-8265. Further provisions of PRC 5097.98 are to be followed as applicable.

### Native American Consultation

#### **Archaeological Survey Report/Correspondence with Native American Representatives**



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On September 5, 2023, a written request was sent to the State of California Native American Heritage Commission (NAHC) for a records search in the commission's Sacred Lands File (see HPSR Attachment D). In response, the NAHC states in a letter dated October 19, 2023, that the Sacred Lands File did not indicate any known Native American cultural resources in the vicinity but recommends that local Native American groups be contacted for further information. For that purpose, the NAHC provided a list of potential contacts in the region (see HPSR Attachment D). Following previously established consultation protocol between Caltrans and the local Native American groups, three Native American representatives in the region were contacted in writing on March 7, 2024, as listed below (see HPSR Attachment D):

- Bernadette Ann Brierty, Tribal Historic Preservation Officer (THPO), Morongo Band of Mission Indians;
- Alexandra McCleary, Cultural Lands Manager, Yuhaaviatam of San Manuel Nation;
- Joseph Ontiveros, THPO, Soboba Band of Luiseño Indians.

The Morongo Band and Yuhaaviatam subsequently replied in writing, while the Soboba Band provided their comments by telephone (see HPSR Attachment D). On behalf of Yuhaaviatam, Cultural Resources Technician Eunice Ambriz responded via e-mail on March 11, 2024, stating that the APE was outside Serrano ancestral territory. The tribe declined further participation in this undertaking. When reached by telephone on April 24, 2024, Mr. Ontiveros of the Soboba Band expressed concerns for this undertaking because it is located within a "tribal and cultural property." He requested further consultation with Caltrans per Section 106.

In written replies from Ms. Brierty and from Cultural Resource Specialist Laura Chatterton on March 25, 2024, the Morongo Band finds the area to be "highly sensitive for cultural resources regardless of the presence or absence of remaining surface artifacts and features." Therefore, the tribe requested further participation in the undertaking, including government-to-government consultation with the City of Beaumont and Caltrans, tribal review of all cultural resource documentation for the undertaking and other project data, and Native American monitoring of construction activities.

In response to their comments, on August 26, 2025, Caltrans notified the Morongo Band and the Soboba Band that the cultural resources documentation was available for their review. On September 17, 2025, Caltrans followed up with both tribes by sending them a link to download the documentation and requesting any further comments. To date, neither of the tribes has responded.

### *Avoidance, Minimization and Mitigation*

To date no comments have been received by the tribes that request or trigger avoidance, minimization, or mitigation specific to tribal resources.

### *Hazardous Waste*



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### Initial Site Assessment

Caltrans approved the Initial Site Assessment (ISA) on September 25, 2024. The ISA was conducted in conformance with the scope and limitations of ASTM E1527-21 and the Caltrans PDPM Guidelines for ISA (Caltrans, 2006) and SER (Caltrans, 2021), for the proposed Pennsylvania Avenue Grade Separation Project located in the city of Beaumont, California.

This assessment has revealed no evidence of RECs in connection with the Site except for the following:

- Portions of the Site are directly adjacent or underlying the Union Pacific Railroad Tracks, therefore there exists the potential for historical near surface soil impacts from heavy metals, petroleum hydrocarbons, and polynuclear aromatic hydrocarbons (PAHs) related to the rail operations within the railroad right-of-way.
- The Site has been occupied by Pennsylvania Avenue (since before 1938) and I-10 was constructed in the 1960s, including an overpass over Pennsylvania Avenue and an on-ramp and off-ramp. The portion of Pennsylvania Avenue between the eastbound on-ramp and East 6th Street appears likely to have been heavily travelled and there is the potential for historical near surface soil impacts from ADL in the unpaved areas of the Project adjacent to Pennsylvania Avenue.

In general, observations should be made during future property development for areas of possible contamination such as, but not limited to, the presence of underground facilities, railroads, buried debris, waste drums, and tanks, stained soil or odorous soils. Should such materials be encountered, further investigation and analysis may be necessary at that time. Additional recommendations are included in the ECR.

### Initial Site Assessment Addendum

Caltrans concurred with the Initial Site Assessment Addendum on November 5, 2025. The ISA Addendum was performed in conformance with the scope and limitations of the Caltrans ISA Guidance Document. Based upon the findings of the ISA Addendum, Group Delta presents the following conclusions:

- The results of the online database review (i.e., DTSC EnviroStor and SWRCB GeoTracker) remain consistent with the approved 2024 ISA and no additional potential RECs were identified. The results of the database search conducted by EDR Inc. were generally consistent with the approved 2024 ISA with the exception of two EDR database listings that were not explicitly addressed in the approved 2024 ISA. Based on the lack of reported violations or releases, current case-closed/NFA status, and/or soil-only media impacted, the additional two listings are not considered RECs to the Project.
- No significant changes in environmental case listings were identified for properties within the Project footprint and in the Project footprint's vicinity.

### Avoidance, Minimization and Mitigation



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**HAZ-1:** Subsurface soil sampling for contaminants of concern will occur within the proposed earthwork areas in portions of the site directly adjacent or underlying the UPRR tracks and the portion of Pennsylvania Avenue between the eastbound on-ramp and East 6th Street.

**HAZ-2:** An asbestos survey will be conducted on the I-10 Overpass Bridge prior to demolition or modification.

**HAZ-3:** Sampling and analysis of yellow striping will be performed in accordance with Construction Program Procedure Bulletin 99-2 and the Caltrans Standard Specifications and the corresponding Standard Special Provisions.

**HAZ-4:** An Aerially Deposited Lead (ADL) Site Investigation will be conducted for the project footprint and preliminary site investigation of the railroad ROW that will be impacted.

### Paleontology

#### **Combined Paleontological Identification Report and Paleontological Evaluation Report**

Caltrans approved the Combined Paleontological Identification Report and Paleontological Evaluation Report on June 16, 2025. No paleontological localities are known to be present within or in the immediate vicinity of the APE. However, the relatively undisturbed Pleistocene-age alluvial soils present at depth subsurface in the APE are considered to be sensitive for potentially significant, nonrenewable paleontological resources.

Based on these findings, Based on the sensitivity assessment outlined above, CRM TECH recommends to the City of Beaumont and Caltrans a conclusion that the proposed project may impact paleontological resources potentially present in subsurface sediments. Therefore, CRM TECH further recommends that a paleontological Mitigation Plan (PMP) be prepared for the project during final design by a qualified paleontologist. As the primary component of the PMP, all earthmoving operations reaching beyond the disturbed surface and near-surface soils, generally five to six feet in depth within the existing roadbed and along the UPRR, be monitored for paleontological resources. Under this condition, the project may be cleared to proceed in compliance with CEQA and NEPA provisions on paleontological resources.

### Avoidance, Minimization and Mitigation

**PAL-1:** All earth-moving operations reaching beyond the disturbed surface soils, generally five to six feet in depth within the existing roadbed and along the UPRR, will be monitored by a qualified paleontological monitor. The monitor will be prepared to quickly salvage fossils as they are unearthed to avoid construction delays and will collect samples of sediments that are likely to contain fossil remains of small vertebrates or invertebrates. The monitor must have the power to



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temporarily halt or divert grading equipment to allow for the removal of abundant or large specimens.

**PAL-2:** Collected samples of sediment will be processed to recover small fossils, and all recovered specimens will be identified and curated at a repository with permanent retrievable storage.

**PAL-3:** A report of findings, including an itemized inventory of recovered specimens, will be prepared upon completion of the procedures outlined above. The report should include a discussion of the significance of the paleontological findings, if any. The report and the inventory, when submitted to the City of Beaumont and Caltrans, will signify completion of the statutory compliance process regarding paleontological resources.

### **Visual Impacts**

#### **Questionnaire to Determine Visual Impact Assessment Level**

Caltrans concurred with the Visual Impact Assessment Questionnaire on June 30, 2025. No visual resources related to regulatory requirements. No or negligible visual changes to the environment are proposed. None or minimal public concern has been identified. This Questionnaire with rationale for selected responses to questions in the available spaces after each question along with a statement of no visual resource impact is appropriate and provides a sufficient rationale why a technical study is not required.

#### **Avoidance, Minimization and Mitigation**

There will be no visual impact. No avoidance, minimization, or mitigation measures are required.

#### **Noise Study**

Per Caltrans' email received on September 02, 2025, the Project, as currently designed, has been reviewed and does not meet the criteria for a Type I project as defined in 23 Code of Federal Regulations (CFR) 772 and the Caltrans *Traffic Noise Analysis Protocol* (TNAP). Therefore, a Noise Study was not required.

#### **Avoidance, Minimization and Mitigation**

N/A

**ATTACHMENT C**  
**Approved Environmental Document**  
**c. Letter of Applicability (Location B)**

# Memorandum

<b>To:</b>	Dustin Christensen, P.E., Principal Engineer City of Beaumont, California
<b>From:</b>	Brian Calvet, ICF
<b>Date:</b>	October 14, 2025
<b>Re:</b>	California Environmental Quality Act Categorical Exemption Letter of Applicability for the City of Beaumont Civic Center Park and Ride Electric Vehicle Chargers Project

## INTRODUCTION AND PROJECT DESCRIPTION

The City of Beaumont (City) is proposing to install eight Level 3 direct current (DC) electric vehicle (EV) fast chargers rated at 150 kilowatts (kW) within the existing City of Beaumont Civic Center park and ride lot, which is located at the northeast quadrant of the East 6<sup>th</sup> Street and Orange Avenue intersection (Project). There are currently three (EV) chargers and an associated transformer located within the existing Civic Center park and ride lot, just south of the park and ride lot driveway along the Orange Avenue side of the park and ride lot. The eight additional EV chargers would be installed immediately south of the three existing EV chargers, along the Orange Street side of the park and ride lot. In addition, the existing transformer would be upsized to accommodate the additional EV chargers along with new conduit to connect the transformer to the existing and new EV chargers. Excavation for construction of the EV charger foundations and installation of the conduit would extend to a maximum depth of three feet below existing ground. The EV chargers and associated construction activities would be constructed within the existing paved park and ride lot, though two ornamental shrubs that are present may be modified, replaced, or removed. The Project limits of disturbance covers approximately 0.5 acre.

## CALIFORNIA ENVIRONMENTAL QUALITY ACT

Section 21084(a) of the California Public Resources Code (PRC) requires the California Environmental Quality Act (CEQA) Guidelines to include a list of classes of projects that would not have a significant effect on the environment and, therefore, would be exempt from the provisions of CEQA. Article 19 of the State CEQA Guidelines identifies 33 classes of projects that ordinarily do not have a significant impact on the environment and therefore could be categorically exempted from CEQA.

The Project falls under Class 32, *In-Fill Development Projects*. Pursuant to Section 15332 of the State CEQA Guidelines, Class 32 consists of projects characterized as in-fill development meeting the conditions described below.

- a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

- b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- c) The project site has no value as habitat for endangered, rare or threatened species.
- d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- e) The site can be adequately served by all required utilities and public services.

Because the Project would be consistent with the City's general plan and zoning designations and the City's general plan policies; would occur within the City limits and would cover less than five acres; is located in an area that has no value as habitat for endangered, rare, or threatened species; would not have significant impacts on traffic, noise, air quality, or water quality; and can be served by required utilities, it would be consistent with the requirements of Section 15332 of the State CEQA Guidelines. The Environmental Assessment section of this Memorandum provides additional detail supporting the above determinations.

### **Exceptions to Categorical Exemptions**

State CEQA Guidelines Section 15300.2 identifies the following six exceptions for categorical exemptions.

- **Location.** A project that is ordinarily insignificant in its impact on the environment may, in a particularly sensitive environment, be significant. Therefore, these classes are considered to apply in all instances, except where the project may affect an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
- **Cumulative Impact.** All exemptions are inapplicable when the cumulative impact of successive projects of the same type in the same place over time is significant.
- **Significant Effect.** A categorical exemption shall not be used for an activity when there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
- **Scenic Highways.** A categorical exemption shall not be used for a project that may result in damage to scenic resources, including, but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements that are required as mitigation by an adopted negative declaration or certified environmental impact report.
- **Hazardous Waste Sites.** A categorical exemption shall not be used for a project on a site that is included on a list compiled pursuant to Section 65962.5 of the Government Code.
- **Historical Resources.** A categorical exemption shall not be used for a project that may cause a substantial adverse change in the significance of a historical resource.

None of the above conditions exist for the Project.

The State CEQA Guidelines do not require the use of the CEQA Environmental Checklist when preparing a categorical exemption; however, it is important to consider whether a project has the potential to result in environmental impacts and document that the lead agency is not exceeding its

discretionary authority by preparing a categorical exemption. The following sections address the information relevant to the Class 32 exemption and the CEQA categorical exemption exceptions.

## ENVIRONMENTAL ANALYSIS

The evaluation of the Project is based on the environmental resource areas identified in the Initial Study Environmental Checklist (Appendix G of the State CEQA Guidelines). Impacts related to the environmental resources are discussed in the sections below.

CEQA Topic	Evaluation
Aesthetics	<p>Project improvements would be within existing City property and is located in a highly developed urban setting. The Project site is not in a scenic vista or a scenic view corridor and would not be seen from scenic vistas or view corridors. In addition, there are no eligible or officially designated State Scenic Highways on or near the Project site (California Department of Transportation 2025). Although the Project may remove two ornamental shrubs, these are minor and are not considered an important visual feature of the project area. No nighttime construction is proposed so night lighting is not expected to be needed during construction. The Project is not expected to have an impact on visual and aesthetic resources under CEQA.</p>
Agriculture and Forestry Resources	<p>The Project is located in a fully developed, urban area and no agricultural or forestry resources are located within or adjacent to the Project site. It is expected that the Project would have no impact on agriculture and forestry resources under CEQA.</p>
Air Quality	<p>Project construction activities are expected to generate minimal short-term emissions of criteria air pollutants and precursors; these would not be expected to affect regional or local air quality. Infrastructure improvements would include installation of eight new EV chargers, replacement of an existing transformer, and conduit for connecting the EV chargers to the transformer. There is no potential for this level of activity to generate substantial construction emissions, which typically occur during intense construction activities with multiple pieces of large heavy-duty equipment (e.g., graders) and hundreds of diesel truck trips per day. As such, emissions generated by construction of the Project are not anticipated to exceed the South Coast Air Quality Management District’s (SCAQMD’s) regional or local air quality thresholds.</p> <p>Consistent with current regulations, the contractor shall comply with SCAQMD Regulation IV Rule 401 (Visible Emissions) and Rule 403 (Fugitive Dust), and City Code of Ordinances sections 17.04.050 and 17.04.060.. In addition, all construction equipment and vehicles would be maintained and operated within the manufacturer’s specifications to limit unnecessary emissions during use.</p> <p>With installation of EV charges, the Project is expected to result in an overall improvement in air quality from an operational standpoint as it is expected to facilitate electric vehicle usage.</p> <p>The Project is expected to have a less than significant impact on air quality under CEQA.</p>
Biological Resources	<p>The Project site is completely developed and in a highly urbanized setting surrounded by government, commercial, and residential developments/uses. It consists of hardscape and is devoid of any native vegetation or exposed soil, except for the small areas associated with the two ornamental shrubs that are present. The Project would have no effect on native vegetation, including any riparian habitat, wetlands, or other sensitive natural communities, because none are present. The Project limits do not provide suitable habitat for any federally- or state-listed candidate or special-status species. There are no wildlife movement corridors or linkages within the Project site, and the Project would not impede the use of any native wildlife nursery sites.</p>

CEQA Topic	Evaluation
	<p>The Project lies within the boundaries of the Western Riverside Multiple Species Habitat Conservation Plan (WRMSHCP) area but is not within a cell, public/quasi-public (PQP) lands, or any designated survey areas. There are also no aquatic resources present. Therefore, the Project is consistent with the WRMSHP and no Joint Project Review or Wildlife Agency review is required.</p> <p>As there are some trees within close proximity to the Project on the west side of Orange Avenue, preconstruction nesting bird surveys, which are required for any project where construction would occur in close proximity to potential nesting sites, shall be conducted as stated below.</p> <ul style="list-style-type: none"> <li> <b>Standard Measure BIO-1:</b> If grading/construction is to occur during the breeding season for passerine birds (i.e., February 1–September 1) or raptors (i.e., January 1–September 1), a qualified biologist shall conduct a preconstruction nesting bird survey no more than 72 hours prior to vegetation clearing or ground-disturbance activities to identify the locations of avian nests. Should nests be found, an appropriate buffer will be established by the designated biologist around each nest site. To the extent feasible, no construction activities will take place within this buffer until the nest is no longer active. In the event that grading/construction must occur within the buffer areas, the designated biologist will ensure grading/construction activities do not disturb or disrupt nesting activities. If the designated biologist determines that grading/construction activities are disturbing or disrupting nesting activities, then they will notify City and/or the site superintendent. Subsequent nesting bird surveys will be conducted during the breeding bird season if there is a lapse in grading/construction activities longer than 7 days.         </li> </ul> <p>Based on the above discussion the Project is expected to have a less than significant impact on biological resources under CEQA.</p>
<p>Cultural Resources</p>	<p>The Project is located in an area that has been previously disturbed by construction activities, including the construction of the Civic Center park and ride lot where the EV chargers would be installed. No cultural resources that are eligible for listing on the National Register of Historic Places or California Register of Historical Resources are known to occur within the Project’s expected limits of disturbance. As identified in the City’s General Plan Program Environmental Impact Report (PEIR), there is a section of the City that exemplifies an old-town character and contains several buildings of historic interest, This area is along 6<sup>th</sup> Street and extends to the west from Orange Avenue to Veile Avenue, and between 5<sup>th</sup> and 8<sup>th</sup> Streets. Therefore, the Project , which is located to the east of Orange Avenue would be located outside of the identified limits. The current City Hall (Old High School) building, located at 550 East 6<sup>th</sup> Street on the west side of Orange Avenue, and across the street from where the Project would be constructed, is considered to be a building of historic interest by the City. However, all Project work would occur within the existing Civic Center park and ride lot on the east side of Orange Avenue and outside of the City Hall property.</p> <p>As noted, the Project improvements are located in a highly urbanized environment, with the natural ground surface covered by development, paving, hardscape, or ornamental shrubs. The potential to encounter buried cultural resources is low, given the size of the Project and based on the project location sitting on dissected alluvium, which is not highly sensitive for buried archaeological resources.</p> <p>Based on the above information, impacts on cultural resources are not anticipated under CEQA.</p> <p>In the unlikely event that cultural resources or human remains are unearthed during construction the following standard measures CUL-1 or CUL-2, respectively, shall be</p>

CEQA Topic	Evaluation
	<p>implemented.</p> <ul style="list-style-type: none"> <li>• <b>Standard Measure CUL-1:</b> If cultural materials are discovered during construction, all earthmoving activity within 60 feet of the discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.</li> <li>• <b>Standard Measure CUL-2:</b> If any human remains are encountered during ground-disturbing activities, all work will cease and the county coroner will be contacted, per the California PRC. Should the remains be identified as Native American, the Native American Heritage Commission will be contacted to provide a Most Likely Descendant with whom the City will work to determine appropriate actions.</li> </ul>
Energy	<p>The Project would require the use of nonrenewable energy resources in the form of fossil fuels used to operate equipment and fuel vehicle trips during construction. Diesel and gasoline fuels would be consumed during the Project’s construction activities. Energy expenditures during construction would be temporary, lasting for approximately six months. The Project would not have any fuel consumption once construction is complete. Furthermore, all construction equipment would comply with state and federal regulations that reduce fuel consumption, such as limiting idling to no more than 5 minutes (13 California Code of Regulations Section 2485) and the Safer Affordable Fuel-Efficient rule (EPA 2021). Therefore, energy consumed during Project construction would be minimal and impacts are expected to be less than significant. Additionally, construction of the Project would not result in the wasteful, inefficient, or unnecessary use of energy and would not conflict with any state or local energy plans.</p> <p>As the new EV chargers are expected to facilitate electric vehicle usage, the projected reduction in fuel consumption associated with the installation of EV charges is expected to offset the long-term increase in electricity demand. The Project is expected to result in an overall reduction in energy use from an operational standpoint. Operational impacts are expected to be less than significant with regard to energy under CEQA.</p>
Geology and Soils	<p>The Project is located in Southern California, which is susceptible to seismic related ground failure, including liquefaction, lateral spreading, and seismically induced settlement. According to the California Department of Conservation (2025a), the Project does not lie within a liquefaction zone, landslide zone, or earthquake fault zone. Ground disturbance would extend to a maximum depth of approximately three feet below the existing ground surface level; the Project would not exacerbate existing geologic conditions as they pertain to seismically related ground failure. The Project is expected to have a less than significant impact related to geology and soils under CEQA.</p>
Greenhouse Gases (GHGs)	<p><u>Short-term Construction</u></p> <p>Project construction would include installation of eight new EV chargers, replacement of an existing transformer, and conduit for connecting the EV chargers to the transformer. Minimal equipment would operate intermittently to construct the Project improvements. There is no potential for this level of short-term activity to generate substantial GHG emissions, especially considering that construction-related emissions would be negligible when amortized over a 30-year operational lifetime and assessed in conjunction with long-term operational emissions in accordance with South Coast Air Quality Management District (SCAQMD) guidance. Construction of the Project is expected to result in a less than significant impact related to the magnitude of GHG emissions generated.</p> <p>Additionally, GHG emissions would be minimized through compliance with the California Air Resources Board (CARB) regulations, as required for public agency construction projects in California. The CARB regulations include requirements for off-road construction equipment to meet Tier 4 off-road emission standards where feasible or be outfitted with best available control technology devices certified by CARB; for</p>

CEQA Topic	Evaluation
	<p>limiting of diesel-fueled equipment and vehicle to no more than 5 minutes in any one location; and for the utilization of grid-based electric power at any construction site where feasible.</p> <p><u>Long-term Operation</u></p> <p>As the EV chargers are expected to facilitate electric vehicle usage, the projected reduction in fuel consumption associated with the installation of EV charges is expected to offset the project’s long-term increase in electricity demand. The Project is expected to result in an overall reduction in GHG emissions from an operational standpoint. The Project is expected to result in a less than significant impact related to GHG emissions associated with operational activities.</p> <p><u>GHG Plan Consistency</u></p> <p>At the state level, the primary transportation-related plans and regulations that address GHG emissions include Senate Bill (SB) 375, SB 32, and the 2022 Scoping Plan Update (CARB 2022), which is the latest iteration of the Climate Change Scoping Plan to implement Assembly Bill (AB) 32. The primary regional GHG emissions reduction plan is contained within the SCAG 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).</p> <p>The CARB 2022 Scoping Plan Update provides a blueprint for the state to reduce GHG emissions in order to meet the goals set under SB 32 of achieving a 40-percent reduction in GHG emissions from 1990 levels by 2030 and achieving carbon neutrality by 2045. Implementing the 2022 Scoping Plan also puts California on a trajectory to exceed the 80-percent reduction from 1990 levels by 2050 in accordance with California Executive Order S-3-05. CARB acknowledges that while most of the GHG reductions from the transportation sector will come from technologies and low-carbon fuels, VMT reductions are necessary to achieve the 2030 emissions target and must be part of any transportation strategy considered, and the state is currently not on track to reduce VMT by the metrics outlined in the previous 2017 plan. The 2022 Scoping Plan Update identifies that slower growth in VMT from more efficient land use development and passenger vehicle trip displacement would promote achievement of the state’s climate goals. The CARB 2020 Mobile Source Strategy and the 2022 Scoping Plan Update identified that a 15-percent reduction in statewide light-duty automobile VMT relative to business as usual is required to achieve the 2050 GHG emissions goals.</p> <p>Implementation of the Project would indirectly contribute to the statewide and regional efforts to reduce light-duty automobile VMT. With installation of EV charges, the Project is expected to result in an overall improvement in GHG emissions from an operational standpoint as it is expected to facilitate electric vehicle usage. The Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) highlights improved accessibility and mobility as one of its goals, with light-duty vehicle miles travelled (VMT) reductions being the crux of the SCS document’s purpose. Therefore, the Project is expected to result in a less than significant impact related to conflicts with GHG-reduction plans, policies, or regulations.</p>
<p>Hazards and Hazardous Materials</p>	<p>Project construction is expected to involve the routine transport, use, and disposal of hazardous materials that may include fuel, solvents, paints, and oils. Although fuel, solvents, paints, and oils would likely be transported, used, and disposed of during construction, these materials would be handled on only a temporary basis.</p> <p>Furthermore, such materials are commonly used in construction projects. This would not represent the use of acutely hazardous materials. During Project operations, hazardous materials that are commonly used in maintenance (e.g., paints, solvents, cleaning agents, fuel, oils) would potentially be transported to, and used, on-site. The transport, use, and disposal of hazardous materials would be required to comply with</p>

CEQA Topic	Evaluation
	<p>applicable regulations such as, but not limited to, the Resource Conservation and Recovery Act and the local Certified Unified Program Agency regulations. Furthermore, the Project shall comply with City Code of Ordinances section 17.04.040.</p> <p>An environmental database review was conducted through the State Water Resources Control Board's GeoTracker and the Department of Toxic Substances Control's EnviroStor websites. Within a 0.5 mile radius of the Project location, no sites with open cases/incidences were identified in the GeoTracker or EnviroStor databases.</p> <p>One school, Palm Innovation Academy (751 Palm Avenue), is located within a 0.25 mile radius of the Project site, however, due to the nature of the Project, large amounts of hazardous materials would not be handled, stored, or disposed of and it is not expected that substantial hazardous materials emissions or releases into the environment would occur. Long-term hazardous materials use would be primarily related to routine maintenance activities and, thus, would be limited. Any spills, should they occur, would be expected to be small, localized, and cleaned up after they occur in compliance with applicable regulations, requirements, and standards.</p> <p>The Project is not within two miles of any airport (the closest airport is Banning Municipal Airport, which is approximately 6.5 miles east of the Project). In addition, because the Project would occur within the footprint of the existing Civic Center park and ride lot, no local adopted emergency response plan or emergency evacuation plan would be affected during implementation. Finally, the Project site is in a highly urbanized area and surrounded by built structures and paved surfaces; it is not within (or immediately adjacent to) any wildlands. Thus, wildland fires are not expected to be a concern.</p> <p>The Project is expected to have a less than significant impact related to hazards and hazardous materials under CEQA.</p>
<p>Hydrology and Water Quality</p>	<p>The Project is in a highly urbanized area surrounded by built structures, paved surfaces, and landscaping. The Project is not expected to disturb or alter any surface or groundwater resources, nor is it expected to create connections to any bodies of water or increase the amount of surface runoff that would result during flooding. Based on a review of the Federal Emergency Management Agency's (FEMA's) Flood Insurance Rate Map (FIRM), the Project is located on FIRM Panel 06065C0811G dated August 28, 2008.. The Project is identified as being in unshaded Zone X, which is an area located outside of the 1-percent annual chance (100-year) and 0.2 percent annual chance (500-year) floodplains. It is expected that construction and operation of the Project would have no impact on hydrology under CEQA.</p> <p>The Project has the potential to result in temporary impacts on water quality during construction, such as excavation or other earthmoving activities, and cause an increase in soil erosion, sediments, and other pollutants from being transported by storm runoff into receiving waters. However, the Project would be required to comply with the appropriate provisions of the City's municipal separate storm sewer system (MS4) (Order Number R8-2010-0033 and National Pollutant Discharge Elimination System [NPDES] CAS 618033) permit and City Code of Ordinances Chapter 13.24.</p> <p>Following the completion of construction, stormwater runoff volumes, as well as groundwater volumes and recharge rates, are expected to be similar to those under existing conditions as the Project would not add additional impervious areas, except potentially where the two existing shrubs are located, which would be a minimal addition of impervious area should these areas be paved. The Project is expected to have a less than significant impact related to water quality under CEQA.</p>

CEQA Topic	Evaluation
Land Use and Planning	<p>The Project would not alter any land uses or expand such uses beyond what currently exists. The Project would not require full or partial right of way acquisitions and would not physically divide an established community. The improvements associated with the Project would not change or conflict with land use plans, policies, or regulations. The City's land use designation for the Project site is Downtown Mixed Use and the property is zoned as Downtown Mixed Use, which includes Recharging Stations as one of the allowable uses. Furthermore, <i>Goal 4.8: Support and proactively plan for changes in mobility technologies</i> in the City's General Plan includes implementation measure M29, which addresses updating the City's zoning code to include, among other items, increasing the number of electric vehicle charging stations in parking areas. Therefore, the Project would have no land use and planning impacts under CEQA.</p>
Mineral Resources	<p>The Project lies within a developed urban area that is not designated by the California Department of Conservation Geologic Energy Management Division as a Mineral Resource Zone where significant mineral deposits are known to be present; however, it is located in a large area noted as containing Portland Cement Concrete-Grade Aggregate. As noted in the City's General Plan aggregate resources could be present along watercourses or drainage ways within the City, however, no such resources existing within or adjacent to the Project site. Based on the highly developed nature of the Project site it is not expected that there would be a loss or extraction of known mineral resources. Therefore, it is expected that the Project would have no mineral resources impacts under CEQA.</p>
Noise and Vibration	<p>Project construction activities are expected to temporarily increase noise levels due to the use of construction equipment to construct various Project features, including the EV chargers and transformer. Noise-generating construction activities may include, but would not be limited to, pavement breaking; concrete sawing; the digging or boring of foundations or trenches; and the use of trucks and other construction equipment. A desktop review indicates that the closest noise-sensitive receptors are residences (single- and multi-family) on Maple Avenue, immediately east of the existing Civic Center park and ride lot.</p> <p>As identified in City Code of Ordinances section 9.02.110(F)(2), construction activities are not permitted from 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. However, per City Code of Ordinances section 9.02.100, the Project would be exempt from the noted noise restriction since it is a Capital Improvement Project. Regardless, the City is committed to operating within the hour limitations identified in City Code of Ordinances section 9.02.110(F)(2).</p> <p>The City does not have any quantitative noise limits for daytime construction. The Federal Transit Administration's (FTA's) Transit Noise and Vibration Impact Assessment Manual (FTA 2018) provides construction noise criteria, specifying an 8-hour equivalent sound level (Leq) of 80 A-weighted decibels (dBA) during daytime. Although this criteria does not apply statutorily to the Project, it provides an established basis for reviewing daytime construction noise. Based on the types of equipment that are expected to be used during construction, the expected duration of equipment use, the expected typical duty cycle (amount of time a piece of equipment is operating at full power), and the distance of the closest noise sensitive receptor to the anticipated limits of construction (approximately 150 feet), it is not expected that noise levels during construction would approach or exceed 80 dBA Leq.</p> <p>Construction equipment is expected to generate some ground-borne vibration. FTA provides a vibration threshold of 0.2 inch per second (in/s), peak particle velocity (PPV), for potential damage to non-engineered timber or masonry structures (FTA 2018). The Project is not expected to use high-intensity sources of vibration such as pile</p>

CEQA Topic	Evaluation
	<p>drivers or require blasting. However, conventional construction equipment (e.g., vibratory roller, hoe ram, large bulldozer, caisson drill rig) generally produces a PPV of 0.089 to 0.21 in/s at a distance of 25 feet (FTA 2018). Vibration levels from conventional construction equipment would attenuate to a PPV of 0.2 in/s or less at distances of approximately 15 to 26 feet. Therefore, conventional vibration equipment is unlikely to cause damage to neighboring structures as they are approximately 150 feet or more from the anticipated limits of construction and well beyond the 15 to 26 feet noted previously.</p> <p>Project operation is not expected to create any new sources of noise ground-borne vibration.</p> <p>The Project is expected to have a less than significant impact on noise and vibration under CEQA.</p>
Population and Housing	<p>The Project would not displace residences or businesses, nor would it include the construction of new housing or the expansion of any roads. The nature of the Project improvements would have no potential to result in population growth within the Project vicinity. Therefore, it is expected that the Project would have no impact on population and housing under CEQA.</p>
Public Services	<p>Access to public services—including emergency response services, schools, and parks or other public facilities in the surrounding area—would not be affected by the Project, and the Project would not generate additional demand for public services. Therefore, it is expected that the Project would have no impact on public services under CEQA.</p>
Recreation	<p>The Project would occur within the existing City Civic Center park and ride lot. The proposed improvements would not increase the use of recreational facilities, nor would they require the construction of additional recreational facilities or expansion of existing facilities. The nearest recreational resource is Stewart Park, approximately 900 feet north of the Project. However, due to the nature of the Project, construction and operational impacts on recreational resources are not anticipated. Therefore, it is expected that there would be no impact on recreational resources under CEQA.</p>
Transportation	<p>Construction is expected to require workers to commute during the short-term construction period. It is expected that equipment would be mobilized and moved to the Project site on trucks and trailers. Construction-related trips by workers, vendors, and trucks are expected to result in minor, negligible increases in vehicle trips to and from the Project site. Trucks are expected to access the Project site via Orange Avenue. Road closures are not anticipated because all work would be completed within the existing Civic Center park and ride lot. Therefore, emergency access would be maintained along 6<sup>th</sup> Street and Orange Avenue during construction. In addition, there would be no increase in hazards due to a geometric design feature. No changes to transportation during operation of the Project are expected. Construction and operational activities would follow all local ordinances and plans to maintain circulation, if necessary, and would not conflict with a program, plan, ordinance, or policy related to circulation. Therefore, it is expected that Project construction would have a less than significant impact, and project operation would have no impact, on transportation under CEQA.</p>
Tribal Cultural Resources	<p>The Project would include improvements within an existing park and ride lot. No impacts on tribal cultural resources are expected.</p>
Utilities and Service Systems	<p>The Project would not require the relocation of existing, or construction of new or expanded, water, wastewater treatment or stormwater drainage, natural gas, or telecommunications facilities. The Project upgrades would be constructed entirely within City property. The Project would not require the construction of any new utilities or service systems, but existing electrical infrastructure (transformer and conduit) would require upgrades and/or replacements to handle the power demand of the eight EV chargers. Electricity to the Project site is provided by Southern California Edison</p>

<b>CEQA Topic</b>	<b>Evaluation</b>
	(SCE). Ongoing coordination and collaboration between the City and SCE will continue throughout the design and construction phases. Therefore, construction and operation of the Project are expected to have a less than significant impact on utilities and service systems under CEQA.
Wildfire	The Project is not in or near State Responsibility Areas or lands that have been classified as Very High Fire Hazard Severity Zones in a Local Responsibility Area, according to the California Department of Forestry and Fire Protection. Therefore, it is expected that the Project would have no impacts under CEQA related to wildfire.

### **Summary**

The analysis and evaluation of the environmental resource areas identified in Appendix G of the State CEQA Guidelines, and presented above, indicates that the Project would not result in significant impacts under CEQA and meets the requirements to be categorically exempted from CEQA per State CEQA Guidelines Section 15332. No further analysis is needed.

## REFERENCES

Beaumont, City of. 2020. *Beaumont General Plan*. 2020. December 1.

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———. 2025. *Code of Ordinances*. Available: [https://library.municode.com/ca/beaumont/codes/code\\_of\\_ordinances](https://library.municode.com/ca/beaumont/codes/code_of_ordinances). Accessed: October 8 and 10, 2025.

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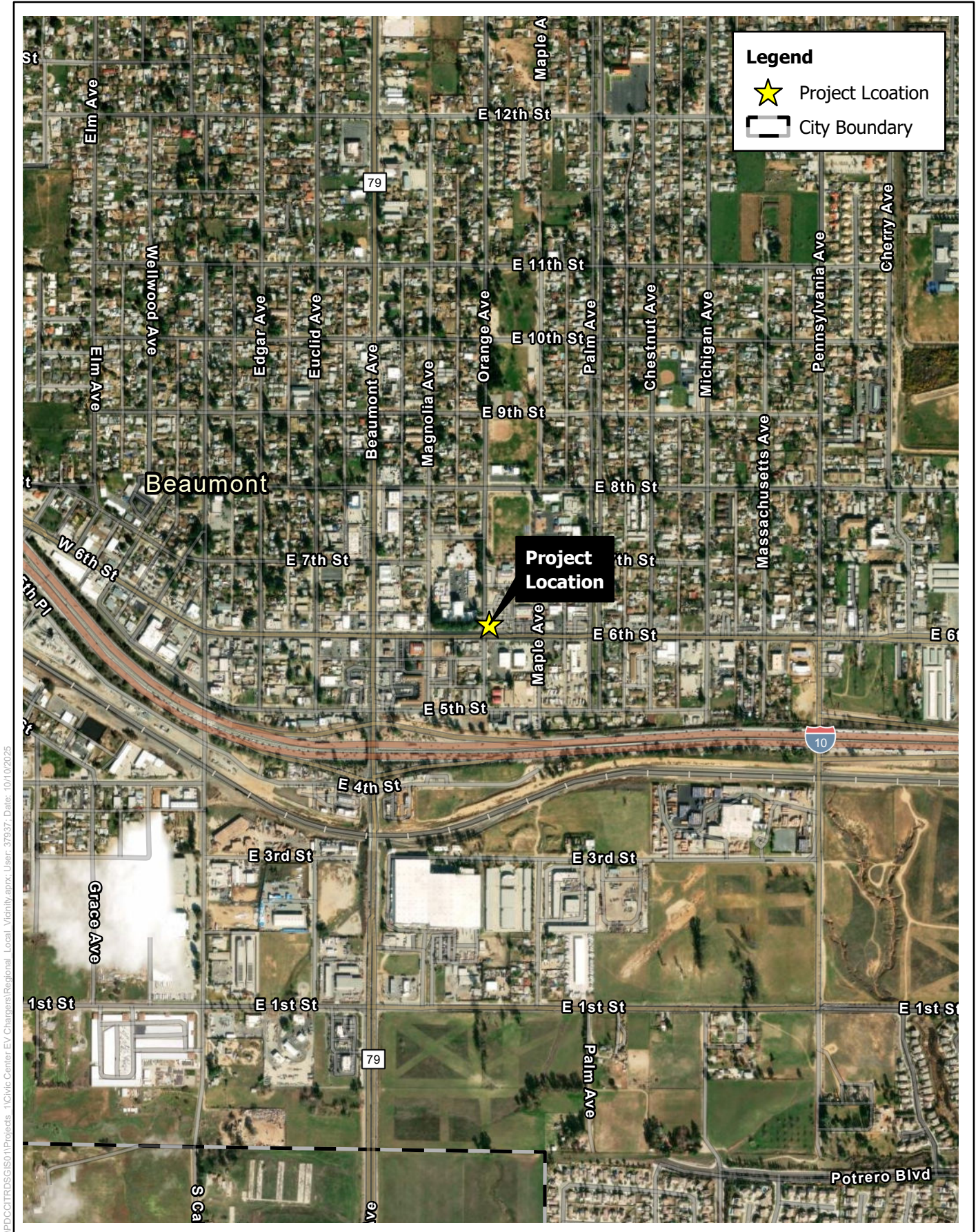
## ATTACHMENTS

### Attachment A Figures

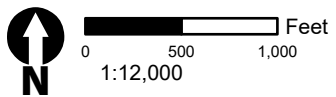
- Figure 1: Regional Vicinity
- Figure 2: Local Vicinity
- Figure 3: Project Schematic

## **ATTACHMENT A: FIGURES**





\PDC\ITRDS\GIS\1\Projects - 1\Civic Center EV Chargers\Regional\_Local\_Vicinity.aprx User: 37937 Date: 10/10/2025



**Figure 2**  
**Local Vicinity**  
**Civic Center Park and Ride Electric Vehicle Chargers Project**



Figure 3. Civic Center Park and Rde Electric Vehicle Chargers Project

**ATTACHMENT C**  
**Approved Environmental Document**  
**d. Notice of Exemption (Location B)**

# Notice of Exemption

Appendix E

To: Office of Planning and Research  
P.O. Box 3044, Room 113  
Sacramento, CA 95812-3044

County Clerk  
County of: Riverside

From: (Public Agency): City of Beaumont  
550 E. 6th Street  
Beaumont, California 92223

(Address)

Project Title: Civic Center Park and Ride Electric Vehicle Chargers Project

Project Applicant: City of Beaumont

Project Location - Specific:

City of Beaumont Civic Center parking lot, which is located in the northeast quadrant of

Project Location - City: Beaumont Project Location - County: Riverside

Description of Nature, Purpose and Beneficiaries of Project:

The project would to install eight Level 3 direct current (DC) electric vehicle (EV) fast chargers rated at 150 kilowatts (kW) within the existing City of Beaumont Civic Center park and ride. The eight EV chargers would be installed immediately south of three existing EV chargers, along the Orange Street side of the park and ride lot. In addition, the existing transformer would be upsized to accommodate the additional EV chargers along with new conduit to connect the transformer to the existing and new EV chargers.

Name of Public Agency Approving Project: City of Beaumont

Name of Person or Agency Carrying Out Project: City of Beaumont

Exempt Status: (check one):

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number: PRC 21084; 14 CCR 15300 et seq. Class 32
- Statutory Exemptions. State code number: \_\_\_\_\_

Reasons why project is exempt:

The project is considered an in-fill project as it involves the construction of EV chargers and the upgrading of an existing transformer in the City's existing Civic Center parking lot. As required under Class 32, the Project is consistent with applicable general plan designations and policies, and applicable zoning designations and regulations, and would occur within the city limits on a project site under five acres surrounded by urban uses. Furthermore, as required, the Project is fully developed and has no value as habitat for endangered, rare or threatened species, and can be adequately served by all required utilities and public services. Finally, approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

Lead Agency  
Contact Person: Robert Vestal Area Code/Telephone/Extension: (951) 572-3192

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: [Signature] Date: 11/4/25 Title: CITY ENGINEER

▪ Signed by Lead Agency      Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.  
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: \_\_\_\_\_

**ATTACHMENT C**  
**Approved Environmental Document**  
**e. Riverside County Clearing House Submittal (Location B)**



**Peter Aldana**  
**Riverside County**  
**Assessor-County Clerk-Recorder**  
2724 Gateway Drive  
Riverside, CA 92507  
(951) 486-7000  
www.rivcoacr.org

**Receipt: 25-342375**

<b>Product</b>	<b>Name</b>	<b>Extended</b>
FISH	CLERK FISH AND GAME FILINGS	\$50.00
	# Pages	1
	Document #	E-202500991
	Filing Type	7
	State Fee Prev Charged	false
	No Charge Clerk Fee	false
	F&G Notice of Exemption Fee	\$50.00
<b>Total</b>		<b>\$50.00</b>
Tender (Tyler Payments Charge)		\$50.00
Tyler Payments Item Id	SST3613S764	
Tyler Payments Confirmation Number	10181180	
Tyler Payments Id	9b41e918-65c0-41c8-a125-aa94f4c941cb	



State of California - Department of Fish and Wildlife  
**2025 ENVIRONMENTAL DOCUMENT FILING FEE**  
**CASH RECEIPT**  
 DFW 753.5a (REV. 01/01/25) Previously DFG 753.5a

RECEIPT NUMBER: <b>25-342375</b>
STATE CLEARINGHOUSE NUMBER (If applicable)

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY <b>CITY OF BEAUMONT</b>	LEAD AGENCY EMAIL <b>DCHRISTENSEN@BEAUMONTCA.GOV</b>	DATE <b>11/07/2025</b>
COUNTY/STATE AGENCY OF FILING <b>RIVERSIDE</b>		DOCUMENT NUMBER <b>E-202500991</b>

PROJECT TITLE  
**CIVIC CENTER PARK AND RIDE ELECTRIC VEHICLE CHARGERS PROJECT**

PROJECT APPLICANT NAME <b>CITY OF BEAUMONT</b>	PROJECT APPLICANT EMAIL <b>DCHRISTENSEN@BEAUMONTCA.GOV</b>	PHONE NUMBER <b>(951) 572-3192</b>
PROJECT APPLICANT ADDRESS <b>550 EAST 6TH STREET,</b>	CITY <b>BEAUMONT</b>	STATE <b>CA</b>
		ZIP CODE <b>92223</b>

PROJECT APPLICANT (Check appropriate box)

Local Public Agency    
  School District    
  Other Special District    
  State Agency    
  Private Entity

CHECK APPLICABLE FEES:

- Environmental Impact Report (EIR) \$4,123.50 \$ \_\_\_\_\_
- Mitigated/Negative Declaration (MND)(ND) \$2,968.75 \$ \_\_\_\_\_
- Certified Regulatory Program (CRP) document - payment due directly to CDFW \$1,401.75 \$ \_\_\_\_\_

- Exempt from fee
  - Notice of Exemption (attach)
  - CDFW No Effect Determination (attach)
- Fee previously paid (attach previously issued cash receipt copy)

- Water Right Application or Petition Fee (State Water Resources Control Board only) \$850.00 \$ \_\_\_\_\_
- County documentary handling fee \$ \_\_\_\_\_ **\$50.00**
- Other \$ \_\_\_\_\_

PAYMENT METHOD:

- Cash   
  Credit   
  Check   
  Other   
 TOTAL RECEIVED \$ \_\_\_\_\_ **\$50.00**

SIGNATURE <b>X <i>I Tejada</i></b>	AGENCY OF FILING PRINTED NAME AND TITLE <b>Deputy Isabel Tejada</b>
---------------------------------------	--

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

From: (Public Agency): City of Beaumont
550 E. 6th Street
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(Address)

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Project Applicant: City of Beaumont

Project Location - Specific:

City of Beaumont Civic Center parking lot, which is located in the northeast quadrant

Project Location - City: Beaumont Project Location - County: Riverside

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Name of Public Agency Approving Project: City of Beaumont

Name of Person or Agency Carrying Out Project: City of Beaumont

Exempt Status: (check one):

- Ministerial (Sec. 21080(b)(1); 15268);
Declared Emergency (Sec. 21080(b)(3); 15269(a));
Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
[X] Categorical Exemption. State type and section number: PRC 21084; 14 CCR 15300 et seq. Class 32
Statutory Exemptions. State code number:

Reasons why project is exempt:

The project is considered an in-fill project as it involves the construction of EV chargers and the upgrading of an existing transformer in the City's existing Civic Center parking lot. As required under Class 32, the Project is consistent with applicable general plan designations and policies, and applicable zoning designations and regulations, and would occur within the city limits on a project site under five acres surrounded by urban uses. Furthermore, as required, the Project is fully developed and has no value as habitat for endangered, rare or threatened species, and can be adequately served by all required utilities and public services. Finally, approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

Lead Agency
Contact Person: Robert Vestal Area Code/Telephone/Extension: (951) 572-3192

If filed by applicant:

- 1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: [Signature] Date: 11/9/25 Title: CITY ENGINEER

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR:

FILED / POSTED

County of Riverside
Peter Aldana
Assessor-County Clerk-Recorder

E-202500991
11/07/2025 11:21 AM Fee: \$ 50.00
Page 1 of 1

Revised 2011

Removed: By: Deputy



08 - RIV - Route 10 – PM 8.1/8.3  
(EA 08-1P300) – Planning Program Number (PPNO) 3025G  
TCEP  
February 2026

**ATTACHMENT D**  
**Engineers Estimate (Location A)**



08 - RIV - Route 10 – PM 8.1/8.3  
(EA 08-1P300) – Planning Program Number (PPNO) 3025G  
TCEP  
February 2026

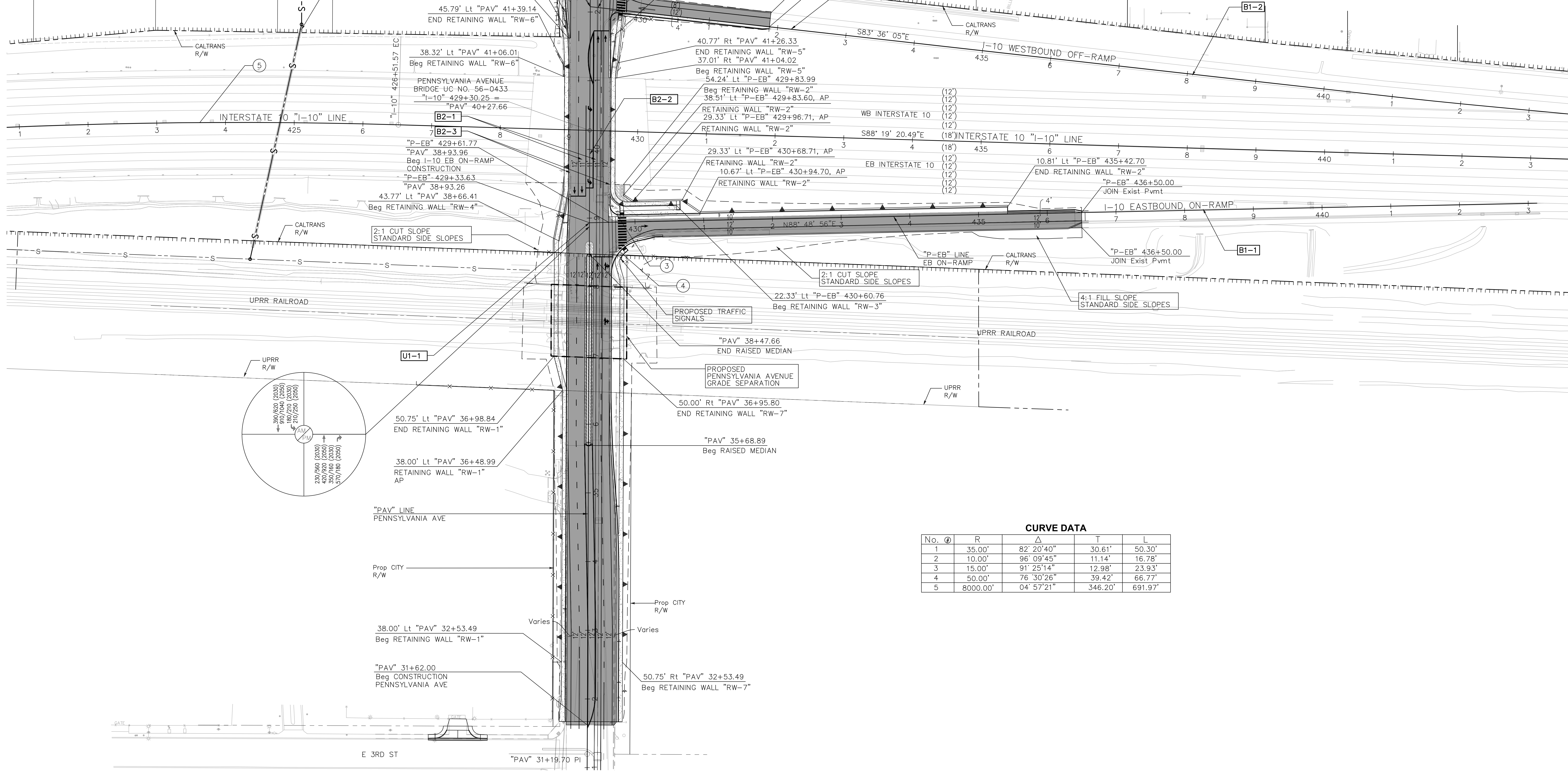
**ATTACHMENT E**  
**Geometric Approval Drawing (Location A)**

NOTES:  
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT-OF-WAY ENGINEERING AT THE DISTRICT OFFICE.  
 2. ROADWAY GEOMETRIC FEATURES OUTSIDE OF CALTRANS RIGHT-OF-WAY ALONG PENNSYLVANIA AVENUE TO BE REVIEWED AND APPROVED BY THE CITY OF BEAUMONT.

- LEGEND:
- PROPOSED PAVEMENT
  - PROPOSED BRIDGE
  - PROPOSED SIDEWALK
  - PROPOSED OVERLAY
  - PROPOSED ROCK BLANKET
  - CALTRANS R/W
  - CITY R/W
  - 2:1 OR FLATTER CUT SLOPE
  - 4:1 OR FLATTER FILL SLOPE
  - ACCESS CONTROL LIMITS

ADT (2030)	19,700	D	50%
ADT (2050)	37,320	T	5%
DIV	2,950	V	35 MPH
ESAL	1,820,400	T <sub>1</sub>	12

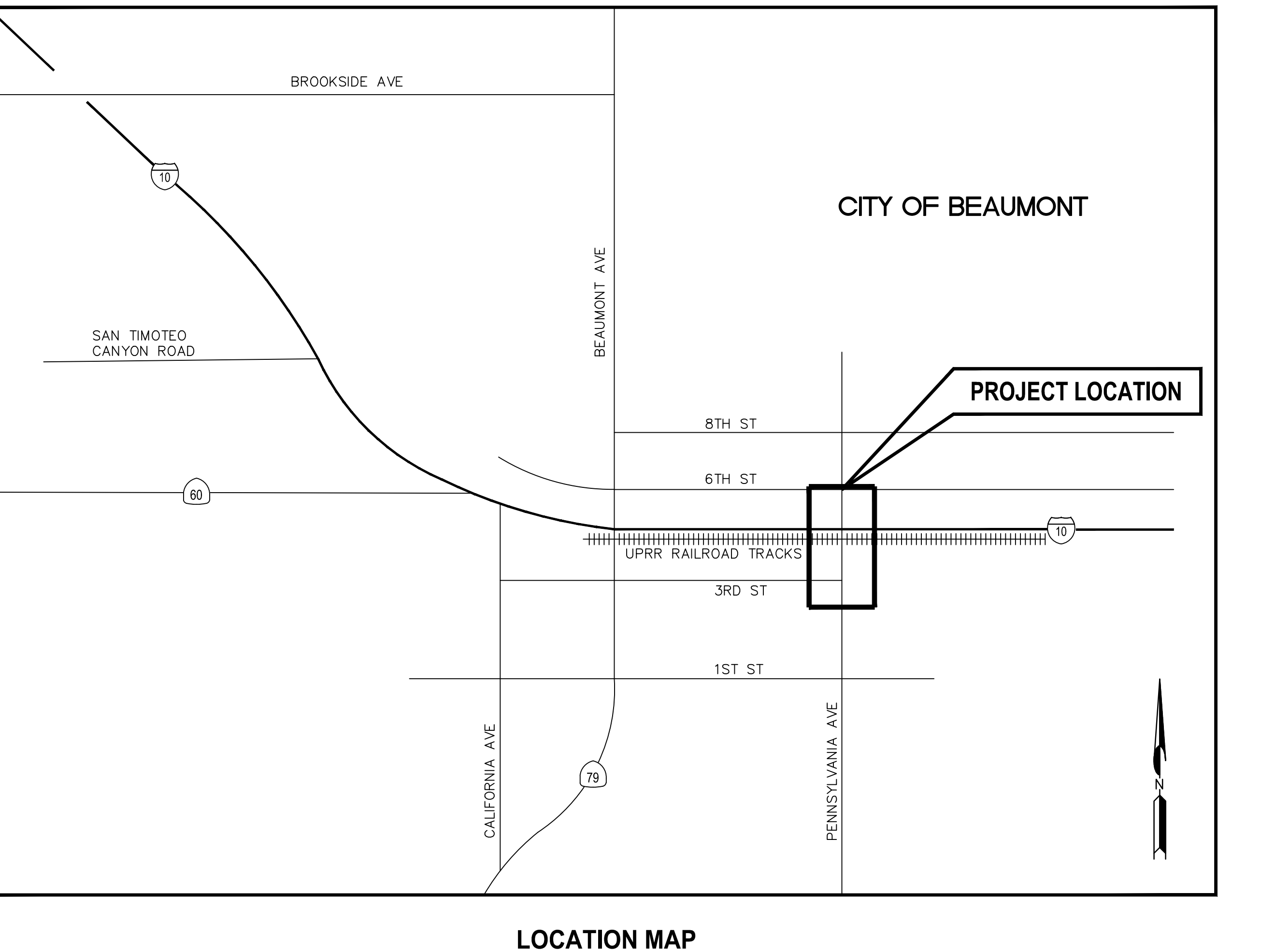
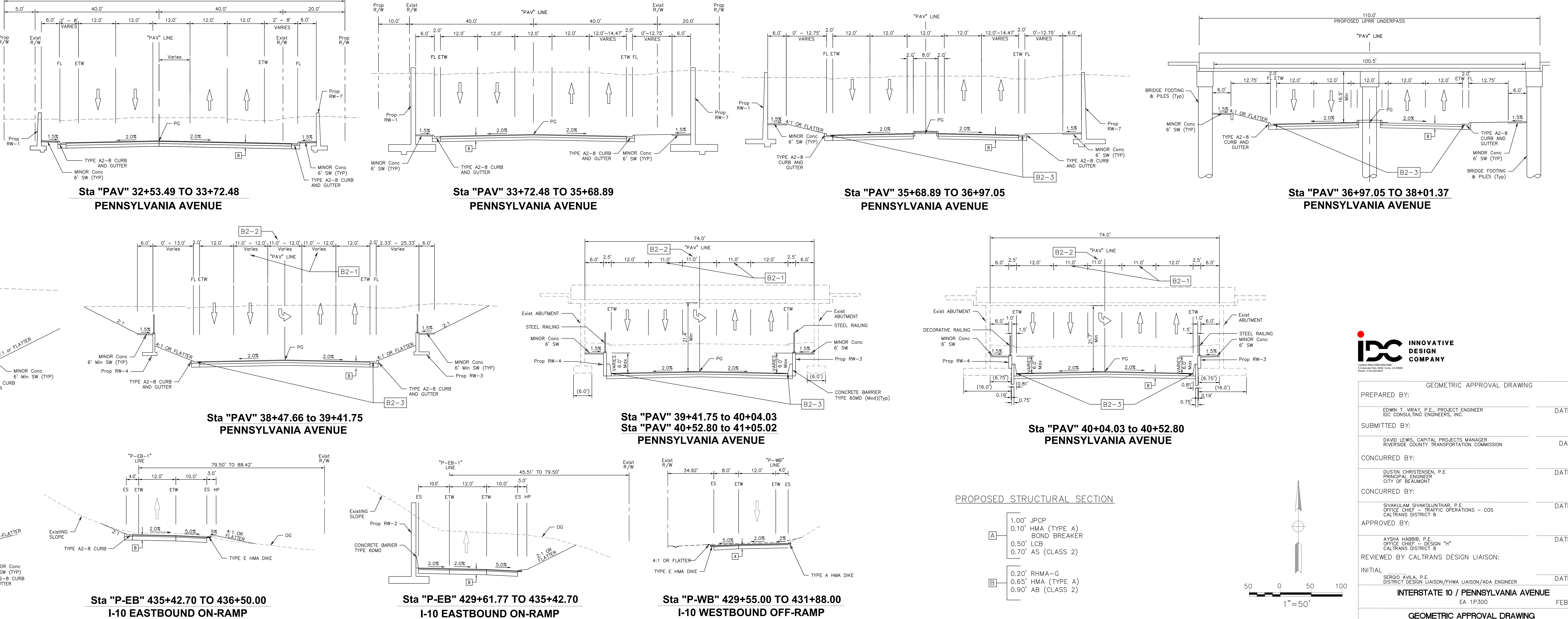
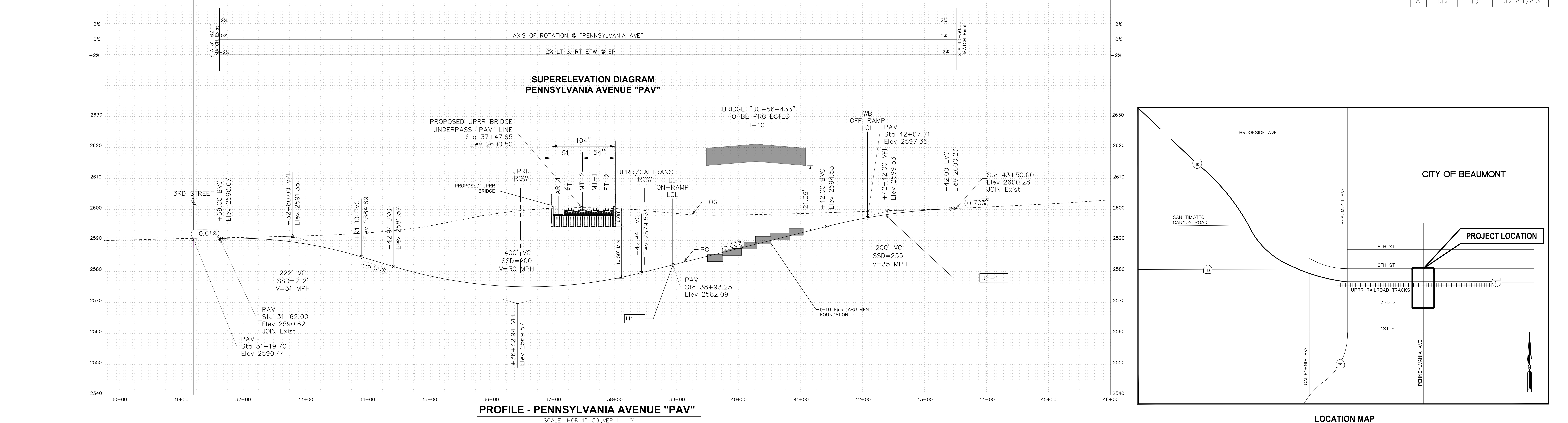
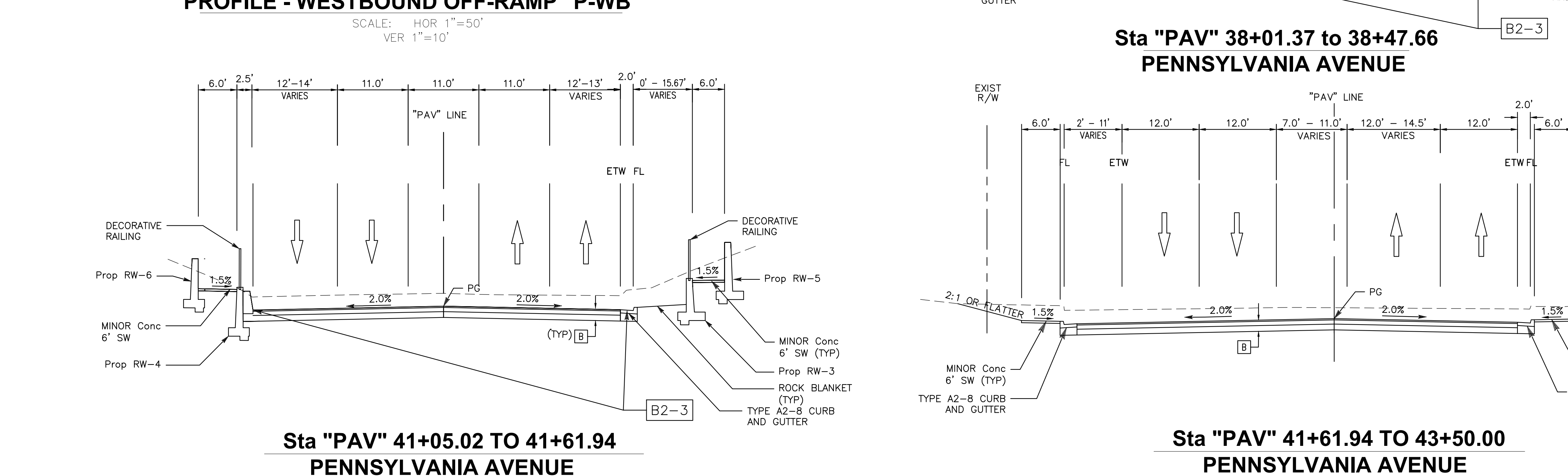
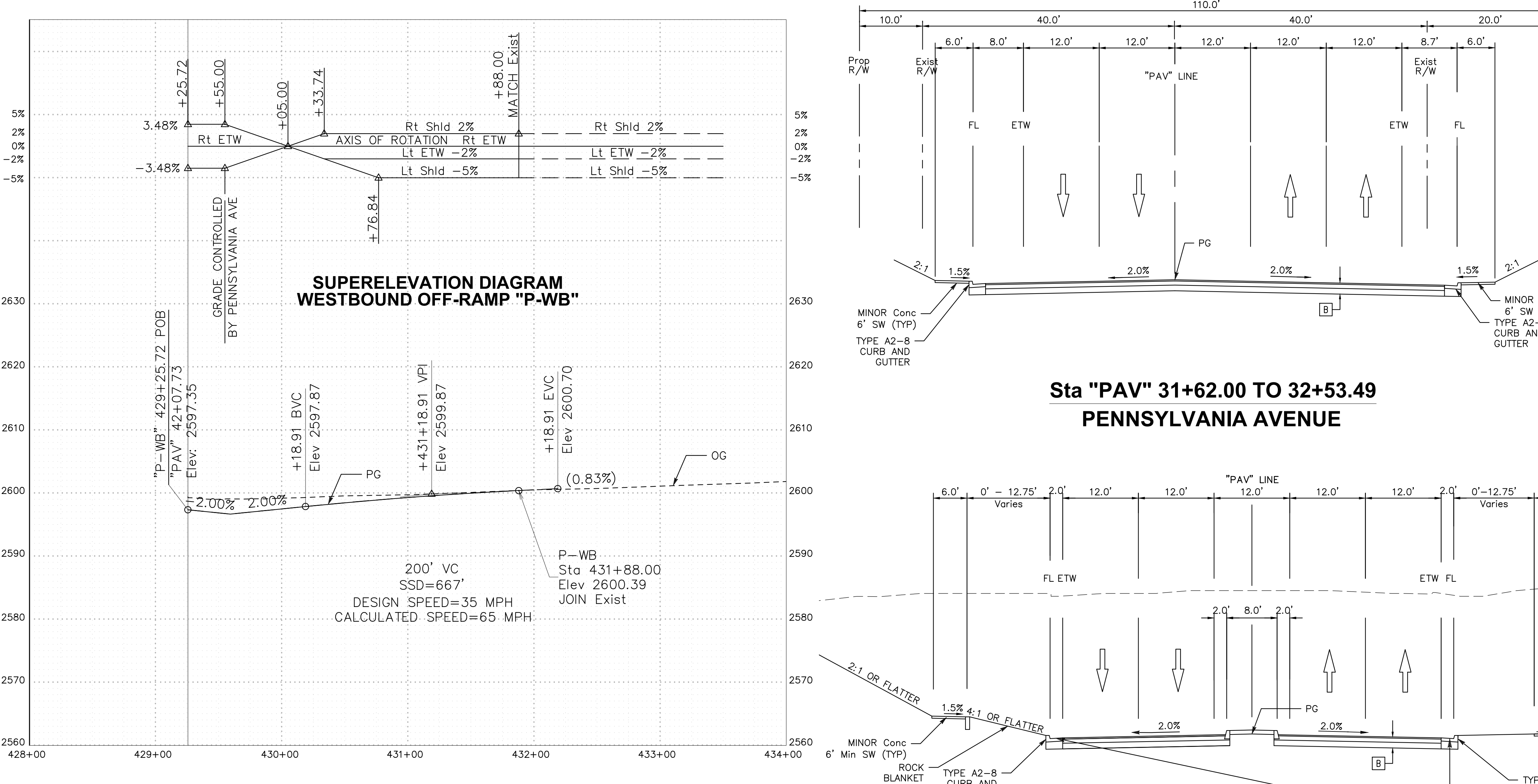
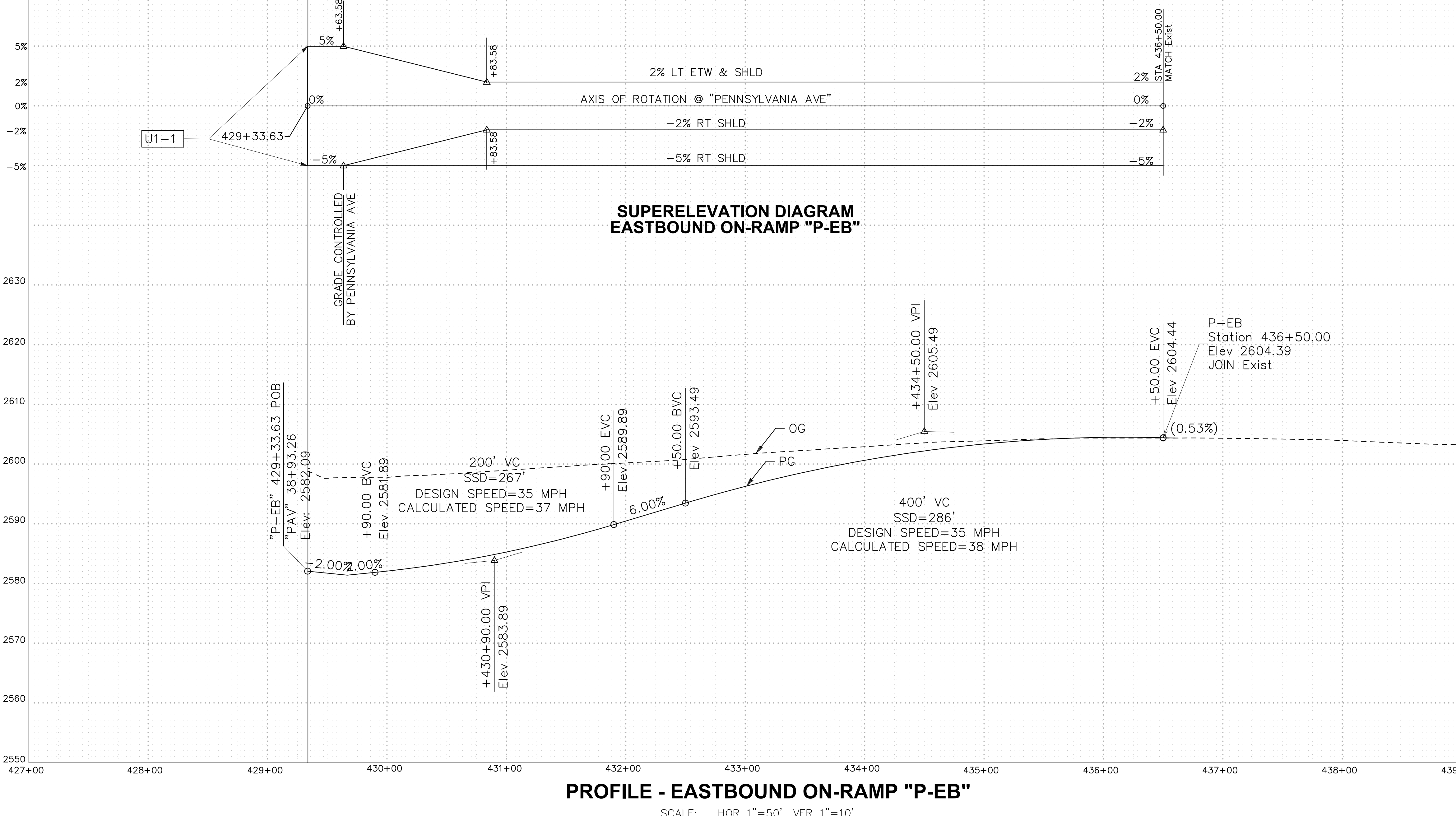
PAVEMENT CLIMATE REGION: INLAND VALLEY



DESIGN STANDARD (TOPIC # OR INDEX #)	LOCATION	STATION LOCATION	LINE	STANDARD	EXISTING	PROPOSED
FEATURE #1 INDEX 302.1 RAMP LEFT SHOULDER WIDTH	B1-1	STA 436+50.00 TO STA 443+12.70	P-EB	4'	2'	2'
FEATURE #1 INDEX 302.1 RAMP LEFT SHOULDER WIDTH	B1-2	STA 441+98.00 TO STA 443+58.29	P-WB	4'	2'	2'
FEATURE #2 INDEX 302.1 LANE WIDTH	B2-1	STA 38+60.00 TO STA 42+57.00	PAV SB & NB	#1 THRU LANES: 12	#1 THRU LANES: 11	#1 THRU LANES: 11
FEATURE #2 INDEX 405.2(2) LEFT-TURN CHANGEOVER LANE	B2-2	STA 39+11.00 TO STA 40+61.00	PAV SB	LEFT-TURN LANE: 12'	LEFT-TURN LANE: 11'	LEFT-TURN LANE: 11'
FEATURE #2 SHOULDER WIDTH	B2-3	STA 35+88.89 TO STA 41+61.94	PAV SB & NB	5'	2'	0'-2"

DESIGN STANDARD (TOPIC # OR INDEX #)	LOCATION	STATION LOCATION	LINE	STANDARD	EXISTING	PROPOSED
FEATURE #1 INDEX 304.3(3) RAMP TERMINALS FOR GRADE	U1-1	STA 38+42.94 TO STA 38+97.25	PAV	4.00%	2.00%	5.00%
FEATURE #2 INDEX 101.1 SHOULDER DESIGN SPEED	U2-1	STA 39+43.34 TO STA 43+50.00	PAV	45 MPH	35 MPH	35 MPH
FEATURE #3 INDEX 405.2(2)(3) CORNER SIGHT DISTANCE	U3-1	STA 42+07	PAV	250'	1345'	185'

\*THE EXISTING CORNER SIGHT DISTANCE AT EXISTING UNSIGNALIZED INTERSECTION IS NONSTANDARD. THE REQUIRED STANDARD FOR A COMBINATION TRUCK MAKING A LEFT TURN FROM STOP AT A DESIGN SPEED OF 35 MPH IS 592 FEET (INDEX 425.2)(3)(c).



PREPARED BY: GEOMETRIC APPROVAL DRAWING

DATE: \_\_\_\_\_

SUBMITTED BY: \_\_\_\_\_

DATE: \_\_\_\_\_

CONCURRED BY: \_\_\_\_\_

DATE: \_\_\_\_\_

CONCURRED BY: \_\_\_\_\_

DATE: \_\_\_\_\_

APPROVED BY: \_\_\_\_\_

DATE: \_\_\_\_\_

REVIEWED BY CALTRANS DESIGN LIAISON: \_\_\_\_\_

DATE: \_\_\_\_\_

INTERSTATE 10 / PENNSYLVANIA AVENUE  
EA 11300  
FEB 2026

GEOMETRIC APPROVAL DRAWING

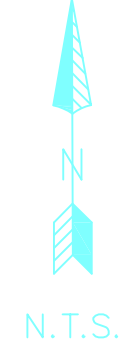
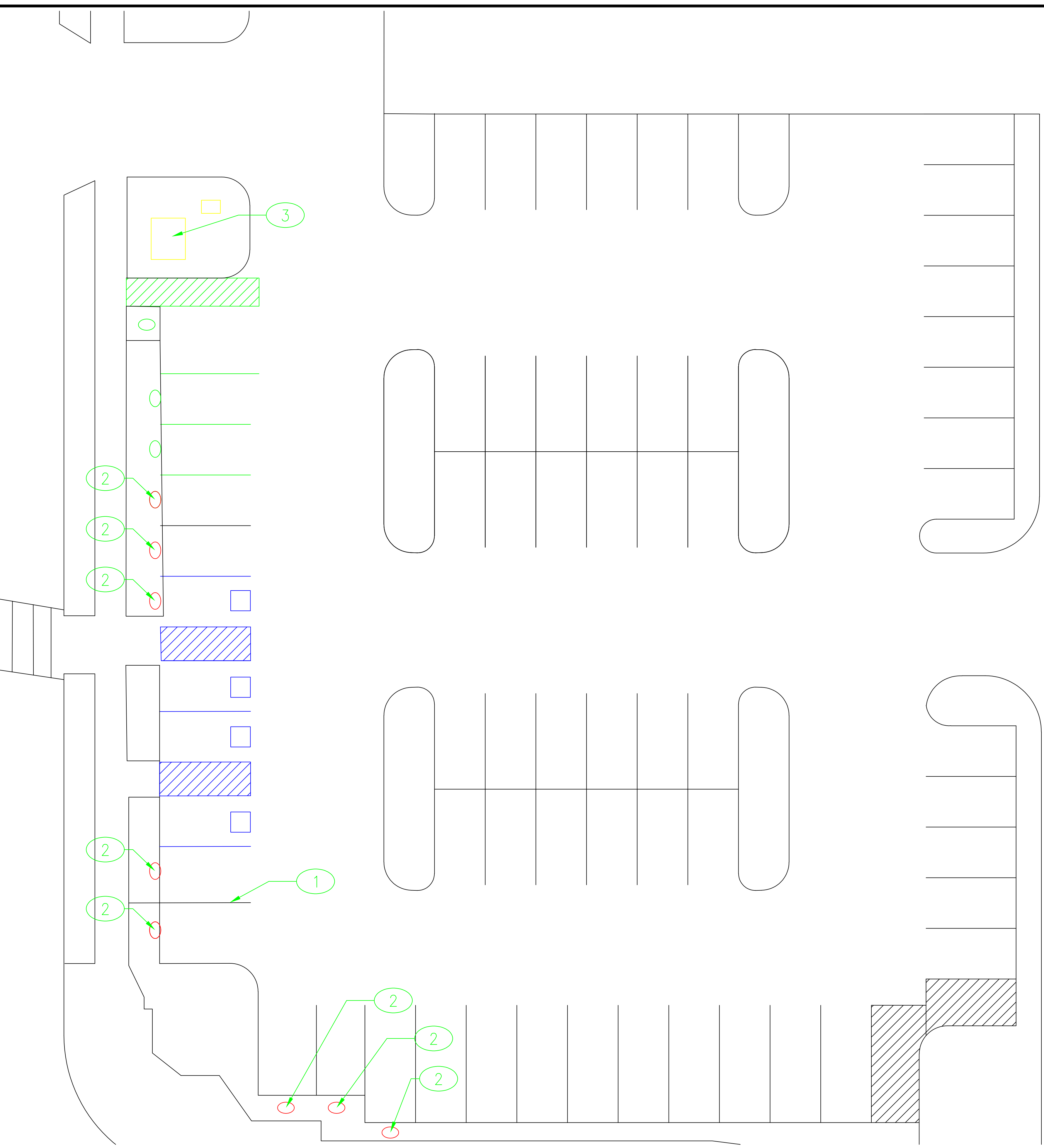
08 - RIV - Route 10 – PM 8.1/8.3  
(EA 08-1P300) – Planning Program Number (PPNO) 3025G  
TCEP  
February 2026

**ATTACHMENT F**  
**Project Schematic (Location B)**

# CITY OF BEAUMONT CIP 2017-012 EV CHARGER DESIGN

**CONSTRUCTION NOTES AND QUANTITIES**

- ① REMOVE ADA / RESTRIPE 1 EA
- ② INSTALL EV CHARGER 8 EA
- ③ REMOVE AND REPLACE TRANSFORMER 1 EA



BENCHMARK:  
N/A  
ELEV. XXXX.XX TBM

BY	MARK	DESCRIPTION	APPR.	DATE
ENGINEER		REVISIONS		CITY

PUBLIC WORKS DEPARTMENT

DESIGN BY:  
RLV  
DRAWN BY:  
J.M.  
CHECKED BY:  
D.C.  
SCALE:  
N.T.S.  
DATE:  
01/15/2026  
JOB NUMBER:



REVIEWED BY: \_\_\_\_\_ STAFF ENGINEER DATE: \_\_\_\_\_  
RECOMMENDED BY: \_\_\_\_\_ PRINCIPAL ENGINEER DATE: \_\_\_\_\_  
APPROVED BY: \_\_\_\_\_ CITY ENGINEER DATE: \_\_\_\_\_

CITY OF BEAUMONT, CALIFORNIA  
PRELIMINARY DESIGN FOR  
ELECTRIC VEHICLE CHARGERS  
BEAUMONT CITY HALL  
550 E 6th St, Beaumont, CA 92223

SHEET  
1  
OF 1 SHEETS  
FILE NO: