

State Route 74 Widen Lanes, Add Shoulders & Rumble Strips Project

Riverside County, California
DISTRICT 8 RIV-74 PM 0.0 TO 5.8
EA 08-1C8500 / PN 0813000047

Initial Study [with Proposed Mitigated Negative Declaration]/Environmental Assessment



**Prepared by the
State of California Department of Transportation**

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 December 23, 2016 and executed by FHWA and Caltrans.



March 2019

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General Information about This Document

What's in this document:

The California Department of Transportation (Department), as assigned by the Federal Highway Administration (FHWA), has prepared this Initial Study/Environmental Assessment (IS/EA), which examines the potential environmental impacts of the alternatives being considered for the proposed project located in Riverside County, California. Caltrans is the lead agency under the National Environmental Policy Act (NEPA). Caltrans is also the lead agency under the California Environmental Quality Act (CEQA). This document tells you why the project is being proposed, what alternatives have been considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read this document.
- Additional copies of this IS/EA are available for review at:

Vick Knight Community Library
32593 Riverside Drive, Building 200
Lake Elsinore, CA 92530

Altha Merrifield Memorial Library
600 West Graham Avenue
Lake Elsinore, CA 92530

This IS/EA may be downloaded at the following website:

<http://www.dot.ca.gov/d8/>

- We'd like to hear what you think. If you have any comments regarding the proposed project, please send your written comments to Caltrans by the deadline.
- Send comments via postal mail to:
Shawn Oriaz, Senior Environmental Planner
California Department of Transportation
464 West 4th Street, 6th Floor, MS-827
San Bernardino, California 92401-1400
- Send comments via email to: SR74.Rumble.Strips.Project@dot.ca.gov
Please use "SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project" in the subject line of the email.
- Be sure to send comments by the deadline: **April 26, 2019**.

What happens next:

After comments are received from the public and reviewing agencies, the Department, as assigned by FHWA, may: (1) give environmental approval to the proposed project, (2) do additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is obtained, Caltrans could design and construct all or part of the project.

Alternative Formats:

For individuals with sensory disabilities, this document can be made available in Braille, in large print, or audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Department of Transportation, Attn: Shawn Oriaz, Senior Environmental Planner, 464 West 4th Street, 6th Floor, MS-827, San Bernardino, CA, 92401; (909) 388-7034 (Voice), or use the California Relay Service 1 (800)735-2929 (TTY), 1 (800) 735-2929 (Voice) or 711.

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SCH#
8 – RIV-74 PM 0.0 to PM 5.8
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Widen existing lanes to provide 12-foot lanes, widen shoulders to 4-feet and install ground-in rumble strips in the centerline and on both outside shoulders on SR-74 (Ortega Highway), from the Orange County Line (PM 0.0) to Monte Vista Street (PM 5.8), near Lake Elsinore in Riverside County.

**INITIAL STUDY [with Proposed Mitigated Negative Declaration]/
Environmental Assessment**

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 USC 4332(2)(C) and 49 USC 303, and/or 23 USC 138

THE STATE OF CALIFORNIA
Department of Transportation

3/18/19
Date



David Bricker
Deputy District Director
District 8 Division of Environmental Planning
California Department of Transportation
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PROPOSED MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to widen existing lanes to provide 12-foot standard lanes, widen outside shoulders to four feet and add 2-foot wide median and shoulder ground-in rumble strips on State Route 74 (SR-74, Ortega Highway), from the Orange County Line [Post Mile (PM) 0.0] to Monte Vista Street (PM 5.8), near Lake Elsinore in Riverside County. The total width of the pavement is proposed to be 34-feet. Widening the shoulders will require constructing retaining walls with concrete barriers, cutting the rock slopes and placement of fill slopes. In some areas, the outside shoulder will require being widened to eight feet for rock catchment.

Determination

This proposed Mitigated Negative Declaration (MND) is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt an MND for this project. This does not mean that Caltrans' decision regarding the project is final. This MND is subject to change based on comments received by interested agencies and the public.

Caltrans has prepared an Initial Study for this project, and pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project would have no effect on: Air Quality, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Recreation, and Utilities and Service Systems.

In addition, the proposed SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project would have less than significant effects to: Agriculture and Forest Resources, Geology and Soils, Hazards and Hazardous Materials, Public Services, and Transportation and Traffic.

With mitigation measures incorporated, the project would have less than significant effects to Threatened and Endangered Species, Aesthetics, Tribal Cultural Resources, and Mandatory Findings of Significance:

AES-1: The replacement ratio for removed oaks and non-oak trees shall be 3:1. The tree species and location for replacement shall be verified by a Biologist or Landscape Architect.

AES-2: Oak trees to be removed may be mitigated through a transfer of oak mitigation efforts for Oak Woodland protection and conservation to the California Wildlife Conservation Board (WCB).

BIO-1: Materials and Spoils Control. Project materials will not be cast from the project site and project-related debris, spoils, and trash will be contained and removed to a proper disposal facility.

BIO-2: Equipment Staging. Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive

habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project-related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, USFWS, CDFW, and RWQCB and shall be cleaned up immediately, and contaminated soils shall be removed to approved disposal areas.

BIO-3: Restoration of Vegetation. Temporarily affected areas will be restored with appropriate native vegetation, as determined by the habitat type prior to impacts and by the surrounding vegetation.

BIO-4: Vehicle Washing. It will be required in the project specifications that the contractor will wash equipment prior to entering vegetated areas and the Cleveland National Forest. The qualified biologist will coordinate with the resident engineer, National Forest Staff, and contractor in order to inspect the vehicles and equipment prior to the initiation of work to verify that they have been washed.

BIO-5: ESA Fencing. Prior to vegetation clearing or construction, highly visible barriers (such as orange construction fencing) will be installed, providing a no-work buffer around riparian and riverine communities adjacent to the project footprint and flagged as Environmentally Sensitive Areas (ESAs) to be preserved. Refer to the NES, Appendix G, sub-appendix A for locations of riparian/riverine resources. The ESAs will serve as an exclusionary buffer delineating areas where no work shall be performed. More specifically, no grading or fill activity of any type will be permitted within these ESAs. In addition, heavy equipment, including motor vehicles, will not be allowed to operate within the ESAs. All construction equipment will be operated in a manner so as to prevent accidental damage to nearby preserved areas. No structure of any kind, or incidental storage of equipment or supplies, shall be allowed within these protected zones. Silt fence barriers will be installed at the ESA boundary to prevent accidental deposition of fill material in areas where vegetation is adjacent to planned grading activities.

BIO-6: Clear and Grub Pre-Construction Surveys. Once the orange construction fencing and Arroyo toad exclusionary fencing have been installed, vegetation removal including clearing, grubbing, or trimming activities using chainsaws, string trimmers, and other mechanized or non-mechanized hand tools will be the next step of construction. Vegetation clearing and grubbing shall occur outside bird nesting season (February 15–September 1). If clearing and grubbing is required during nesting season, pre-construction nesting bird surveys will be conducted by a qualified biologist.

BIO-7: WRCMSHCP BMPs. Compliance with best management practices (BMPs), as applicable, as detailed in WRCMSHCP Volume 1, Section 7.5.3, and Appendix C.

USACE, CDFW and RWQCB. Riparian habitat will fall under the regulatory authority of the USACE, CDFW, and RWQCB. To the extent riparian areas are permanently affected by the project, compensatory mitigation for this habitat will likely be required where it is associated with jurisdictional waters that are subject to USACE regulatory authority under the Section 404 permitting requirements and CDFW under the Section 1600 permitting requirements. Mitigation ratios for permanent impacts to these resources will be determined during the regulatory agency permits processing period.

BIO-8: Biological Monitor. The biologist will monitor all construction-related activities to ensure that all conservation measure are being implemented and that there are no unanticipated impacts. These activities include, but are not limited to, blasting work, clearing and grubbing, and staging/storage of equipment.

BIO-9: Biological Resource Information Program. An education program will be developed and presented by the qualified biologist to all on-site personnel who will be in the project limits for longer

than 30 minutes prior to the onset of ground-disturbing activities. At a minimum, the program will include the following topics: distribution, general behavior, and ecology of the Arroyo toad; sensitivity of the species to human activities; legal protection afforded to the species; penalties for violations of federal and state laws; notification procedures by workers or contractors if a toad is found in a construction area; and project features designed to reduce the impacts on the species and promote continued successful occupation of the project area. The program will consist of a class presented by a qualified biologist or a video, provided a qualified biologist is present to answer questions. Handout materials will be distributed for workers with important information about the regulated species for future reference and as a reminder of the program's content. Following the education program, the handouts will be posted in the contractor and resident engineer office, where they will remain through the duration of the project. The contractor, resident engineer, and qualified biologist will be responsible for ensuring that employees are aware of the listed species. If additional employees are added to the project after initiation, they will receive instruction prior to working on the project.

BIO-10: Pre-Construction Surveys. The pre-construction surveys will be conducted by a USFWS-approved qualified Biologist (i.e., one with Arroyo toad surveying/handling experience) to determine their presence or absence within the construction footprint. The Biologist will walk the impact area to search for any potential breeding areas. A report documenting the pre-construction survey results and measures that will be required during construction will be provided to Caltrans and the Wildlife Agencies. The surveys and the relocation of Arroyo toads shall be conducted as directed by the relocation plan and approved by USFWS.

BIO-11: Exclusion Fence. Prior to any ground-disturbing activities, exclusionary fencing (i.e., silt fence or other suitable non-penetrable fencing) will be installed along the boundary to prevent any construction activities from encroaching into adjacent areas and to prevent Arroyo toad from moving into the construction area.

BIO-12: Fence Monitoring. Daily fence and enclosure (on-site cleared areas) inspections shall occur throughout the duration of the project by the monitor and/or project personnel trained by the monitor prior to commencing construction activities and after construction activities are completed. If during construction the fence fails, work will cease until it is repaired and the biological monitor inspects (and clears) the site for Arroyo toads.

BIO-13: Control of Work. No construction work within Arroyo toad habitat shall occur until the area is cleared of the species. No work will be allowed if any of the exclusionary devices are not installed in accordance with respective specifications.

BIO-14: Arroyo Toad in Project Area. If during construction activities an Arroyo toad is discovered within the project site, all construction activities shall stop and the biologist shall be notified. The biologist shall relocate the Arroyo toad as directed in the relocation plan.

BIO-15: Arroyo Toad Relocation Plan. A relocation plan for the Arroyo toad shall be prepared by an approved authorized USFWS-permitted Arroyo toad Biologist and submitted to USFWS for approval prior to commencing construction activities.

BIO-16: Water Diversion. A water diversion, if necessary, shall be installed once the project area is determined to be cleared of Arroyo toad. The water diversion shall ensure that the existing hydrology values are maintained downstream and upstream from the project site. The water diversion will be approved by USFWS prior to its installation.

BIO-17: Construction Window. No blasting will occur within drainage areas during Arroyo toad breeding season (recognized as March 1 to June 30).

BIO-18: Lighting. In order to minimize and avoid the effects of lighting on wildlife, construction lighting during nighttime construction activities shall be shielded and/or directed away from adjacent habitats, as feasible.

BIO-19: Fence Removal. All fencing shall be removed as a last order of work. During removal, a biological monitor familiar with Arroyo toad and authorized to handle and relocate Arroyo toad should be present.

BIO-20: Pre-Construction Riparian Bird Surveys. If construction activities cannot be avoided between March 15 and September 1 within post miles 0.91–2.29, 2.93–3.28, and 4.88–5.39, then a pre-construction riparian bird (least Bell's vireo and southwestern willow flycatcher) survey will be conducted before the start of construction activities. The surveys will be conducted by a qualified Biologist in order to locate and avoid nesting birds. If an active avian nest is located, a 500-foot, no construction buffer will be put in place until nesting has ceased or the young have fledged. A consultation with USFWS and/or CDFW may be initiated.

BIO-21: Pre-construction Nesting Bird Survey. If construction occurs within nesting bird season (February 15–September 1), then the pre-construction surveys will be conducted by a qualified biologist to locate and avoid nesting birds. If an active avian nest is located, a 100-foot, no construction buffer (300-foot for raptors) will be put in place until nesting has ceased or the young have fledged.

BIO-22: Avoidance of Tree Trimming/Removal and Rock Outcrop Removal During Bat Maternity Season. If trimming or removal of mature trees and snags or rock outcrop is necessary for project construction, removal activities will be performed outside of the bat maternity season, recognized as April 1–August 31, to avoid direct impacts on nonvolant (flightless) young that may roost in trees within the study area, to the extent feasible, or BIO-23 will be implemented.

BIO-23: Pre-construction Survey and Monitoring by a Qualified Bat Biologist. If trimming or removal of trees/rock outcrops during the bat maternity season (April 1–August 31) cannot be avoided, a qualified Biologist will monitor tree/rock removal unless a nighttime survey is conducted within on week of removal indicate no tree-roosting or crevice-roosting bat activity within the study area.

BIO-24: USFS. The USFS requires mitigation for impacts in Riparian Conservation Area associated with San Juan Creek by control of Spanish broom outside of ARTO breeding season, in which ARTO breeding season is recognized at March 1-June 30.

CR-3: Environmentally Sensitive Areas (ESAs) and Archaeological Monitoring Areas (AMAs) exist at both site locations. ESAs are set at the limits of the ADI in proximity to CA-RIV-506, and are generally set at the existing right of way limits in proximity to CA-RIV-508/H, as shown on the APE Map, in the Appendix of the Cultural Report, and in the ESA/AMA Monitoring and Discovery Plan. ESAs are closed and may not be entered. AMAs cover the ADI and the ESA boundaries at both sites and in both travel directions.

CR-4: Archaeological monitors shall be present during any construction or preconstruction-related activity in all areas designated as Archaeological Monitoring Areas (AMA). Tribal monitoring is also authorized. In the event that cultural deposits are uncovered, the archaeological monitor shall be empowered to implement protective measures outline above in CR-1, and as defined in Caltrans SSPs (2015), Section 14-2. Details of the monitoring plan are located in the Monitoring and Discovery Action Plan.

CR-5: The National Register-eligible Morrill Canyon Bridge (56-0169) at PM 3.08 is located within the limits of the APE established for the project. However, project plans indicate that there is no work proposed at this location, including work on the pavement and adjacent shoulder areas on either side of the structure. No impacts to this bridge are anticipated as part of the project. Periodic monitoring during construction, and plan review will take place to ensure no impacts to the bridge. However, if work results in impacts or inadvertent damage to the historic structure, plans will be developed and implemented, with the assistance of Caltrans PQS, that will allow repair of the structure following the Secretary of the Interior's Standards for the Treatment of Historic Properties.

TMP-1 A TMP would be prepared and will be implemented during construction of the project. Public information and awareness campaigns, motorist information strategies, and incident management strategies in the TMP would inform the public of the proposed project.

TMB-1 In accordance with USFS guidelines, trees that are cut will remain on site and be used as mulch within the project limits.

David Bricker
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District 8 Division of Environmental Planning
California Department of Transportation

Date

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Table of Contents

	Page
Chapter 1 Proposed Project	1-1
1.1 NEPA Assignment	1-1
1.2 Introduction	1-1
1.2.1 Existing Facility	1-1
1.2.2 Project Background.....	1-2
1.2.3 Purpose and Need	1-2
1.2.3.1 Project Purpose.....	1-2
1.2.3.2 Project Need	1-2
1.2.4 Capacity, Transportation Demand, and Safety	1-2
1.2.4.1 Current and Forecasted Traffic.....	1-2
1.2.5 Roadway Deficiencies.....	1-10
1.2.6 Independent Utility and Logical Termini.....	1-10
1.3 Project Description.....	1-10
1.4 Alternatives.....	1-11
1.4.1 No-Build (No-Action) Alternative.....	1-11
1.4.2 Proposed Build Alternative	1-11
1.4.3 Transportation System Management and Transportation Demand Management Alternatives	1-70
1.4.3.1 Transportation System Management Alternatives	1-70
1.4.4 Final Decision-Making Process	1-70
1.5 Permits and Approvals Needed	1-71
 Chapter 2. Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures	 2-1
2.1 Human Environment	2-3
2.1.1 Parks and Recreational Facilities	2-3
2.1.1.1 Affected Environment.....	2-3
2.1.1.2 Environmental Consequences.....	2-4
2.1.1.3 Avoidance, Minimization, and/or Mitigation Measures	2-5
2.1.2 Timberland	2-5
2.1.2.1 Regulatory Setting.....	2-5
2.1.2.2 Affected Environment.....	2-5
2.1.2.3 Environmental Consequences.....	2-6

2.1.2.4	Avoidance, Minimization, and/or Mitigation Measures	2-6
2.1.3	Utilities/Emergency Services	2-6
2.1.3.1	Affected Environment	2-6
2.1.3.2	Environmental Consequences	2-6
2.1.3.3	Avoidance, Minimization, and/or Mitigation Measures	2-6
2.1.4	Traffic and Transportation	2-6
2.1.4.1	Affected Environment	2-6
2.1.4.2	Environmental Consequences	2-7
2.1.4.3	Avoidance, Minimization, and/or Mitigation Measures	2-8
2.1.5	Visual/Aesthetics	2-8
2.1.5.1	Regulatory Setting	2-8
2.1.5.2	Affected Environment	2-8
2.1.5.3	Environmental Consequences	2-8
2.1.5.4	Avoidance, Minimization, and/or Mitigation Measures	2-9
2.1.6	Cultural Resources	2-9
2.1.6.1	Regulatory Setting	2-9
2.1.6.2	Affected Environment	2-10
2.1.6.3	Environmental Consequences	2-14
2.1.6.4	Avoidance, Minimization, and/or Mitigation Measures	2-15
2.2	Physical Environment	2-17
2.2.1	Water Quality and Storm Water Runoff	2-17
2.2.1.1	Regulatory Setting	2-17
2.2.1.2	Affected Environment	2-20
2.2.1.3	Environmental Consequences	2-21
2.2.1.4	Avoidance, Minimization, and/or Mitigation Measures	2-23
2.2.2	Geology/Soils/Seismicity/Topography	2-23
2.2.2.1	Regulatory Setting	2-23
2.2.2.2	Affected Environment	2-23
2.2.2.3	Environmental Consequences	2-29
2.2.2.4	Avoidance, Minimization, and/or Mitigation Measures	2-30
2.2.3	Hazardous Waste/Materials	2-30
2.2.3.1	Regulatory Setting	2-30
2.2.3.2	Affected Environment	2-31
2.2.3.3	Environmental Consequences	2-32
2.2.3.4	Avoidance, Minimization, and/or Mitigation Measures	2-33

2.3	Biological Environment	2-35
2.3.1	Western Riverside County MSHCP	2-35
2.3.2	Natural Communities	2-35
2.3.2.1	Affected Environment	2-36
2.3.2.2	Environmental Consequences	2-37
2.3.2.3	Avoidance, Minimization, and/or Mitigation Measures	2-37
2.3.3	Wetlands and Other Waters	2-38
2.3.3.1	Regulatory Setting	2-38
2.3.3.2	Affected Environment	2-40
2.3.3.3	Environmental Consequences	2-40
2.3.3.4	Avoidance, Minimization, and/or Mitigation Measures	2-64
2.3.4	Plant Species	2-64
2.3.4.1	Regulatory Setting	2-64
2.3.4.2	Affected Environment	2-65
2.3.4.3	Environmental Consequences	2-67
2.3.4.4	Avoidance, Minimization, and/or Mitigation Measures	2-67
2.3.5	Animal Species	2-67
2.3.5.1	Regulatory Setting	2-67
2.3.5.2	Affected Environment	2-68
2.3.5.3	Environmental Consequences	2-72
2.3.5.4	Avoidance, Minimization, and/or Mitigation Measures	2-75
2.3.6	Threatened and Endangered Species	2-76
2.3.6.1	Regulatory Setting	2-76
2.3.6.2	Affected Environment	2-76
2.3.6.3	Environmental Consequences	2-84
2.3.6.4	Avoidance, Minimization, and/or Mitigation Measures	2-88
2.3.7	Invasive Species	2-90
2.3.7.1	Regulatory Setting	2-90
2.3.7.2	Affected Environment	2-90
2.3.7.3	Environmental Consequences	2-90
2.3.7.4	Avoidance, Minimization, and/or Mitigation Measures	2-91
2.4	Cumulative Impacts	2-93
2.4.1	Regulatory Setting	2-93
2.4.2	Parks and Recreation Facilities	2-95
2.4.3	Emergency Services	2-96
2.4.4	Visual/Aesthetics	2-96

2.4.5	Water Quality/Stormwater Runoff	2-96
2.4.6	Timberlands	2-97
2.4.7	Biological Resources	2-97
2.4.8	Avoidance, Minimization and/or Mitigation Measures	2-99
Chapter 3	CEQA Evaluation	3-1
3.1	Determining Significance under CEQA	3-1
3.2	CEQA Environmental Checklist	3-1
3.2.1	CEQA Significance Determinations for Aesthetics	3-2
3.2.2	CEQA Significance Determination for Agriculture and Forest Resources	3-3
3.2.3	CEQA Significance Determinations for Air Quality	3-4
3.2.4	CEQA Significance Determination for Biological Resources	3-5
3.2.5	CEQA Significance for Cultural Resources	3-7
3.2.6	CEQA Significance Determination for Geology and Soils	3-8
3.2.7	CEQA Significance Determinations for Hazards and Hazardous Materials	3-9
3.2.8	CEQA Significance Determination for Hydrology and Water Quality	3-10
3.2.9	CEQA Significance Determinations for Land Use and Planning	3-11
3.2.10	CEQA Significance Determinations for Mineral Resources	3-11
3.2.11	CEQA Significance Determinations for Noise	3-12
3.2.12	CEQA Significance Determinations for Population and Housing	3-13
3.2.13	CEQA Significance Determinations for Public Services	3-14
3.2.14	CEQA Significance Determination for Recreation	3-14
3.2.15	CEQA Significance Determinations for Transportation/Traffic	3-15
3.2.16	CEQA Significance Determinations for Tribal Cultural Resources	3-16
3.2.17	CEQA Significance Determinations for Utilities and Service Systems	3-17
3.2.18	CEQA Significance Determinations for Mandatory Findings of Significance	3-18

Chapter 4	Climate Change	4-1
4.1	Regulatory Setting	4-1
4.1.1	Federal.....	4-1
4.1.2	State.....	4-4
4.2	Environmental Setting.....	4-5
4.3	Project Analysis	4-6
4.3.1	Operational Emissions	4-7
4.3.2	Construction Emissions.....	4-7
4.3.3	CEQA Conclusion	4-8
4.3.3.1	Greenhouse Gas Reduction Strategies	4-8
Chapter 5	Comments and Coordination	5-1
5.1	Consultation and Coordination with Public Agencies.....	5-1
5.1.1	United States Forest Service	5-1
5.1.2	United States Fish and Wildlife Service	5-1
5.1.3	California Department of Fish and Wildlife.....	5-2
5.1.4	Native American Heritage Commission	5-2
5.1.5	Agency Correspondence and Documentation	5-3
Chapter 6	List of Preparers.....	6-1
6.1	California Department of Transportation	6-1
6.2	ICF.....	6-1
Chapter 7	Distribution List.....	7-1
7.1	Agencies.....	7-1
7.2	Interested Groups, Organizations, and Individuals.....	7-2

List of Appendices

- Appendix A **Section 4(f) Evaluation**
- Appendix B **Title VI Policy Statement**
- Appendix C **Environmental Commitment Record**
- Appendix D **List of Technical Studies**
- Appendix E **FTIP Listing**

List of Tables

Table	Page
1-1 Accident History	1-3
1-2 Type of Collisions	1-3
1-3 Primary Collision Factors.....	1-3
1-4 Predicted Average Crash Frequency of Total and Fatal Plus Injury Collisions for Rural Two-Lane, Two-Way Roadway Segments.....	1-9
1-5 Total Collision Frequency for Collision Types for Rural Two-Lane, Two-Way Roadway Segments (AADT Year 2018)	1-9
1-6 Required Permits, Reviews, and Approvals	1-71
2-1 Public Parks, Trails, and Other Recreational Facilities within 0.5-Mile of the Project Limits.....	2-3
2-2 Traffic Data Information	2-7
2-3 Summary of Impacts on Jurisdictional Areas	2-63
2-4 Special-Status Plant Species Occurring or Potentially Occurring in the BSA	2-66
2-5 Special-Status Animal Species Occurring or Potentially Occurring in the BSA	2-70
2-6 Federally and/or State-Listed Endangered or Threatened Plant Species.....	2-80
2-7 Federally and/or State-Listed Endangered or Threatened Animal Species	2-82
2-8 Preliminary Effects Findings	2-87

List of Figures

Figure	Page
1-1 Regional Vicinity Map	1-5
1-2 Project Location Map	1-7
1-3 Project Layout Map	1-13
2-1 Earthquake Fault Zone	2-25
2-2 Jurisdictional Delineation Map	2-41
2-3 Critical Habitat and Amphibian Survey Area	2-85
4-1 2020 Business as Usual (BAU) Emissions Project 2014 Edition	4-6
4-2 The Governor's Climate Change Pillars: 2030 Greenhouse Gas Reduction Goals	4-9

Chapter 1 Proposed Project

1.1 NEPA Assignment

California participated in the “Surface Transportation Project Delivery Pilot Program” (Pilot Program) pursuant to 23 USC 327, for more than five years, beginning July 1, 2007, and ending September 30, 2012. MAP-21 (P.L. 112-141), signed by President Obama on July 6, 2012, amended 23 USC 327 to establish a permanent Surface Transportation Project Delivery Program. As a result, the Department entered into a Memorandum of Understanding pursuant to 23 USC 327 (NEPA Assignment MOU) with FHWA. The NEPA Assignment MOU became effective October 1, 2012, and was renewed on December 23, 2016 for a term of five years. In summary, the Department continues to assume FHWA responsibilities under NEPA and other federal environmental laws in the same manner as was assigned under the Pilot Program, with minor changes. With NEPA Assignment, FHWA assigned and the Department assumed all of the United States Department of Transportation (USDOT) Secretary's responsibilities under NEPA. This assignment includes projects on the State Highway System and Local Assistance Projects off of the State Highway System within the State of California, except for certain categorical exclusions that FHWA assigned to the Department under the 23 USC 326 CE Assignment MOU, projects excluded by definition, and specific project exclusions.

1.2 Introduction

The proposed project would widen existing lanes to provide 12-foot standard lanes, widen outside shoulders to four feet, and add two-foot-wide median and 1-foot wide shoulder ground-in rumble strips on State Route 74 (SR-74, Ortega Highway), from the Orange County Line [Post Mile (PM) 0.0] to Monte Vista Street (PM 5.8), near Lake Elsinore in Riverside County. The total width of the pavement is proposed to be 34-feet. Widening the shoulders would require constructing retaining walls with concrete barriers, cutting the rock slopes, and installing fill slopes. In some areas, the outside shoulder would require being widened to eight feet for rock catchment. Refer to Figures 1-1, 1-2, and 1-3.

The California Department of Transportation (Department, Caltrans), as assigned by the Federal Highway Administration (FHWA), is the lead agency under the National Environmental Policy Act (NEPA), and Caltrans is the lead agency under the California Environmental Quality Act (CEQA).

1.2.1 Existing Facility

Throughout the study area SR-74 is a two-lane conventional highway in mountainous terrain with many vertical and horizontal curves. The roadway lies between steep cut slopes on one side and steep fill slopes on the other. The existing slopes also have established vegetation. The existing structural section is asphalt concrete with varying lane widths, ranging from ten to twelve feet. In many areas, the shoulders are unpaved and narrow, ranging from zero to two feet.

A solid double-yellow line with rumble strips and retro-reflective recessed markers separates eastbound and westbound traffic.

1.2.2 Project Background

The concept facility for this portion of SR-74 from the Orange County/Riverside County Line to Grand Avenue (PM 0.0/11.8) through 2035 is one mixed-flow lane in each direction. The proposed project is consistent with the route concept. On August 7, 2012, the Headquarters Office of Traffic Safety Program signed the Conceptual Approval for the State Highway Operation and Protection Program (SHOPP) funding under the Safety 201.010 Program. On October 4, 2012, Deputy District Director Program/Project Management approved the Project Initiation Proposal (PIP) No. 3893. This project was included in the Southern California Association of Governments (SCAG) 2017 Federal Transportation Improvement Program (2017 FTIP) under project number RIVLS01, Exempt Grouped Projects for Safety Improvements – SHOPP Collision Reduction Program – 2017, in conjunction with FTIP Amendment Modification #17-22.

1.2.3 Purpose and Need

1.2.3.1 PROJECT PURPOSE

The purpose of the project is to improve the safety performance of a portion of SR-74 from the Orange County Line (PM 0.0) to Monte Vista Street (PM 5.8) in Riverside County.

1.2.3.2 PROJECT NEED

The project is needed along the project limits as SR-74 is a two-lane undivided mountainous highway where sight distance, shoulder, and lane widths are nonstandard, consisting of many vertical and reverse horizontal curves. In many areas, the shoulders are unpaved and narrow ranging from zero to two feet. Double yellow lines with rumble strips are the existing features used to separate eastbound and westbound traffic.

During an investigation period between January 1, 2009 and December 31, 2013, this segment of the highway was identified in the 2014 Two and Three Lane Safety Monitoring Report as having three or more cross-centerline fatal collisions and a cross-centerline fatal collision rate of 0.12 or greater collisions per mile, per year. As such, this segment met the criteria for the number of cross-centerline fatal accidents.

The proposed project will improve the performance of the road by widening the lanes to standard 12-foot widths, widening outside shoulders to four-foot wide, adding two-foot wide centerline striping and rumble strips, and adding shoulder rumble strips.

1.2.4 Capacity, Transportation Demand, and Safety

1.2.4.1 CURRENT AND FORECASTED TRAFFIC

The annual average daily traffic (AADT) data for SR-74 within the project limits is 11,700 AADT in 2018; in future year 2038 the AADT is anticipated to be 16,700. The design hour

volume (DHV) in 2018 is 1,330; in future year 2038 the DHV is anticipated to be 2,680. The 2018 level of service (LOS) is D; in future year 2038, the LOS is anticipated to be LOS E.

The Traffic Accident Surveillance and Analysis System (TASAS) – Transportation Systems Network (TSN) data was analyzed for accident rates and types of collisions for a three-year period from April 1, 2012 to March 31, 2015. The accident rates and types of collisions are shown in Table 1-1.

Table 1-1. Accident History

Accident Rates (# of Accidents/Million Vehicle Miles)						
Location	Actual Accident Rates			Average Accident Rates		
	Fatal	Fatal + Injury	Total	Fatal	Fatal + Injury	Total
SR-74 PM 0.0/5.8	0.061	1.09	1.67	0.023	0.42	0.93
Source: Caltrans Traffic Accident Surveillance and Analysis System (TASAS).						
Note: The bold highlighting denotes actual collision rates greater than statewide average collision rates for similar facilities.						

As shown in Table 1-1, the actual accident rates along SR-74 within the project limits are greater than the statewide average rates in both the fatal and fatal plus injury categories. The percentages for types of collisions and primary collision factors are shown in Tables 1-2 and 1-3.

Table 1-2. Type of Collisions

Head-On	Sideswipe	Rear-End	Broadside	Hit Object	Overtake	Auto-Ped	Other	Not stated
7.3%	9.1%	11.8%	2.7%	30.9%	37.3%	0.0%	0.9%	0.0%
Source: Caltrans Traffic Accident Surveillance and Analysis System (TASAS).								

Table 1-3. Primary Collision Factors

HBD	FTC	FTY	IT	ESS	OV	ID	OTD	UNK	FA	NS
5.5%	0.9%	0.0%	36.4%	28.2%	27.3%	0.0%	1.8%	0.0%	0.0%	0.0%
Source: Caltrans Traffic Accident Surveillance and Analysis System (TASAS).										
Note: HBD = Influence of Alcohol, FTC = Following too close, FTY = Failure to yield, IT = Improper turn, ESS = Speeding, OV = Other violations, ID = Improper driving, OTD = Other than driver, UNK = Unknown, FA = Fell Asleep, NS = Not stated										

As shown in the table above, the majority of collision types along SR-74 within the project limits involved vehicles overturning and vehicles hitting an object. The primary collision factors were improper turning movements by the driver and the project would correct these improper turning movements.

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Figure 1-1
Regional Vicinity
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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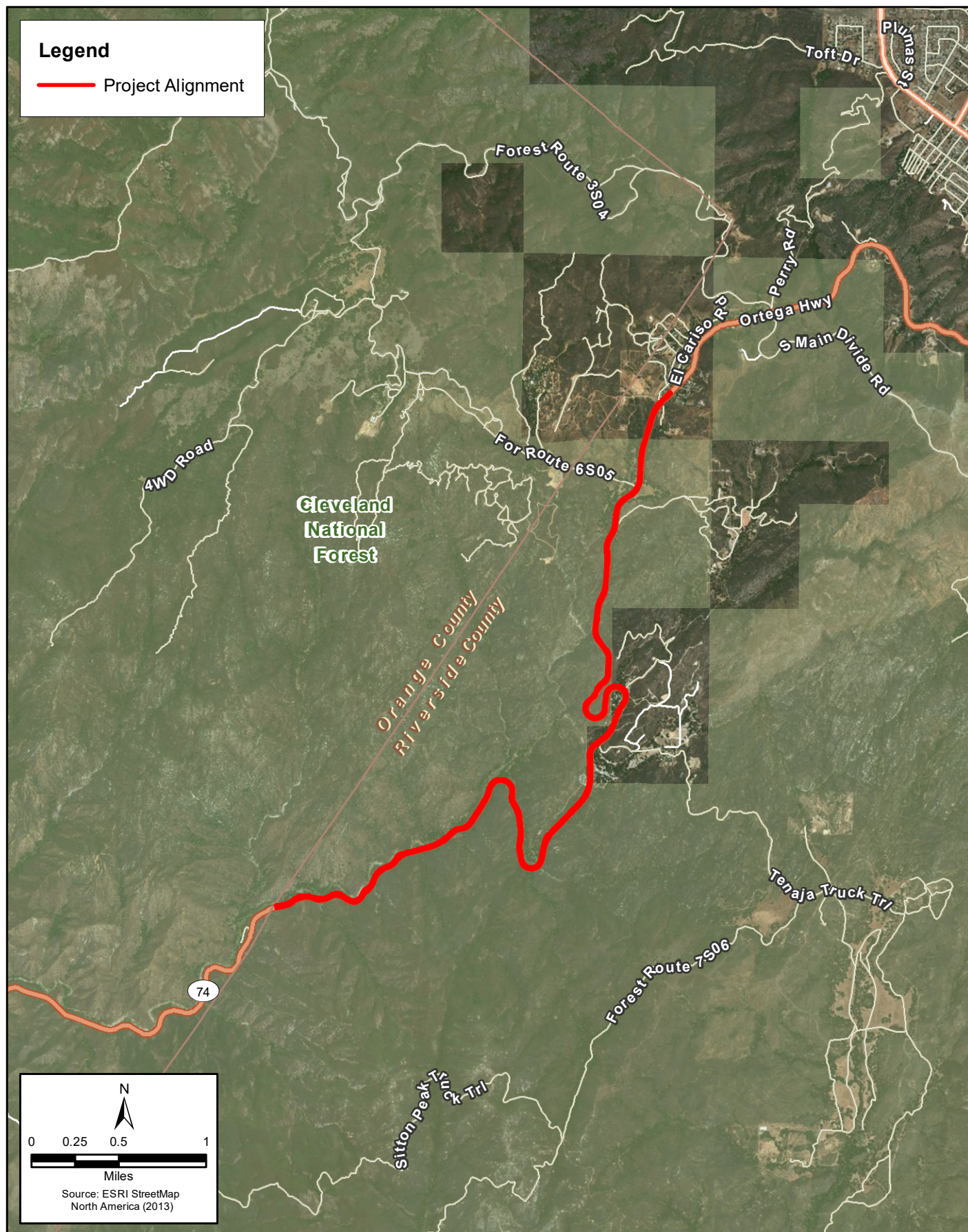


Figure 1-2
Project Location
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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The predicted average crash frequency for total and fatal plus injury collisions without and with improvements is shown in Table 1-4.

Table 1-4. Predicted Average Crash Frequency of Total and Fatal Plus Injury Collisions for Rural Two-Lane, Two-Way Roadway Segments (AADT Year 2018)

Crash Severity Level	Predicted Average Crash Frequency, $N_{spf\ rd}$ (Crash per Year)		Average Crash Frequency Reduction (Crash per Year)
	Without Improvements (Including Centerline Rumble Strips)	With Improvements	
Total	28.534	18.005	10.529
Fatal and Injury	9.159	5.780	3.380

Source: Caltrans Traffic Accident Surveillance and Analysis System (TASAS).

The total predicted average crash frequency with improvements (18.005) is less than the total predicted average crash frequency without improvements (28.534). As such, with the proposed improvements the average crash frequency would be reduced by 10.529 crashes per year for total collisions.

The predicted average crash frequency for different collision types without and with improvements are compared in Table 1-5.

Table 1-5. Total Collision Frequency for Collision Types for Rural Two-Lane, Two-Way Roadway Segments (AADT Year 2018)

Collision Type	Predicted Average Crash Frequency, $N_{spf\ rd}$ (Total) (Crash per year)		Average Crash Frequency Reduction (Crash per Year)
	Without Improvements (Including Centerline Rumble Strips)	With Improvements	
Overturn	0.713	0.450	0.263
Ran-Off Road	14.866	9.381	5.486
Head-on	0.457	0.288	0.168
Sideswipe	1.056	0.666	0.390

Source: Caltrans Traffic Accident Surveillance and Analysis System (TASAS).

The predicted average number of total collisions for different collision types per year with improvements is less than without improvements. The proposed improvements would result in reduction of overturn (0.263), ran-off road (5.486), head-on (0.168), and sideswipe collisions (0.390).

The proposed improvements include widening lanes to the standard 12 feet, widening outside shoulders to four feet wide, adding two-foot-wide centerline striping and rumble strips, and adding shoulder rumble strips. These improvements are expected to reduce the number of overturn, ran-off road, head-on, and sideswipe collisions because the proposed project provides

greater recovery surface area and the rumble strips will alert motorists of deviation from the travel lane to take corrective action.

1.2.5 Roadway Deficiencies

Currently, SR-74, within the project limits, is a two-lane undivided mountainous highway where sight distance, shoulder, and lane widths are narrow or limited, within many vertical and reverse horizontal curves. In many areas, the shoulders are unpaved and narrow, ranging in width from zero to two feet; varying lane widths ranging between ten to twelve feet, and many areas with unpaved and narrow shoulders ranging from zero to two feet wide. Widening the existing lanes to provide standard lane widths, and widening the outside shoulders to four-feet would correct these deficiencies.

1.2.6 Independent Utility and Logical Termini

Federal Highway Administration (FHWA) regulations (23 Code of Federal Regulations [CFR] 771.111 [f]) require that the action evaluated:

- Connect logical termini and be of sufficient length to address environmental matters on a broad scope.
- Have independent utility or independent significance (be usable and require a reasonable expenditure even if no additional transportation improvements in the area are made).
- Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

Logical termini should encompass an entire project. Cutting a larger project into smaller projects may be considered “improper segmentation.” A project must have independent utility; that is, a project must be able to function on its own, without further improvements.

This Initial Study/Environmental Assessment (IS/EA) assesses the possible environmental effects of proposed geometric and operational improvements along portions of SR-74 from the Orange County Line (PM 0.0) to Monte Vista Street (PM 5.8), near the City of Lake Elsinore in Riverside County. This segment of SR-74 has been identified as needing improvements to reduce the incidence of cross-centerline collisions. The project is of sufficient length, with project termini logically placed, to allow environmental issues to be addressed on a broad scope. As indicated in the TASAS information, collision rates along the proposed project segment of SR-74 will be reduced with the proposed improvements. The proposed project would result in operational improvements along SR-74 without any additional transportation improvements being made in the area. As such, the proposed project is considered a project with independent utility.

1.3 Project Description

This section describes the proposed action and the project alternatives that were developed to meet the identified purpose and need of the project, while avoiding or minimizing environmental impacts. The alternatives are the Build Alternative and the No-Build Alternative.

The purpose of the project is to improve the safety performance of SR-74 from PM 0.00 to PM 5.8 in Riverside County. The project is needed as the existing SR-74 is a two-lane undivided mountainous highway where sight distance, shoulder, and lane width are unpaved, narrow or limited.

1.4 Alternatives

1.4.1 No-Build (No-Action) Alternative

Under the No-Build Alternative, SR-74 would not be widened. The outside shoulders would not be widened, and no median or shoulder ground-in rumble strips would be added. Within the project area, SR-74 would continue to be a two-lane conventional highway separated by a solid double-yellow line with retro-reflective recessed markers. Operational improvements would not be made and collisions would not be reduced because no widening of the lanes or shoulders would occur and no additional ground-in rumble strips would be installed.

1.4.2 Proposed Build Alternative

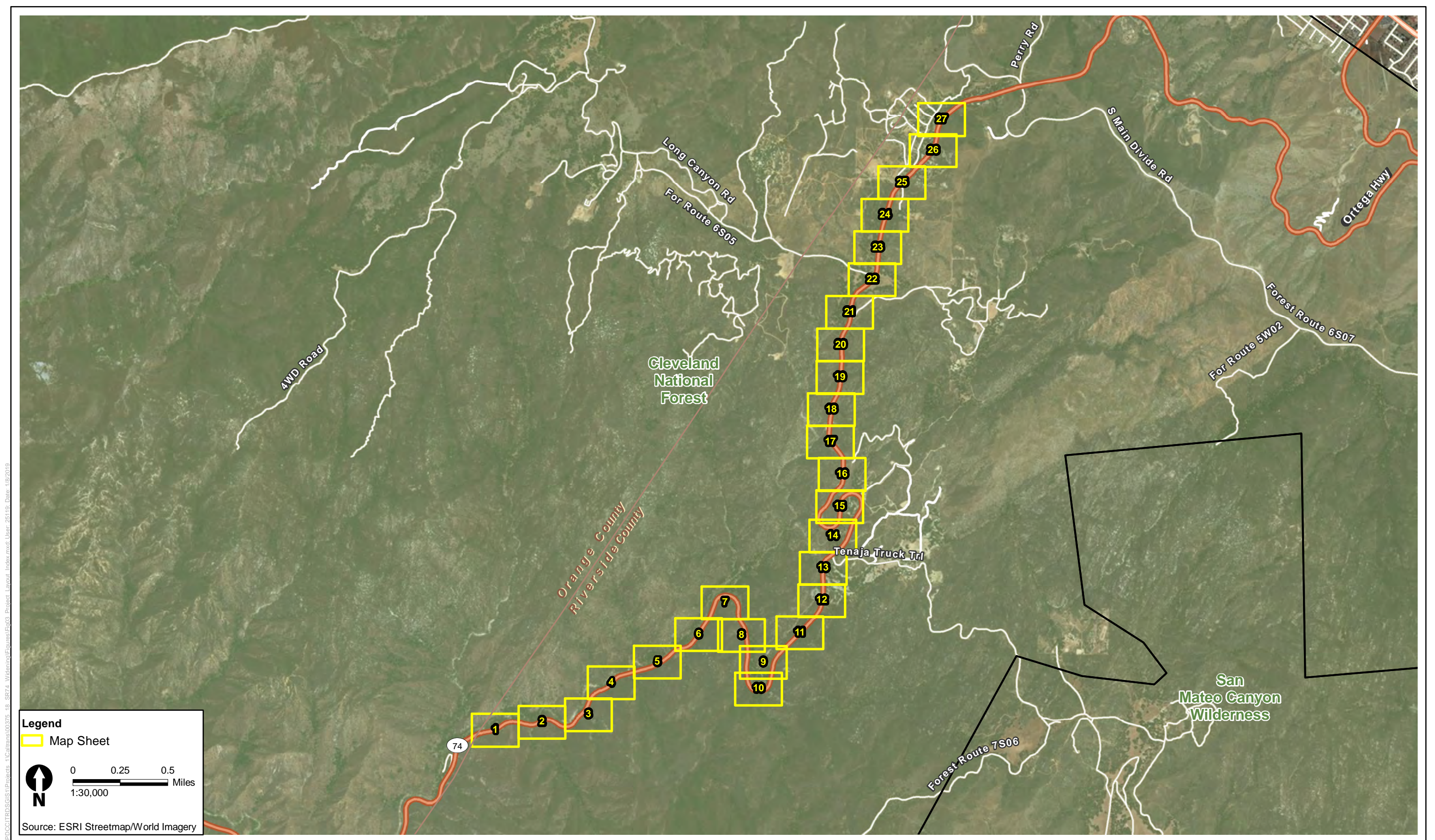
The existing portion of SR-74 within the project limits consists of a two-lane highway with one lane in each direction. The existing lanes have varying lane widths ranging from ten to twelve feet. The existing shoulders in some areas are unpaved and narrow, ranging from zero to two feet. The proposed project would widen existing lanes to provide 12-foot standard lanes, widen outside shoulders to four feet, and add 2-foot-wide median and shoulder ground-in rumble strips. The total width of the pavement is proposed to be 34 feet. Because of the existing conditions along the roadway, widening the shoulders will require constructing retaining walls with concrete barriers, cutting the rock slopes, and installing fill slopes. In some areas, the outside shoulders would require being widened to eight feet for rock catchment. The proposed project would fulfill the following objectives:

- Construct concrete barrier at locations where embankments are steep to prevent vehicles from running off the road.
- Install centerline and shoulder rumble strips.
- Separate the eastbound and westbound directions using a modified pavement delineation detail.
- Construct side slopes of 0.5:1 in areas of cut and 1:1 in areas of fill to minimize soil disturbance.
- Improve existing turnouts.

- Replace pavement markers to enhance the visibility of pavement delineation.
- Install rock catchment in areas where rock fall may occur in traffic lanes.
- Extend existing culverts under SR-74 to accommodate the widening.
- Overlay 0.1 feet of open grade asphalt concrete (OGAC) over 0.2 feet of Rubberized Asphalt Concrete (Type G).
- Improve and install on-site and off-site drainage structures to facilitate the flow of floodwater within the project limit.

In addition, highway planting, hillside restoration, and revegetation would be required aesthetic treatment along SR-74. The project's aesthetic treatment will match the aesthetic treatment currently seen on the Orange County portion of SR-74. All of the improvements are anticipated within the existing right of way, and no additional right of way is required. The proposed project would not increase the traffic capacity. The proposed project would also result in the removal of approximately 291 trees. Trees removed by the proposed project would be replaced at a 3:1 ratio.

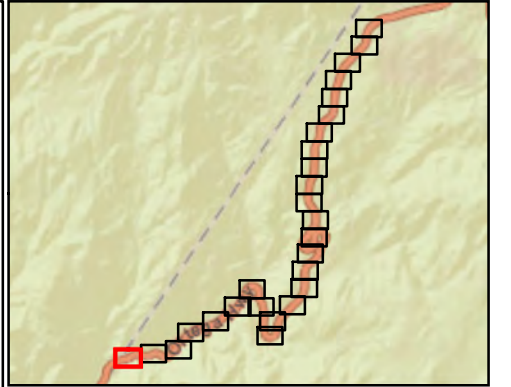
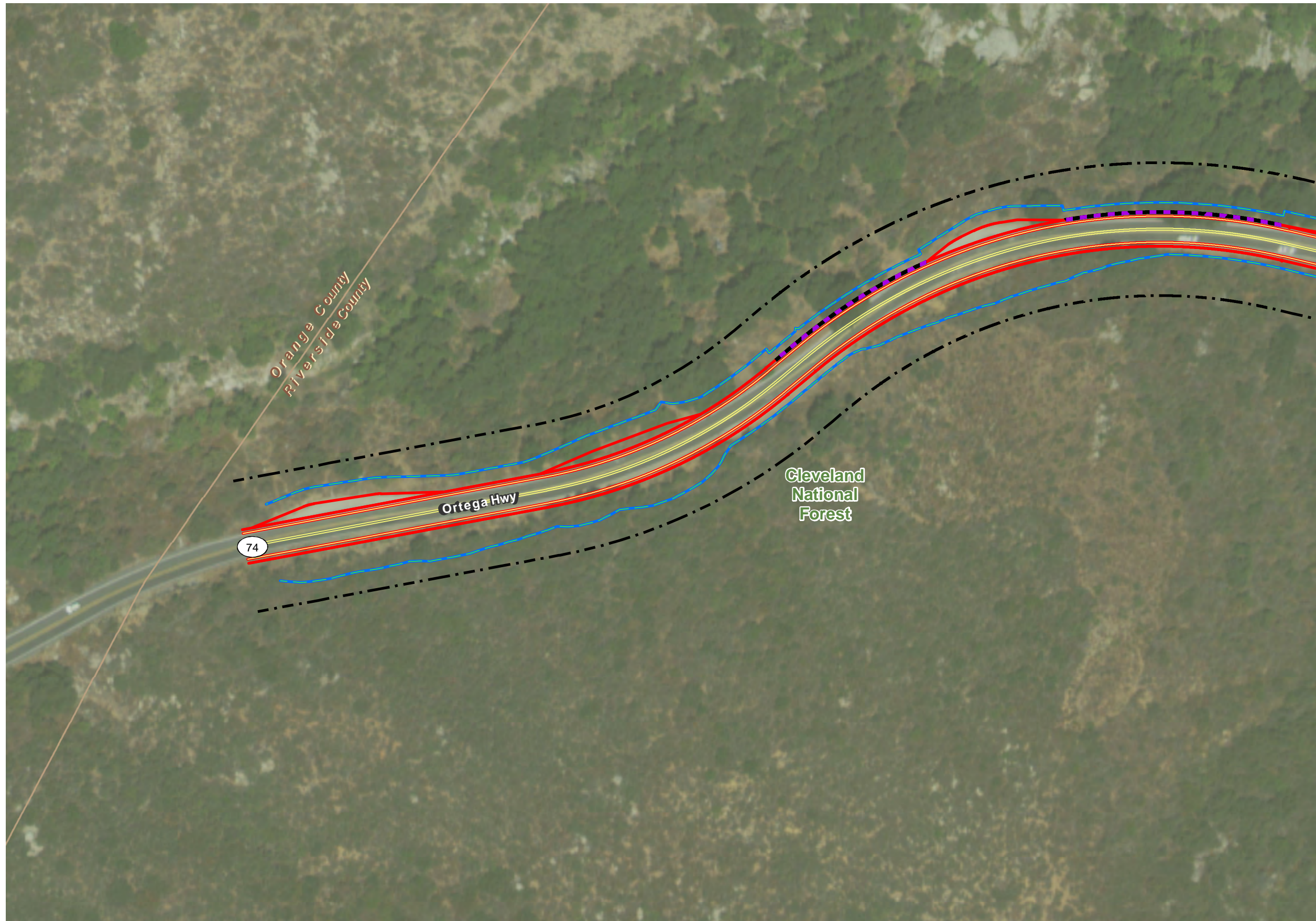
The capital cost for the Build Alternative is estimated at \$53,650,000. If there are any changes to the project design, or if regulatory agency findings necessitate compensatory mitigation, the cost would be added to this estimate.



**Figure 1-3 - Index Sheet
 Project Layout Map
 SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project**

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- Cut and Fill
- Retaining Wall
- Slope Limit
- Right-of-Way

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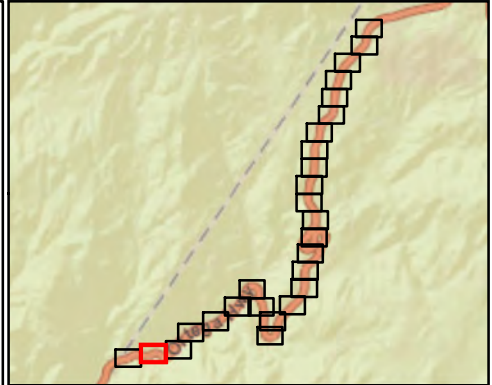
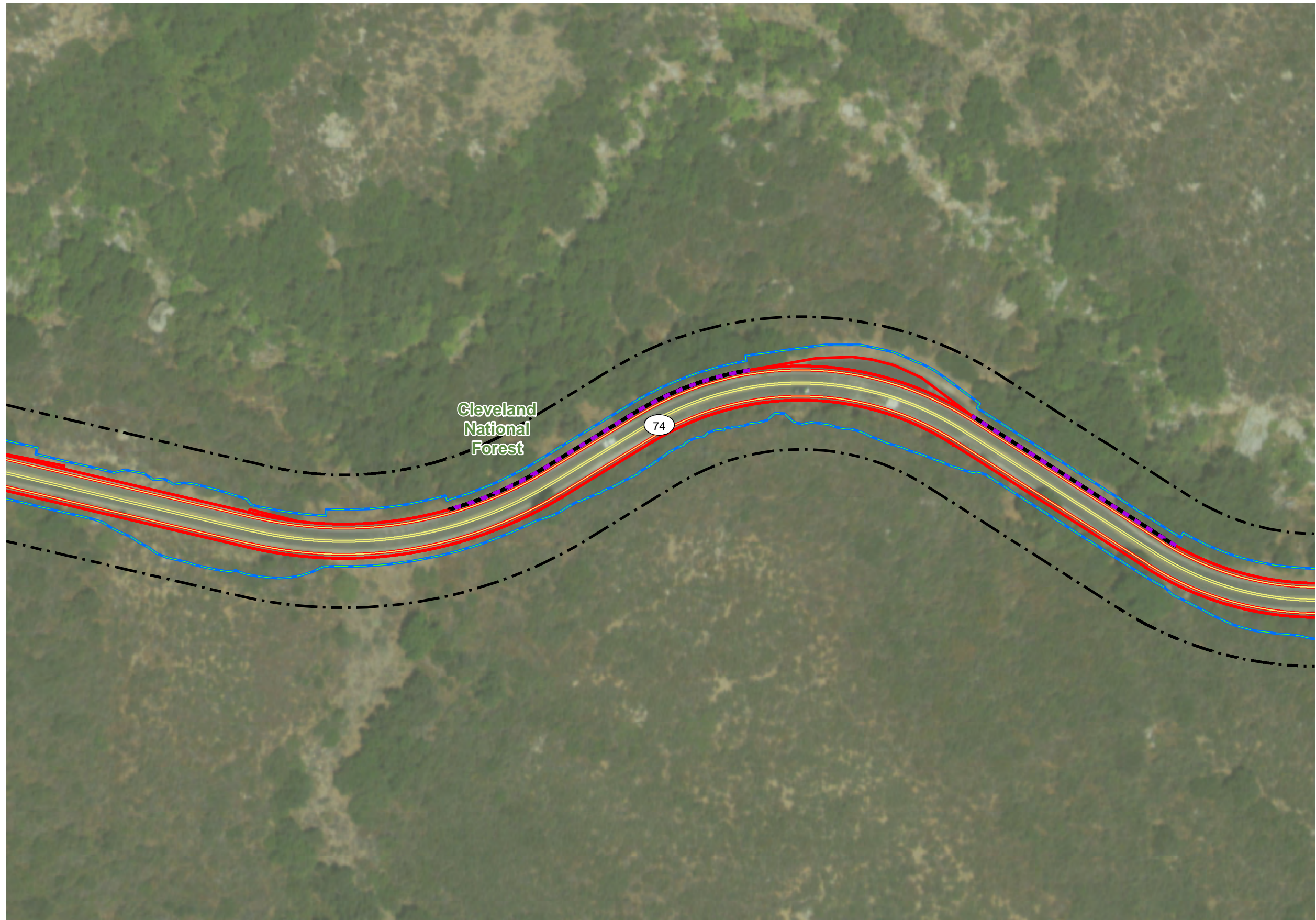


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Figure 1-3 - Sheet 1
Project Layout Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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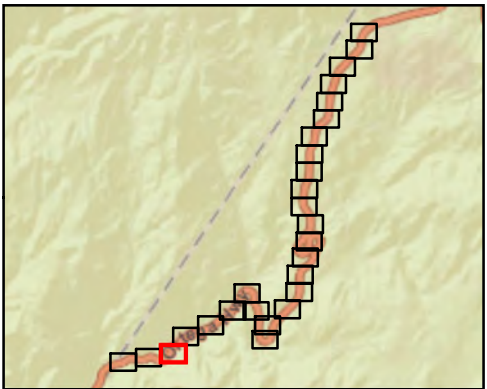
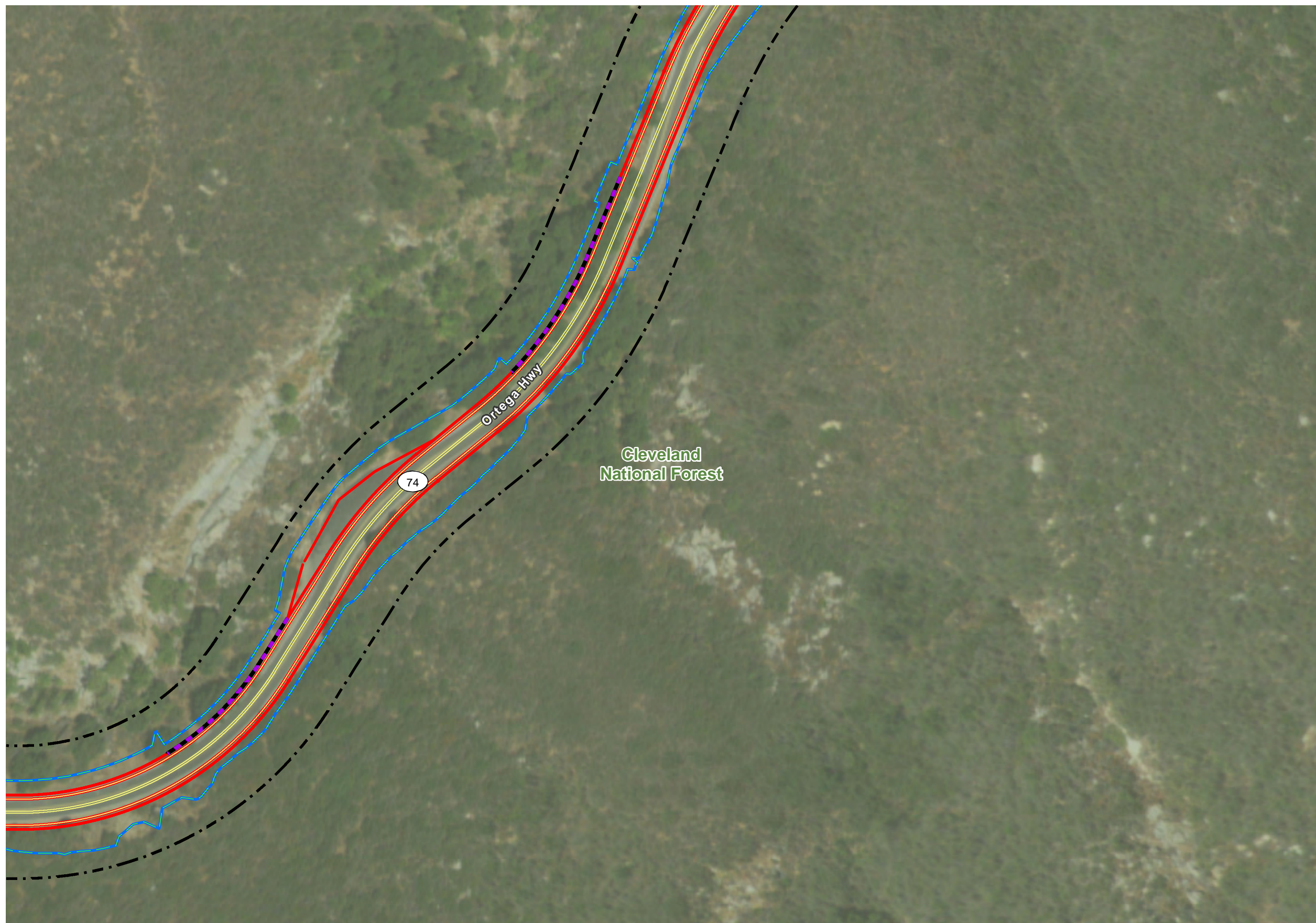


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Figure 1-3 - Sheet 2
Project Layout Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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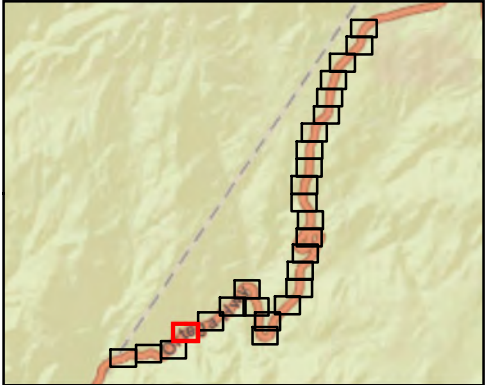
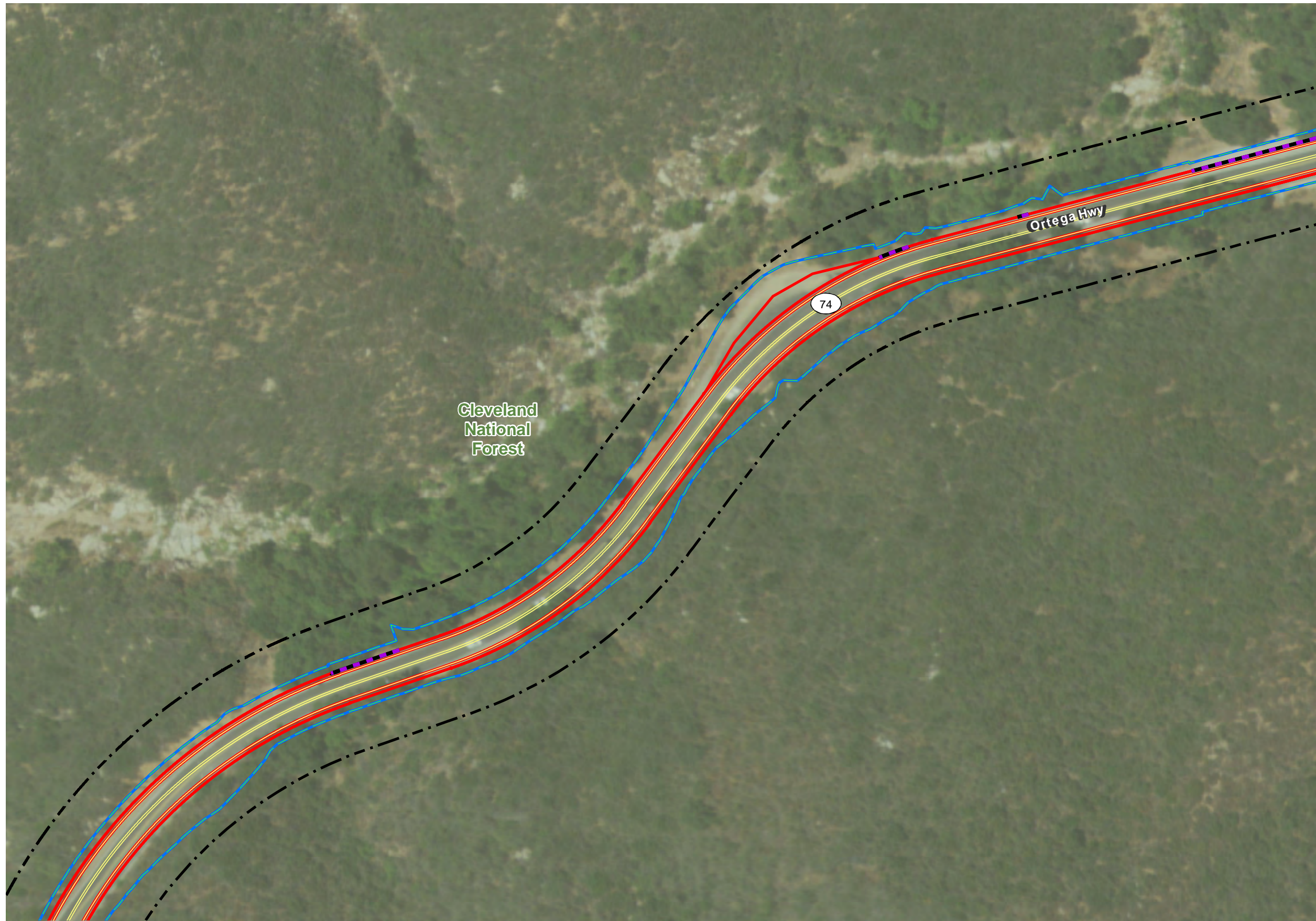


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Figure 1-3 - Sheet 3
Project Layout Map
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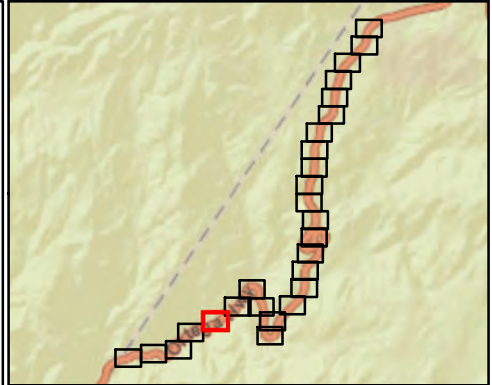
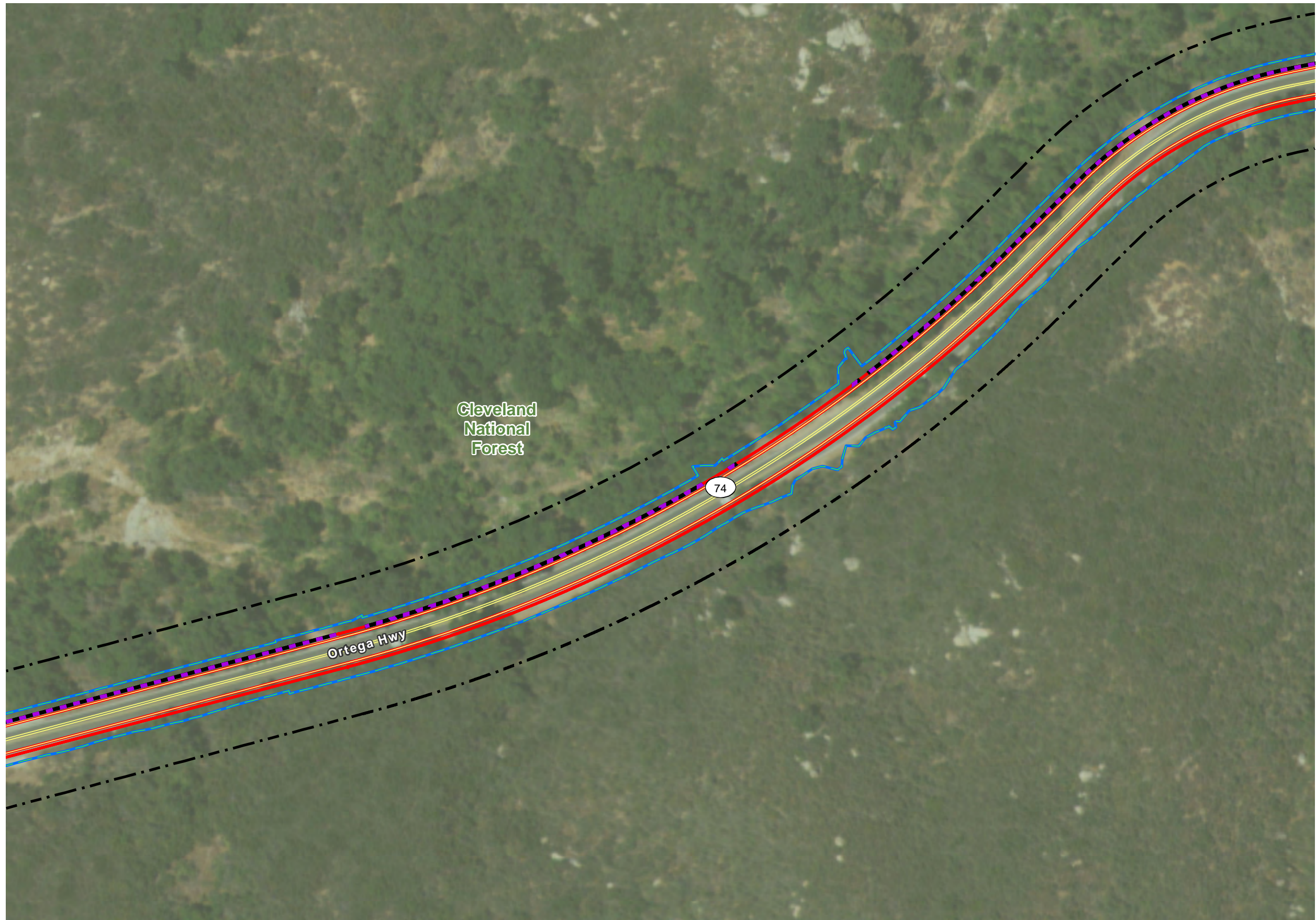


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Figure 1-3 - Sheet 4
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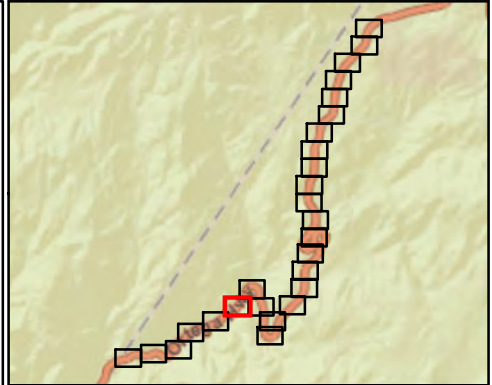
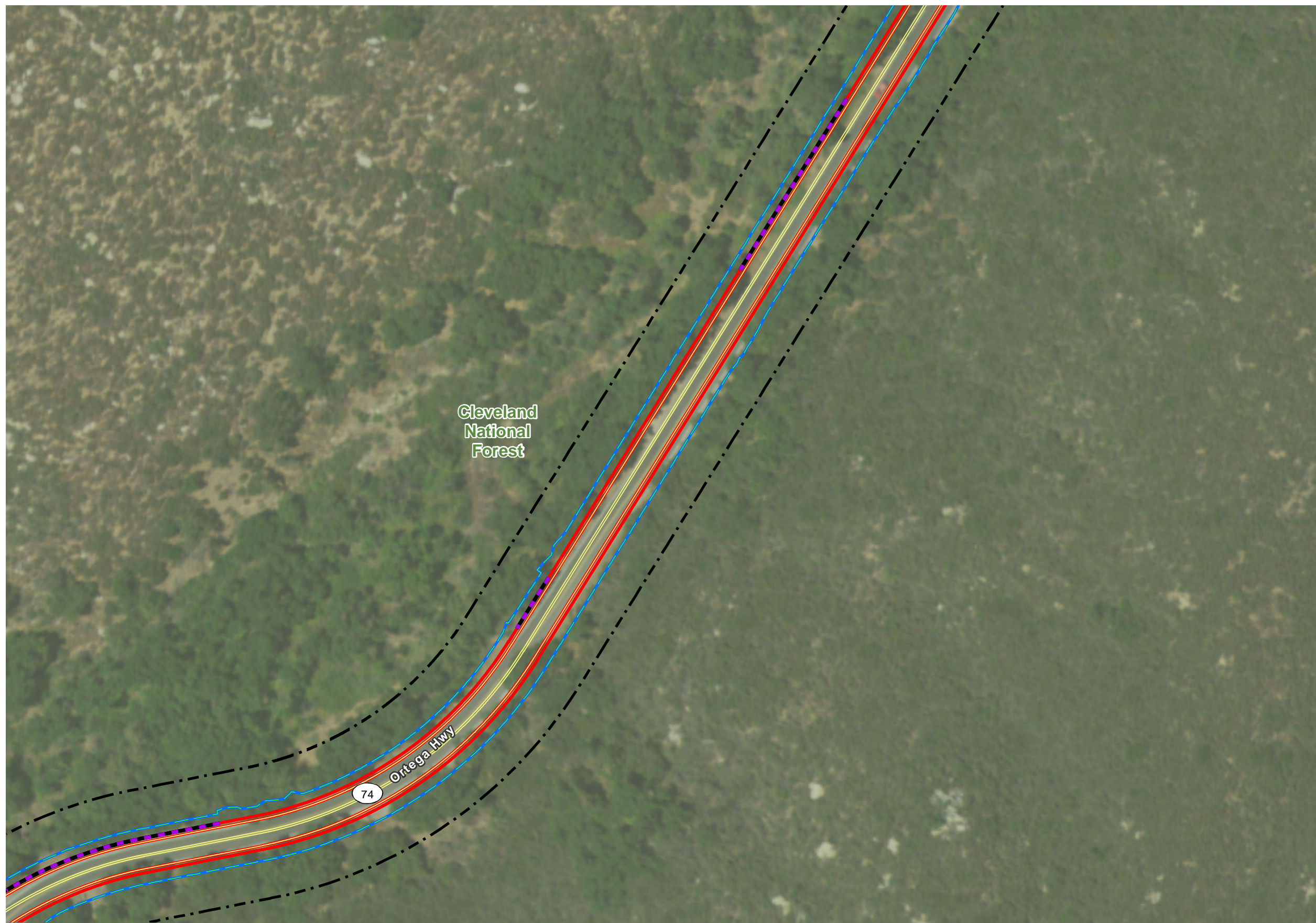


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Figure 1-3 - Sheet 5
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SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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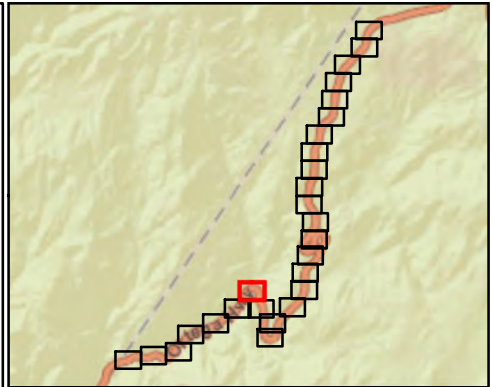
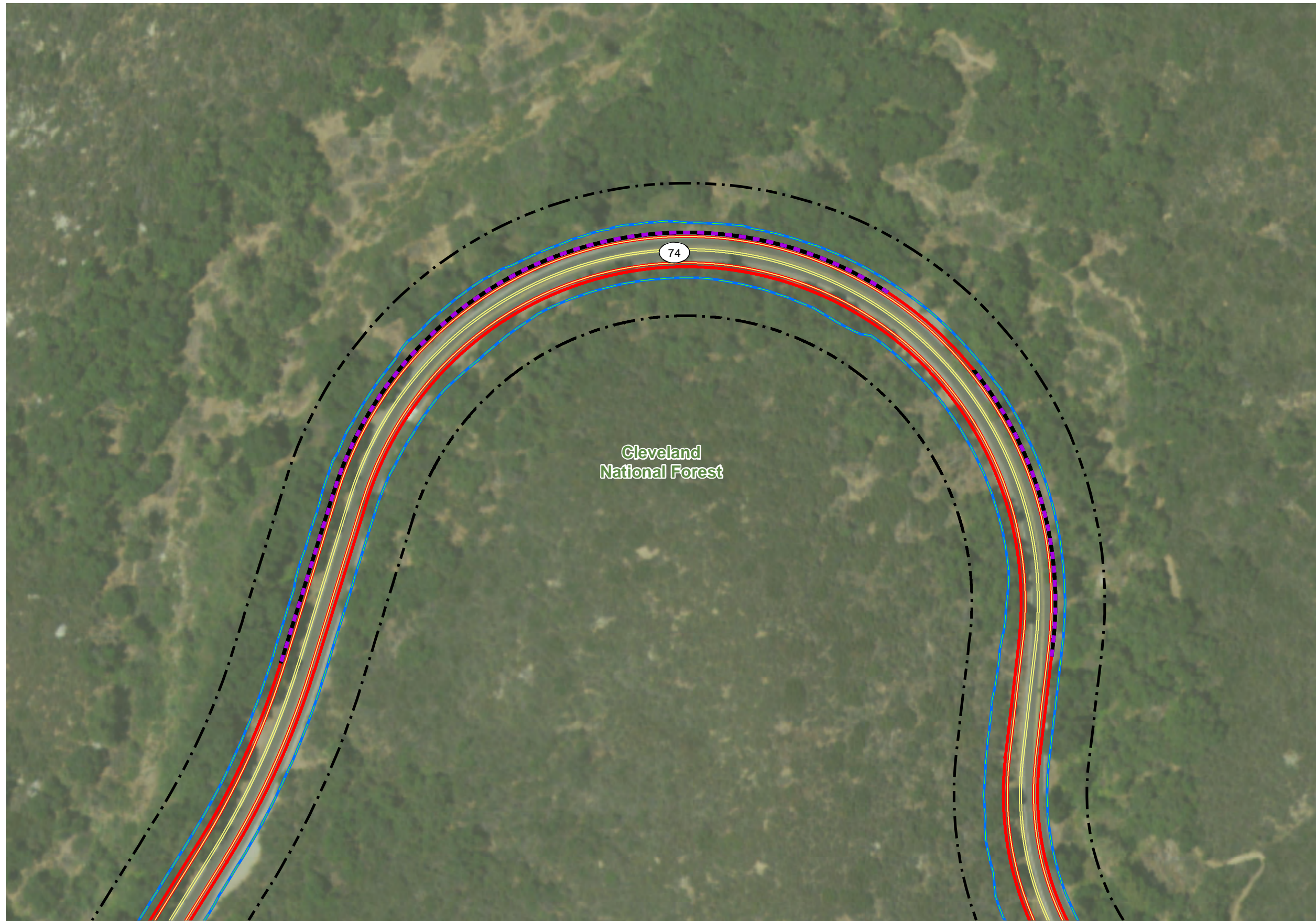


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Figure 1-3 - Sheet 6
Project Layout Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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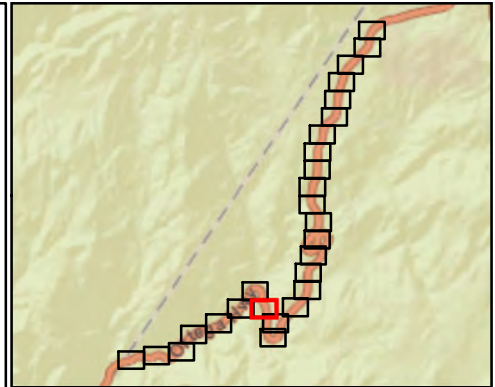
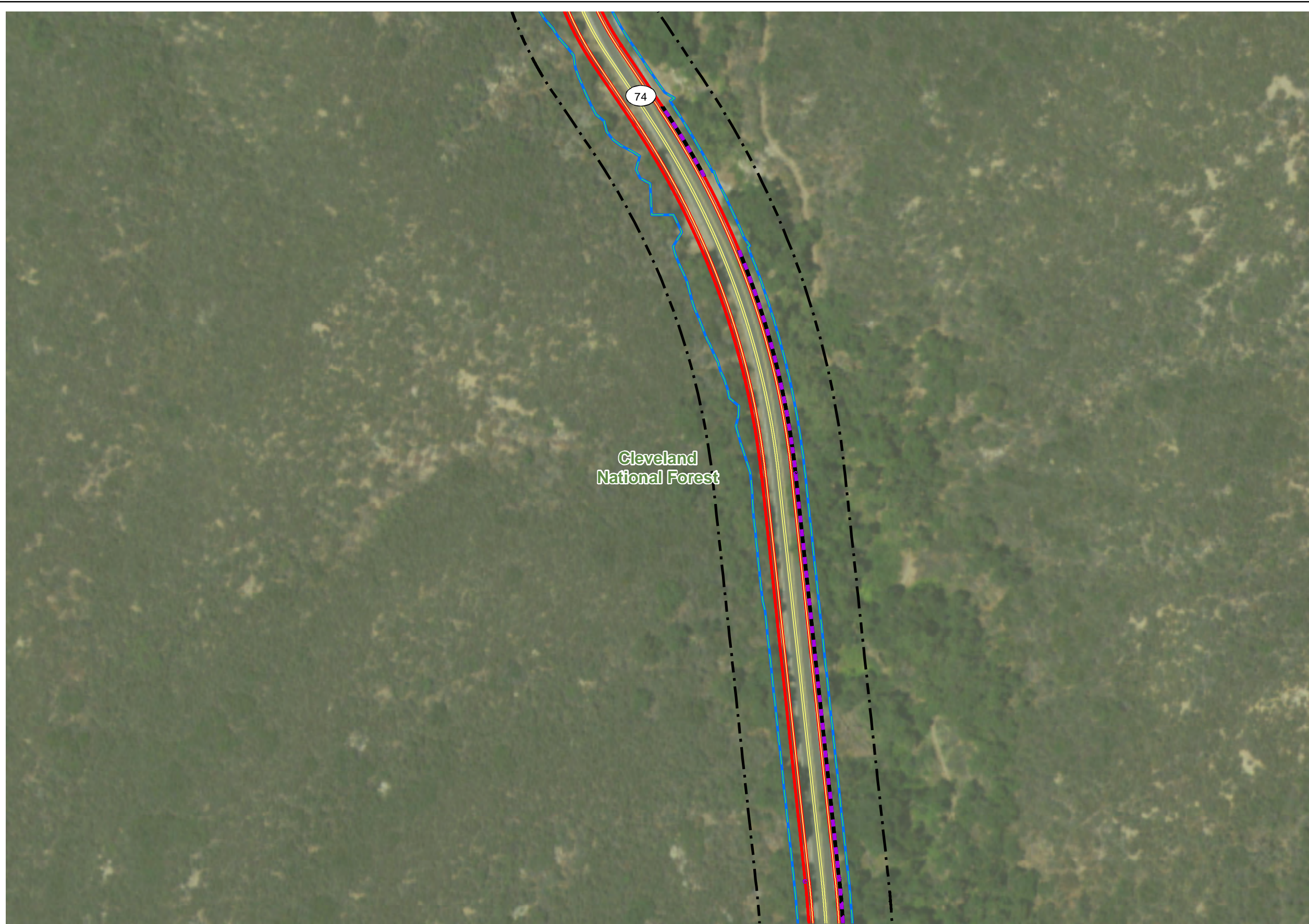


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Figure 1-3 - Sheet 7
Project Layout Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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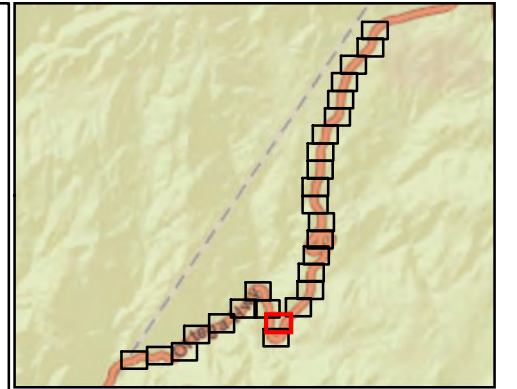
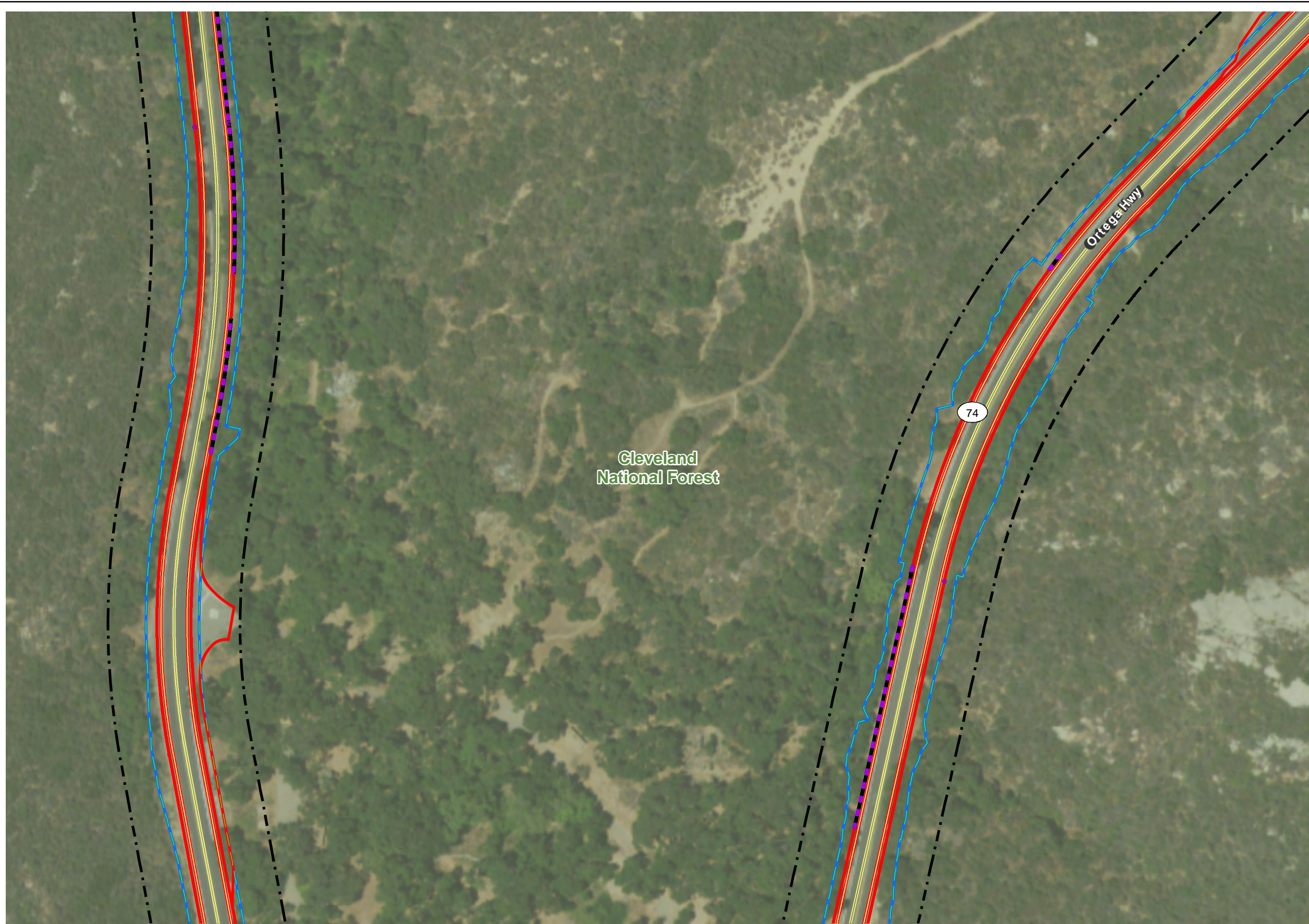


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Figure 1-3 - Sheet 8
Project Layout Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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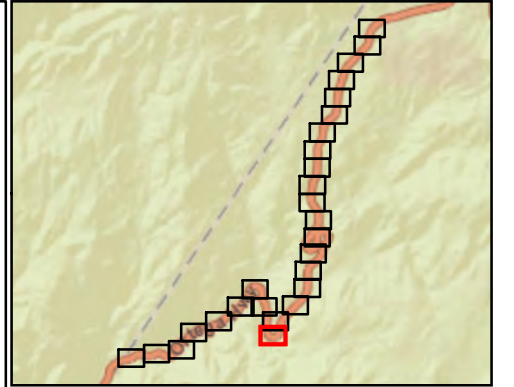
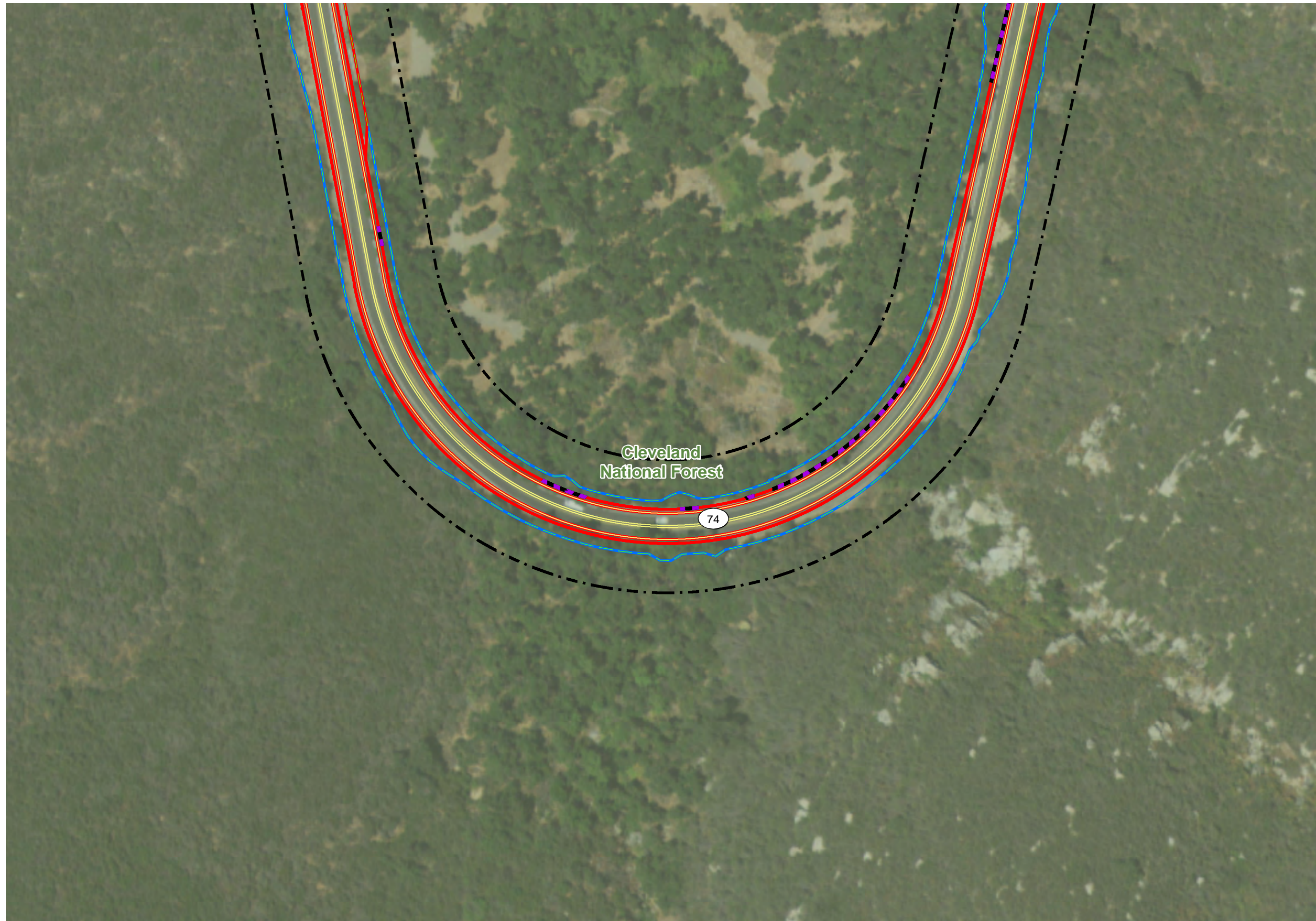


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Figure 1-3 - Sheet 9
Project Layout Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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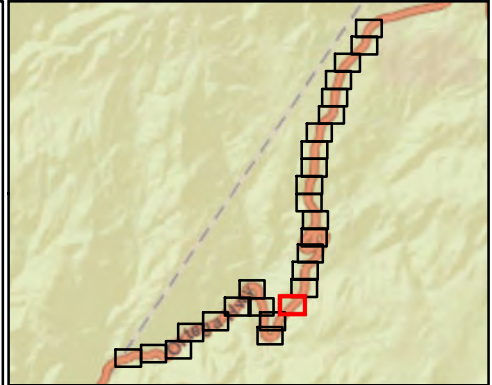
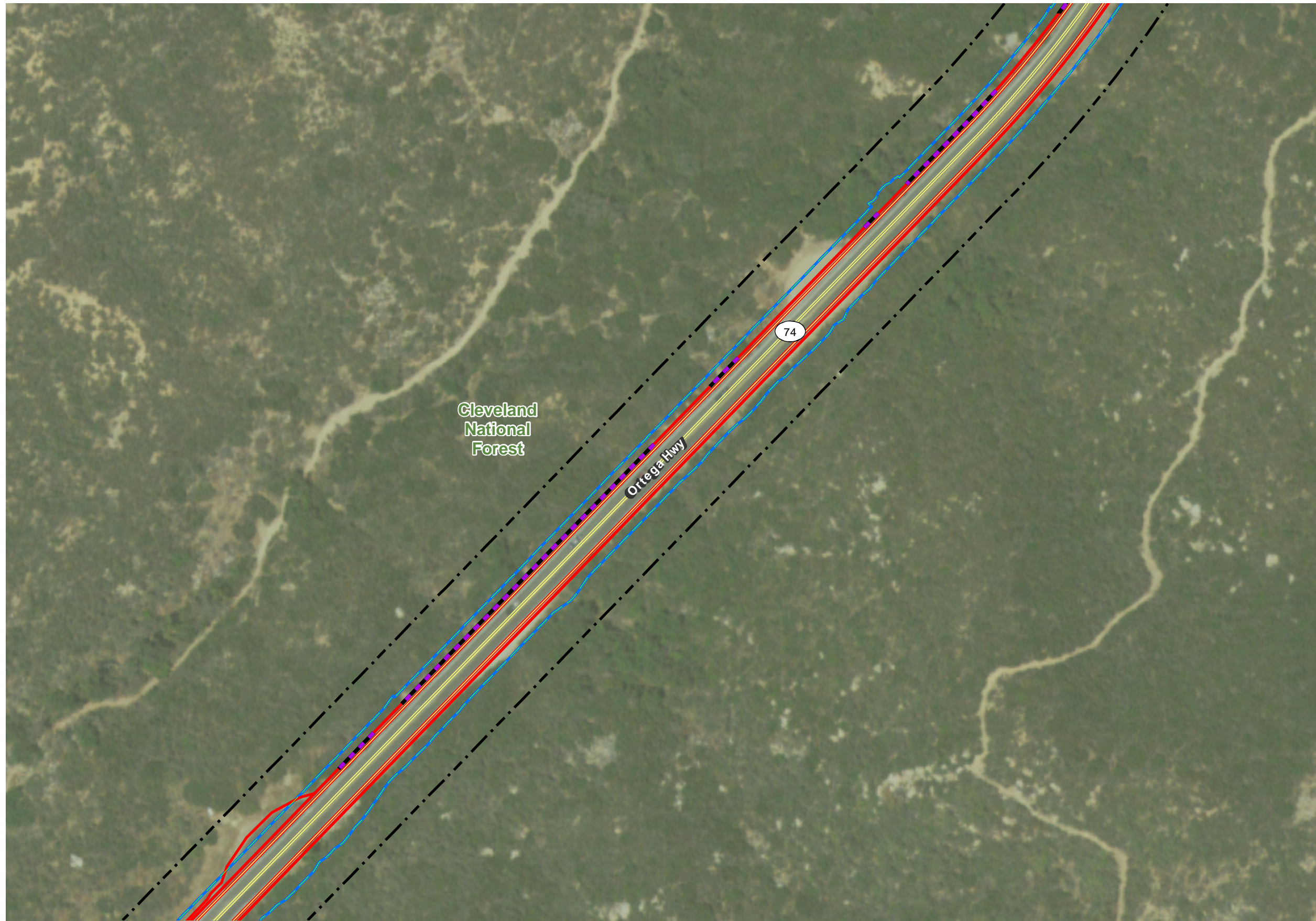


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Figure 1-3 - Sheet 10
Project Layout Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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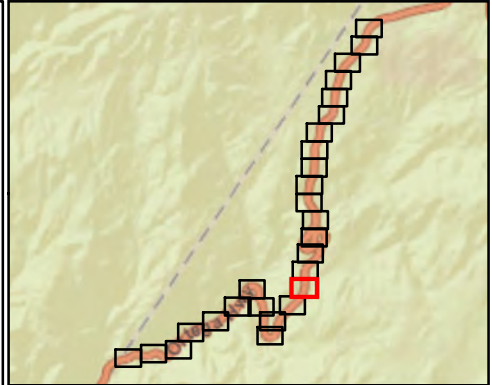
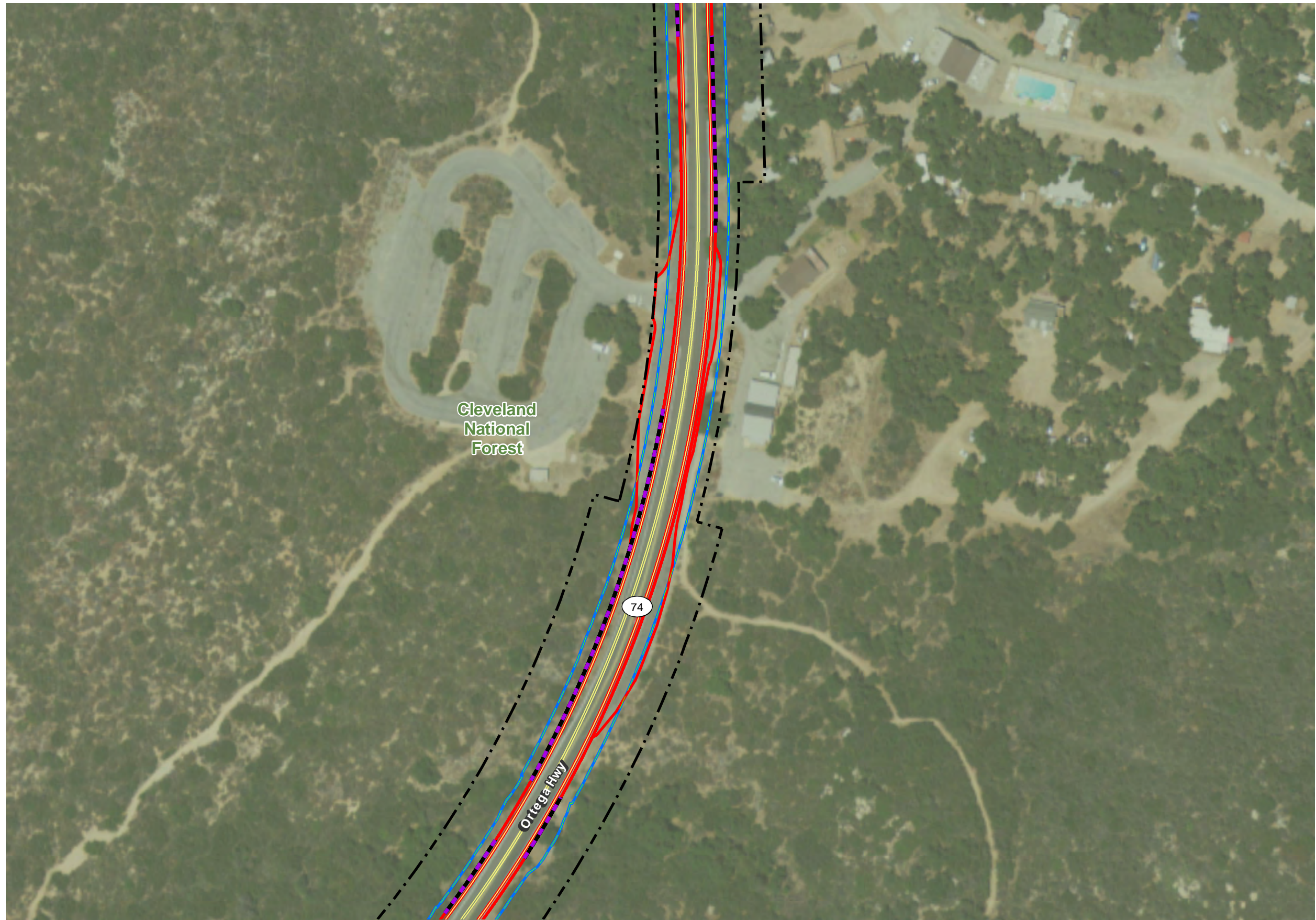


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Figure 1-3 - Sheet 11
Project Layout Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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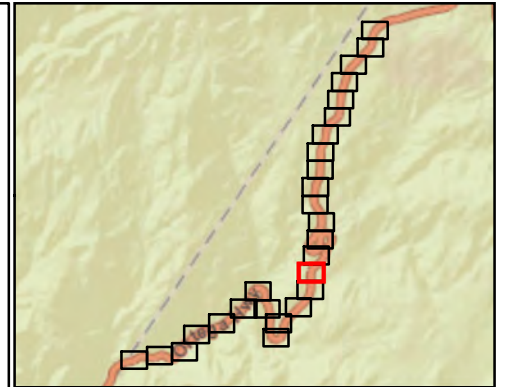
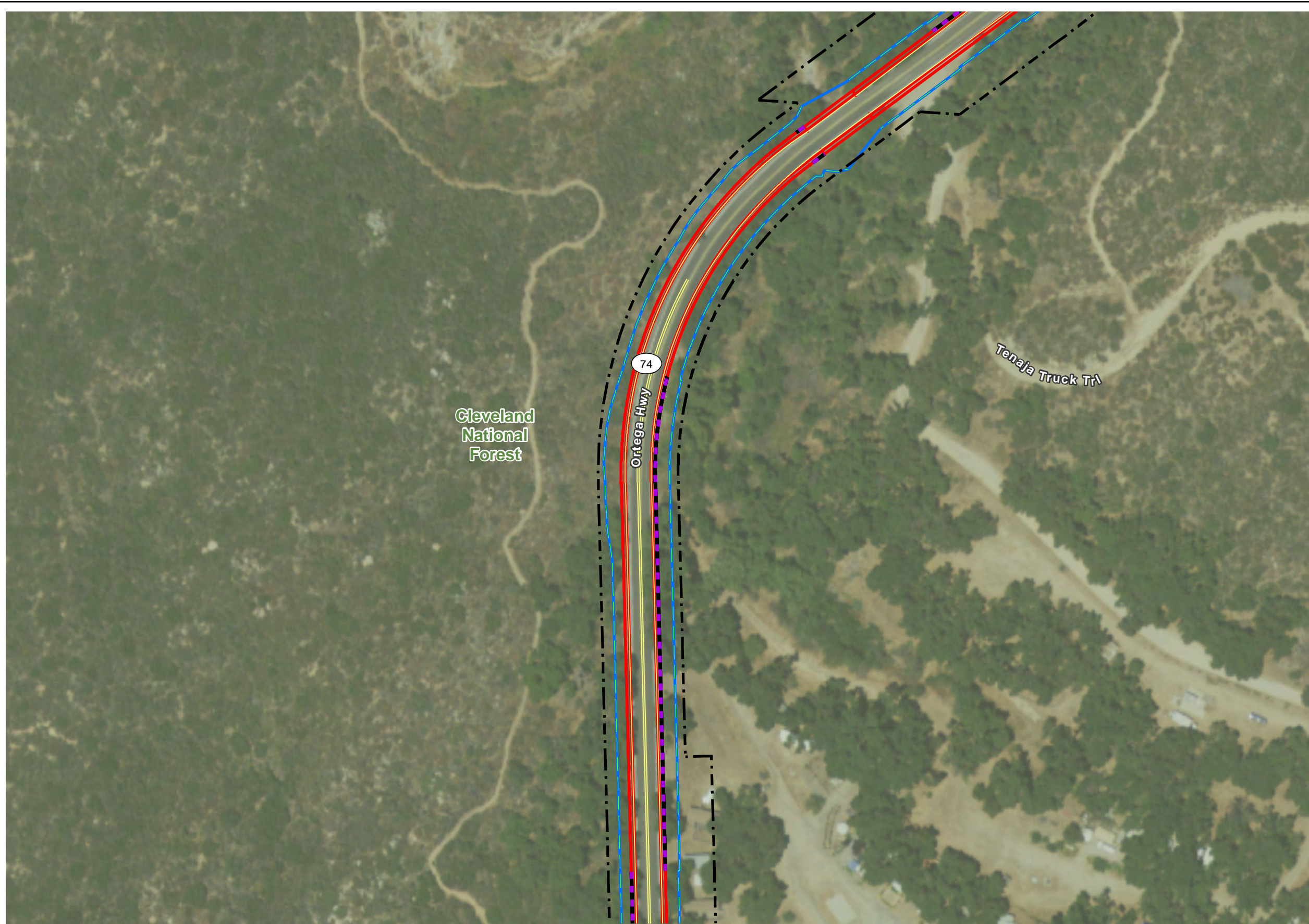


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Figure 1-3 - Sheet 12
Project Layout Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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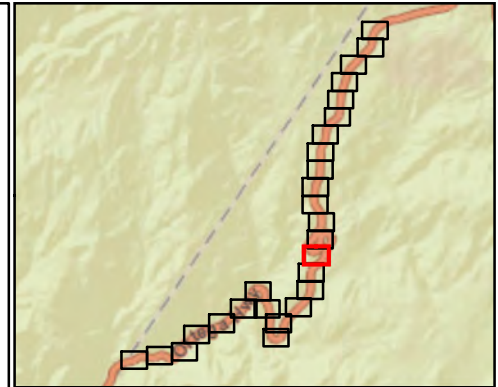
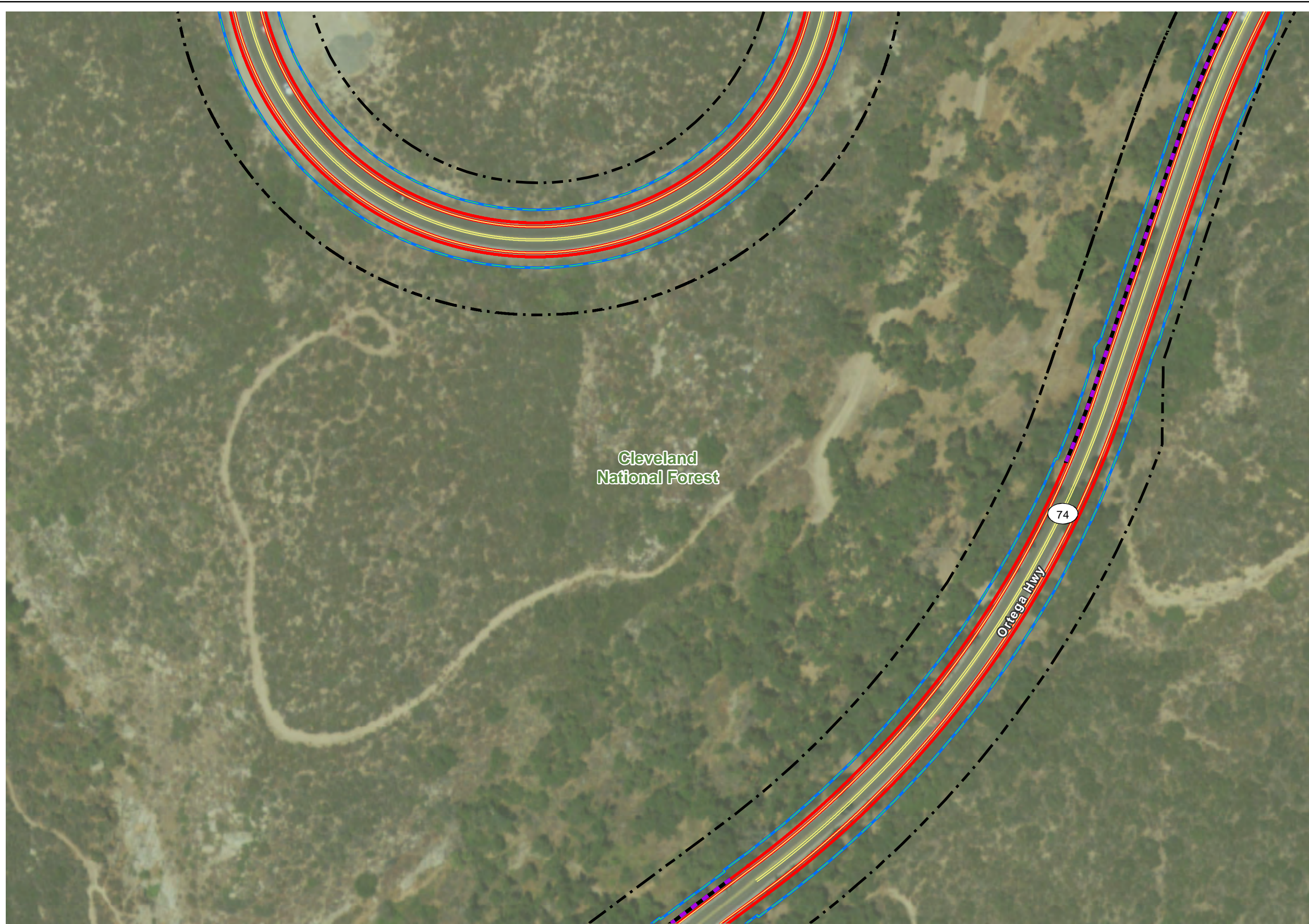


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Figure 1-3 - Sheet 13
Project Layout Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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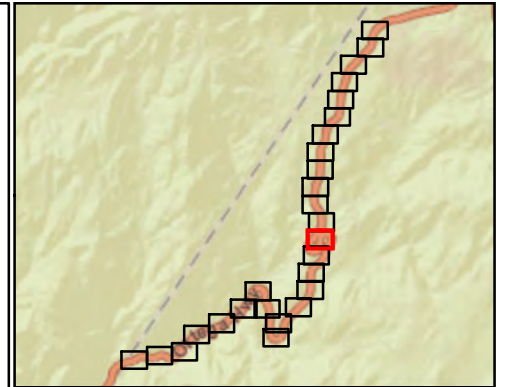
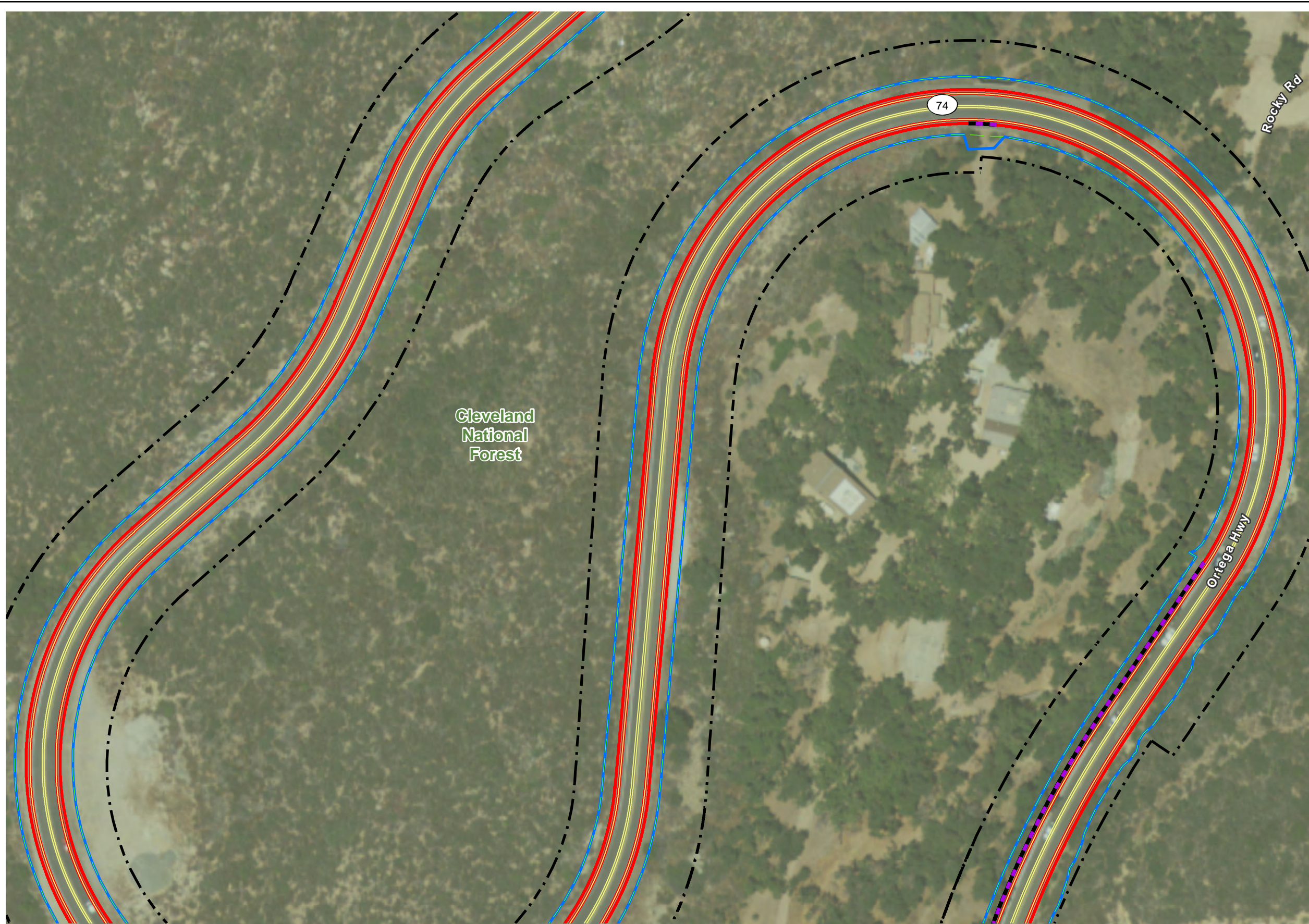


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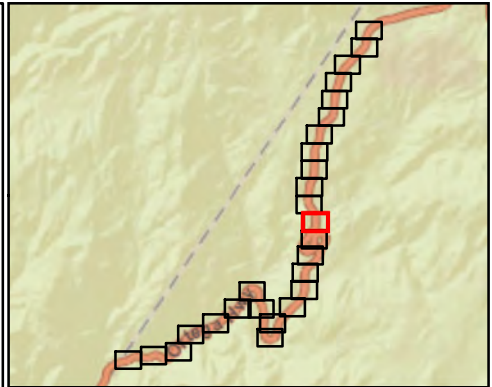
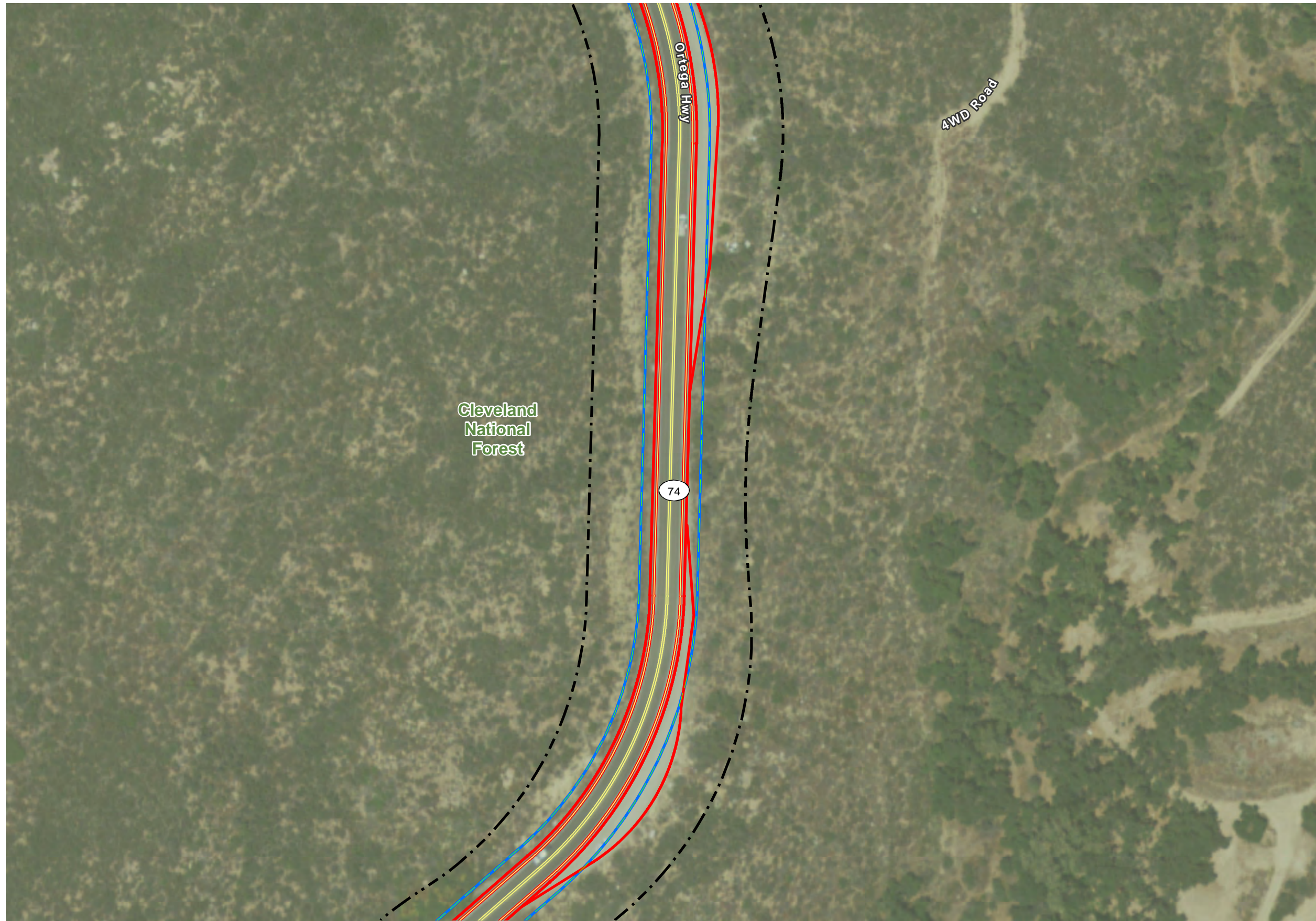


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Figure 1-3 - Sheet 15
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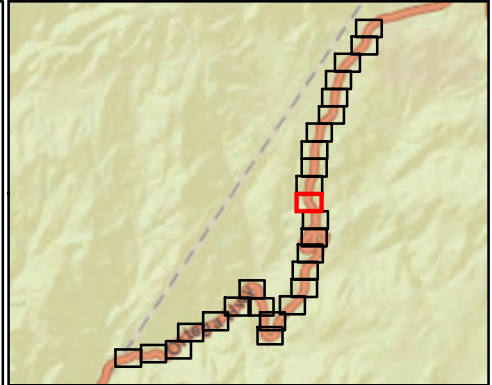
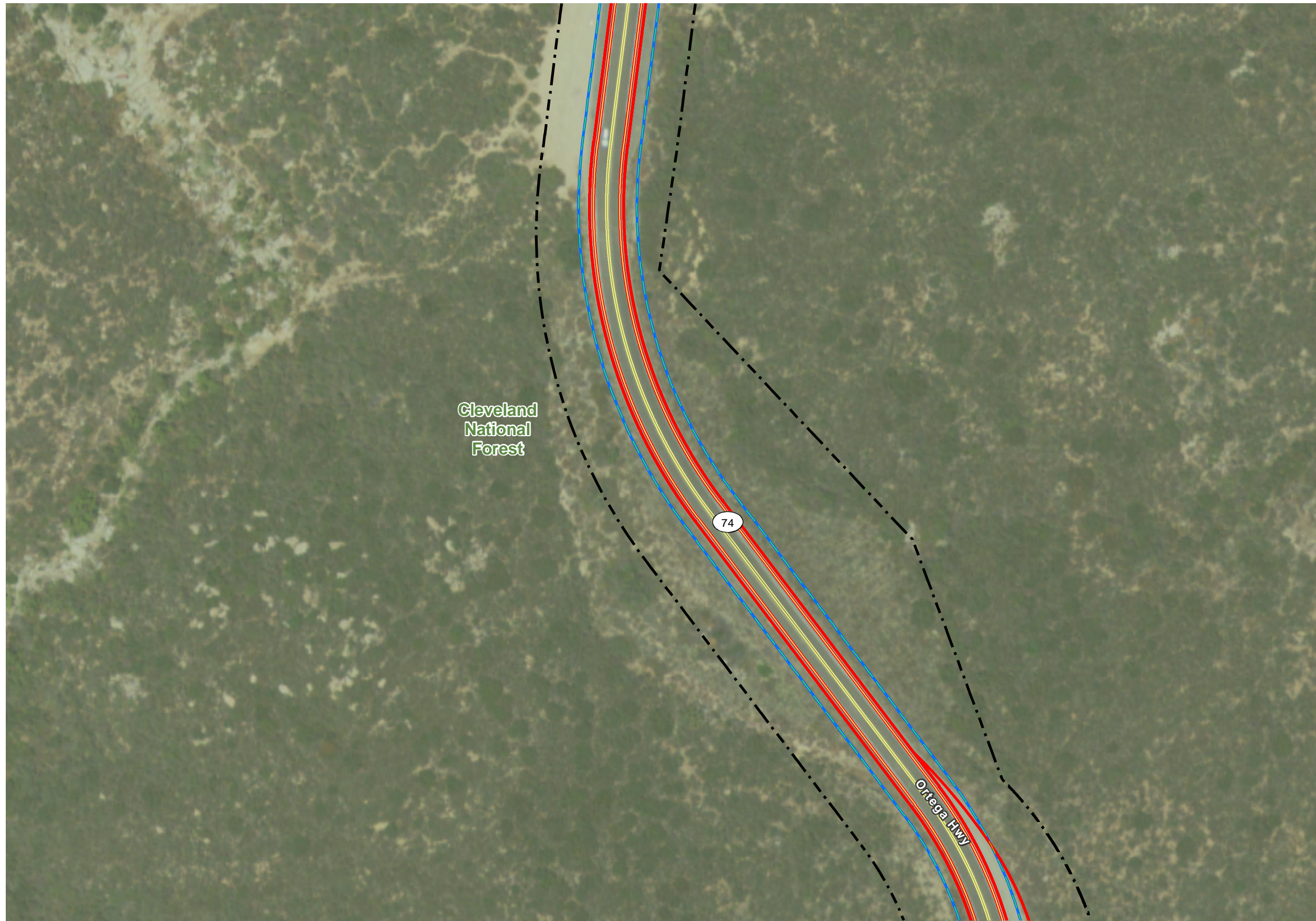


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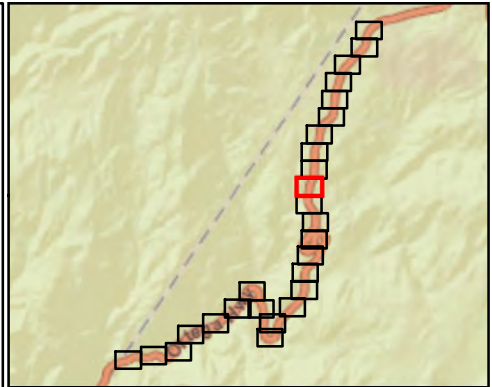
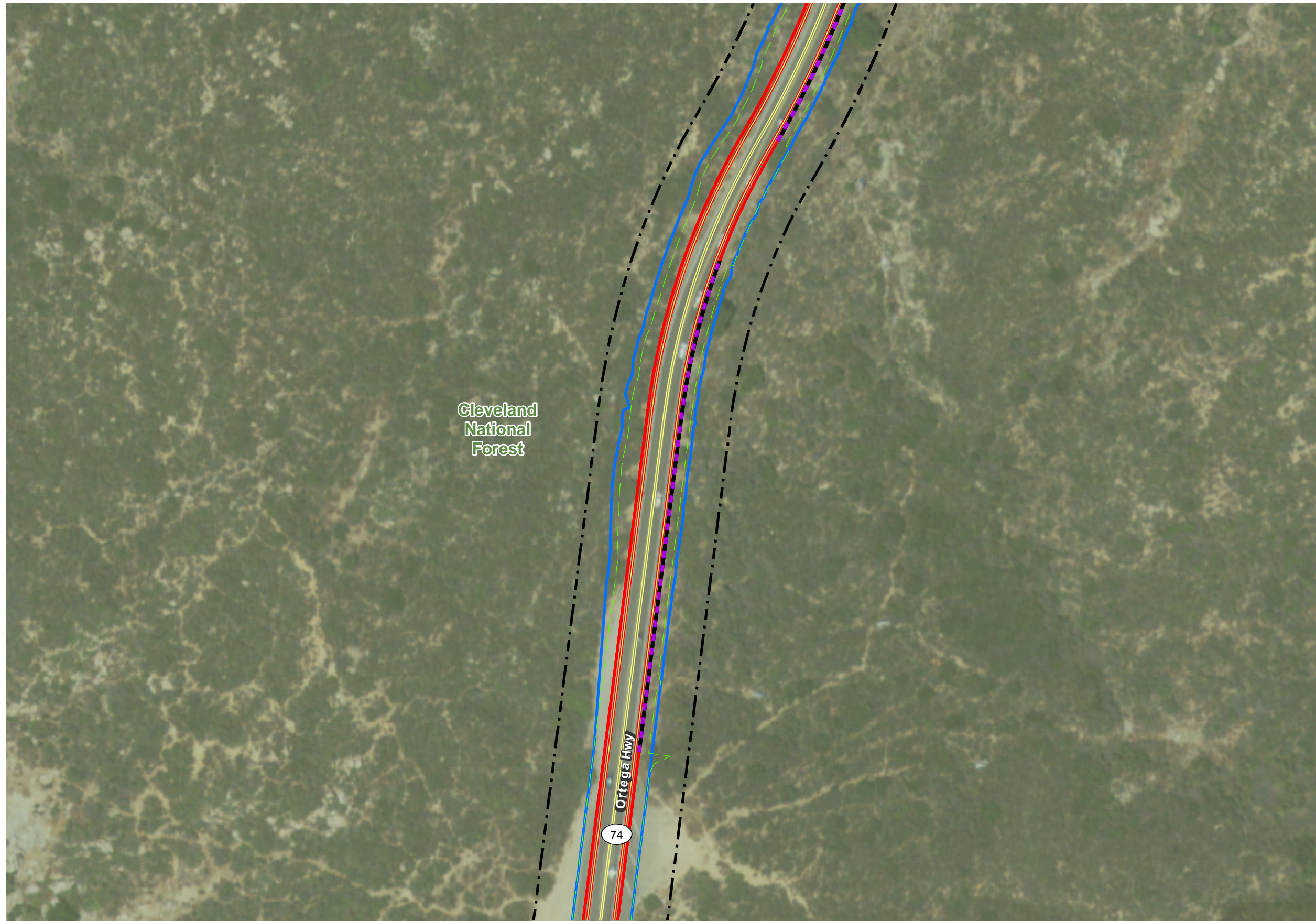


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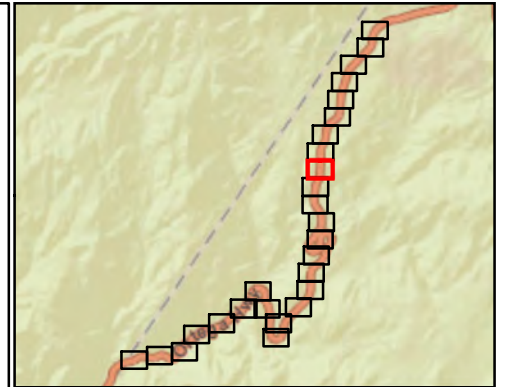
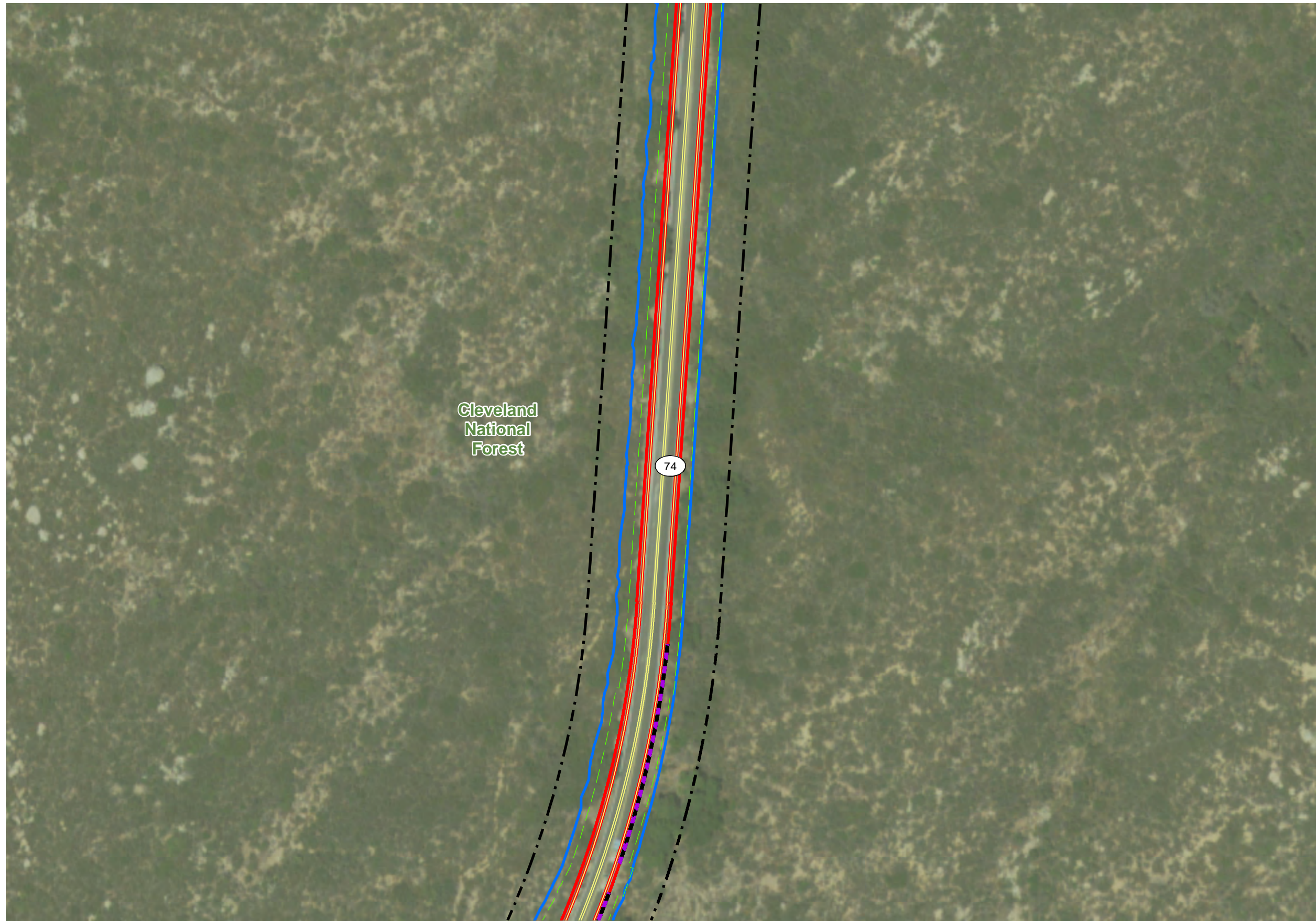


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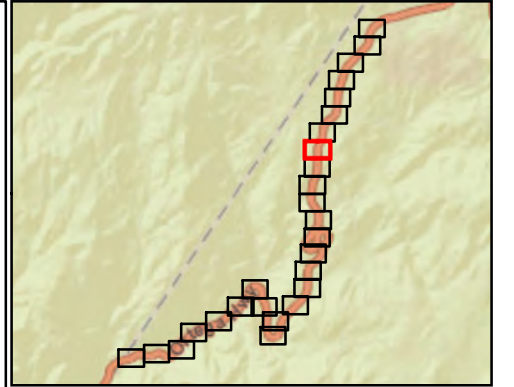
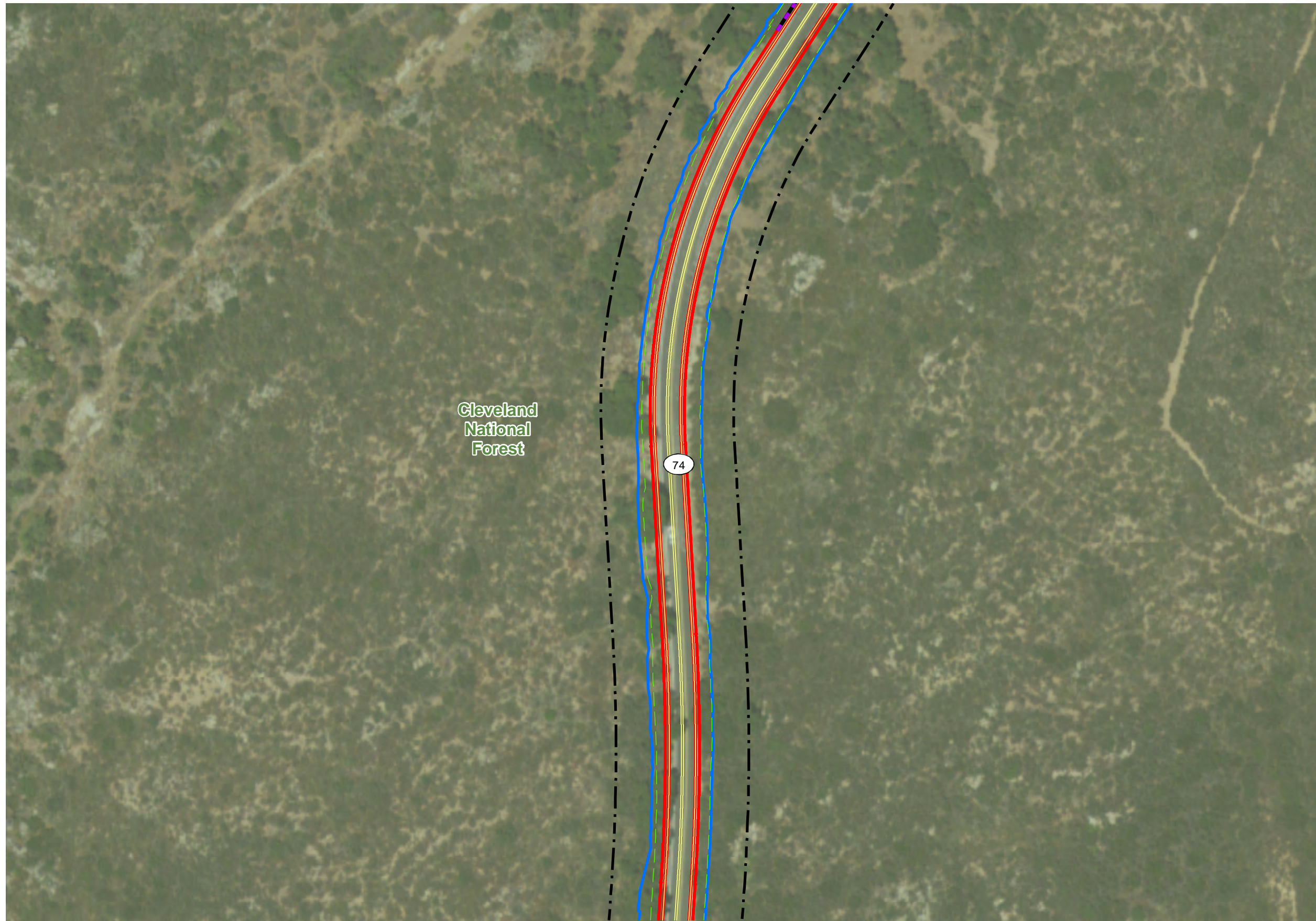


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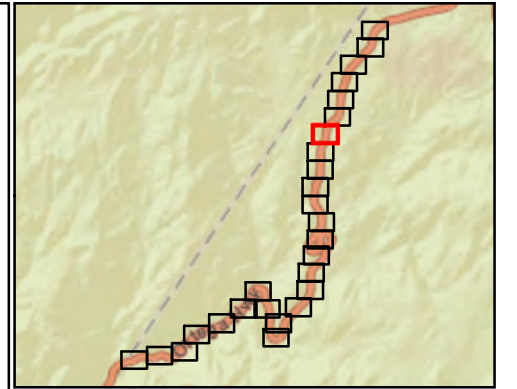
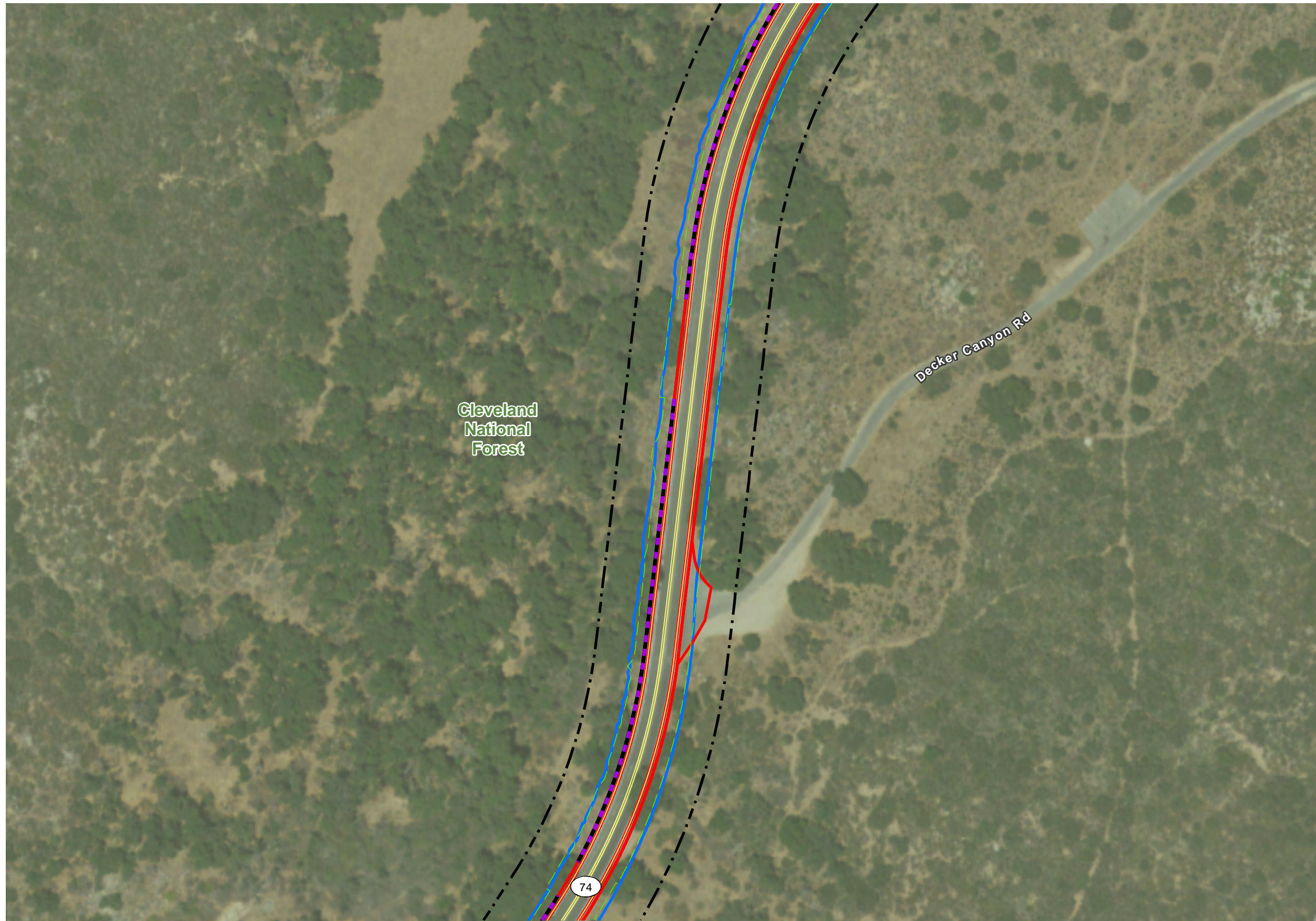


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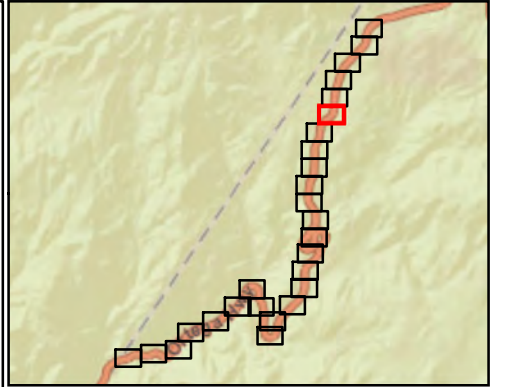
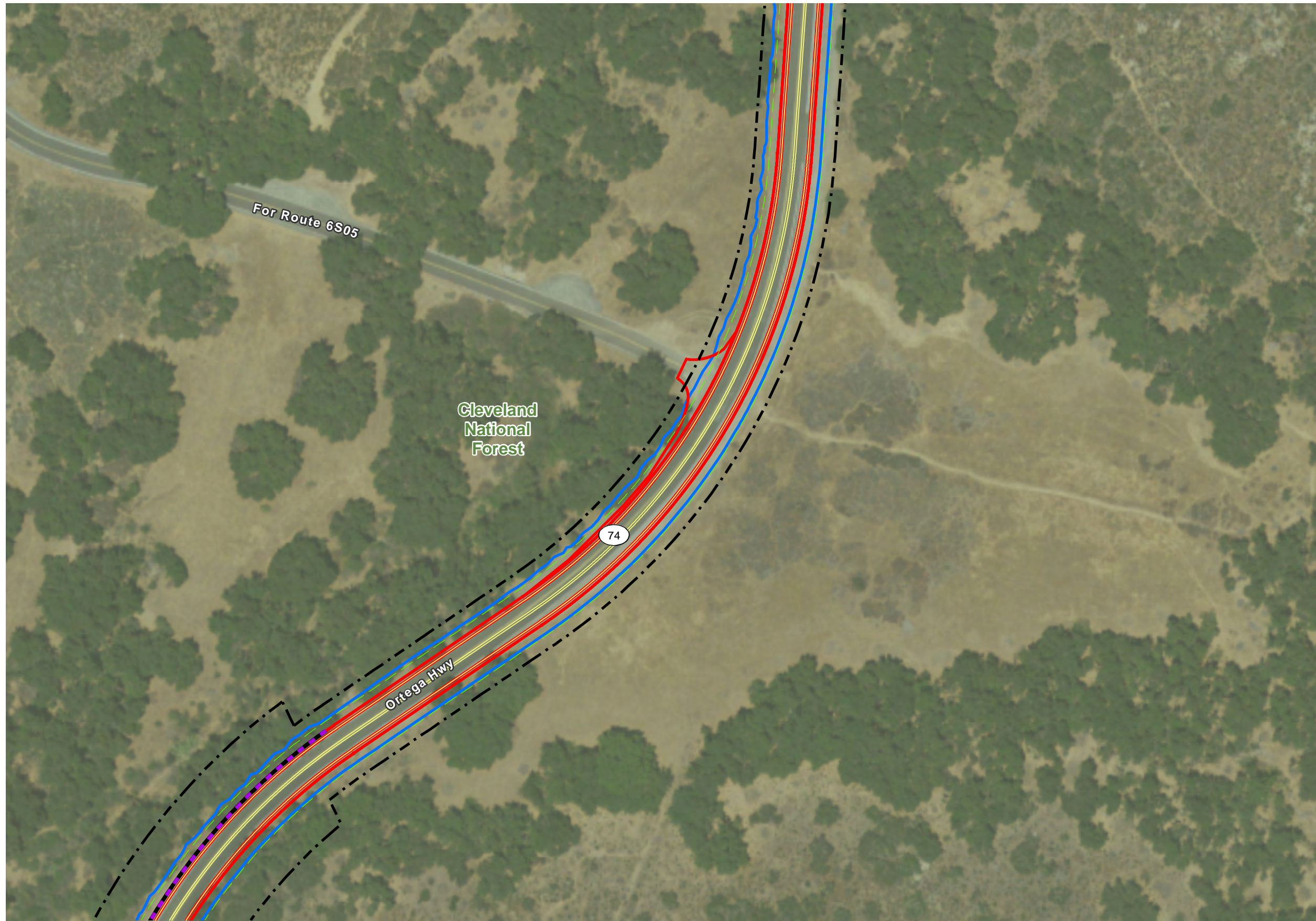


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Figure 1-3 - Sheet 21
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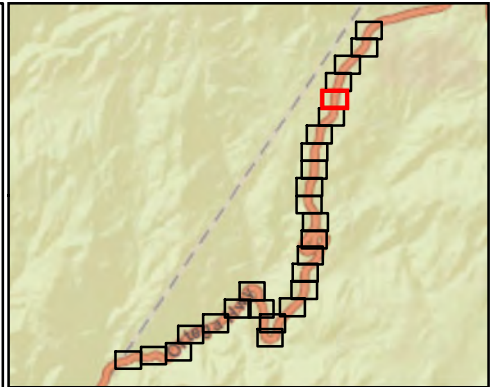
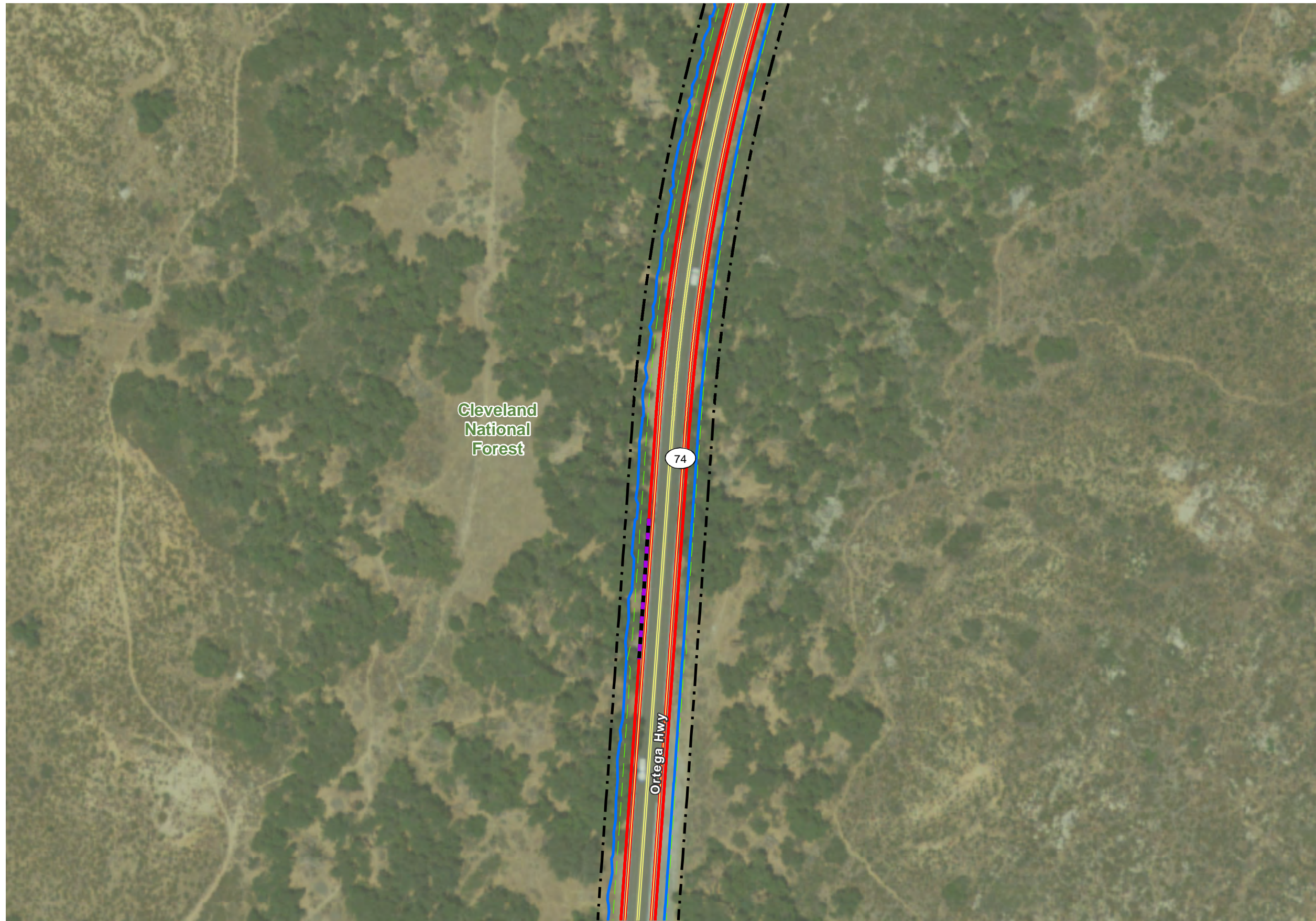


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Figure 1-3 - Sheet 22
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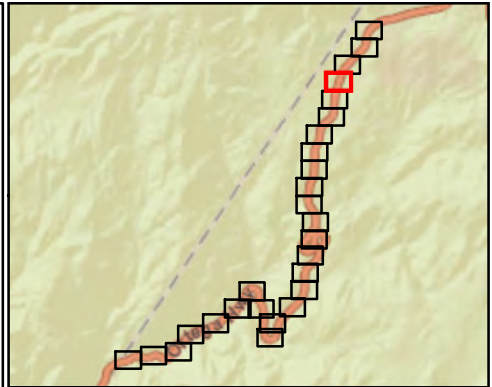
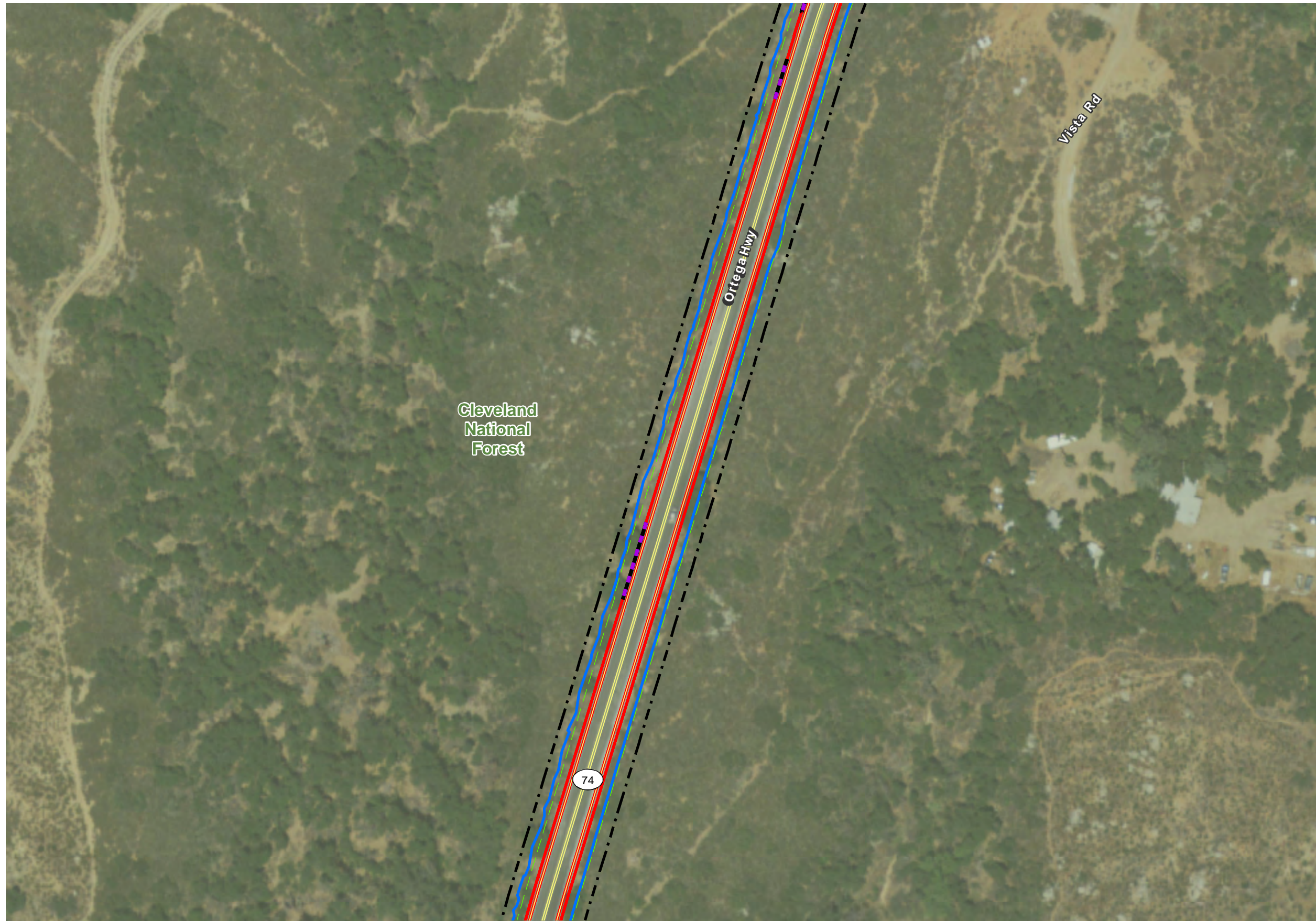


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Figure 1-3 - Sheet 23
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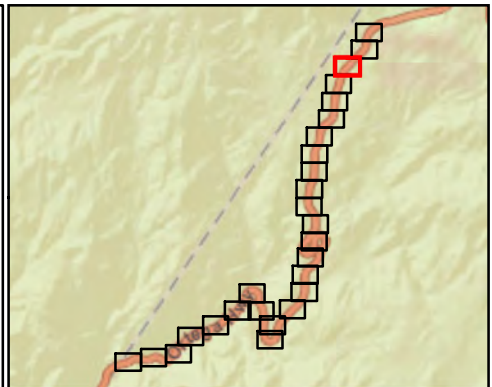
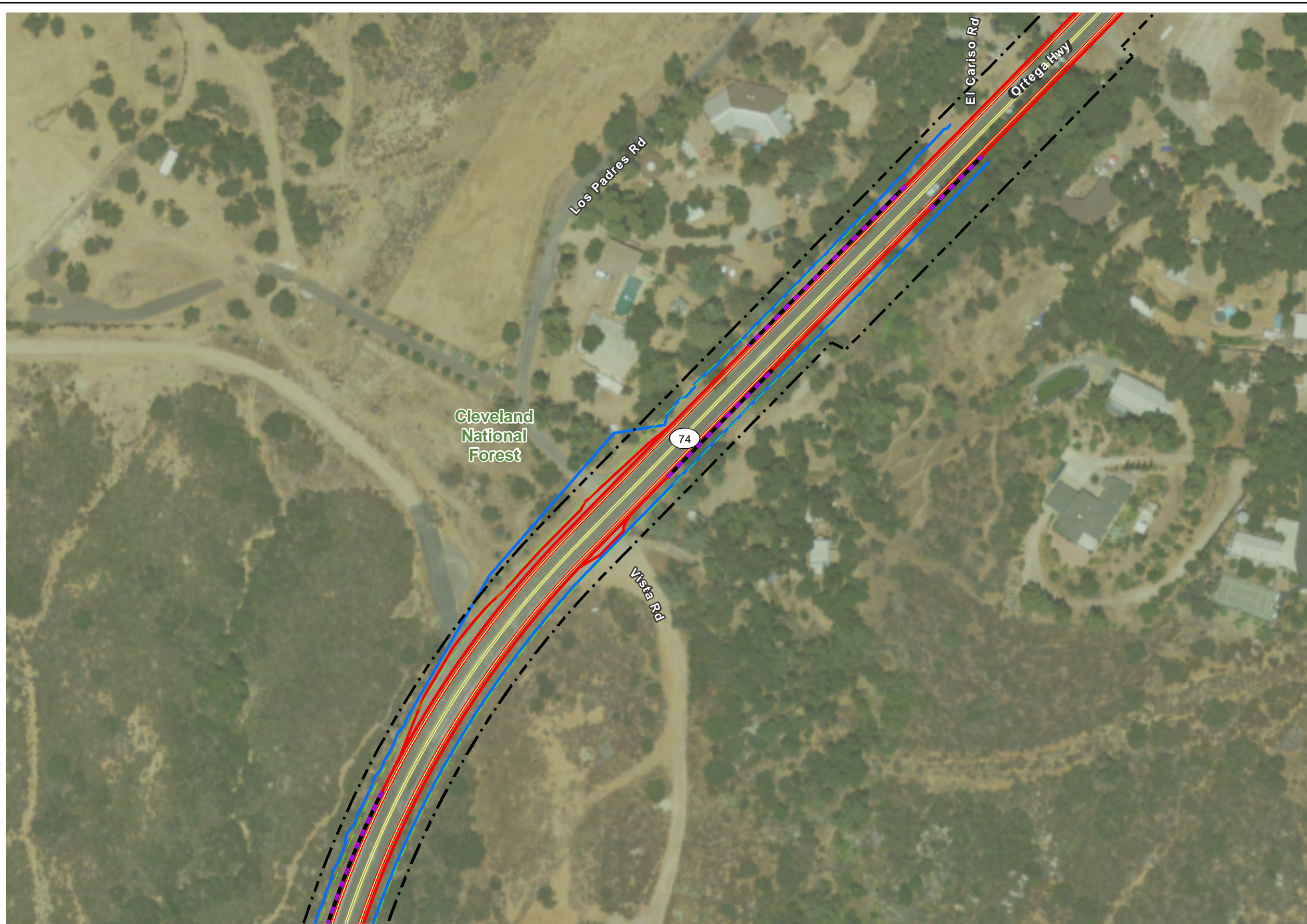


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Project Layout Map
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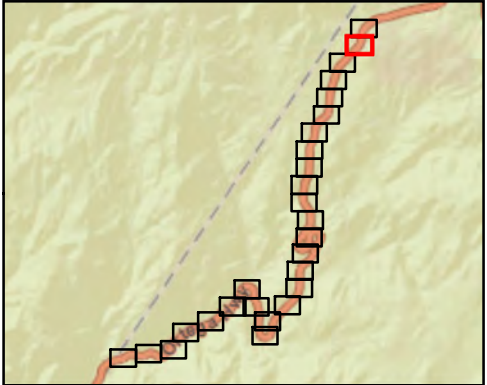


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Figure 1-3 - Sheet 25
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Figure 1-3 - Sheet 26
Project Layout Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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Source: USA NAIP Imagery

Figure 1-3 - Sheet 27
Project Layout Map

SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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The Build Alternative includes the following standardized measures, which are included as part of the project description. Standardized measures (such as Best Management Practices [BMPs]) are those measures that are generally applied to most or all Caltrans projects. The following items are included as part of the Build Alternative and would be included in the project plans and/or specifications in order to reduce environmental impacts.

- Specifications related to the discovery of unanticipated cultural materials or human remains.
- Specifications related the discovery of nesting and migratory birds.
- Specifications for removing yellow traffic stripe and pavement markings with hazardous waste residue.
- Specifications related to residue containing lead from paint and thermoplastic.
- Specifications for removing traffic stripes and pavement marking containing lead.
- Specifications for handling, removing, and disposing of earth material containing lead.
- Specifications for performing work involving residue from grinding or cold planning that contains lead from paint and thermoplastic.
- Specifications for construction site BMPs, including complying with U.S. Environmental Protection Agency's (EPA's) Construction General Permit, discharges of stormwater from the job site, compliance with permits issued by RWQCB for National Pollutant Discharge Elimination System (NPDES) Permit, and permits governing stormwater and non-stormwater discharges resulting from construction activities at the job site.
- Specifications for wood waste treatment.
- Specifications related to inspecting and cleaning all construction equipment prior to transporting equipment from one project location to another to avoid the introduction and spread of invasive plant species.
- Specifications related to complying with the provisions of the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit; Order No. 2009 0009 DWQ, as amended by Order No. 2010-0014-DWQ and Order No. 2012 0006 DWQ, NPDES No. CAS000002), and any subsequent permit, as they relate to construction activities for the project. This shall include submission of the permit registration documents, including a Notice of Intent (NOI), risk assessment, site map, Storm Water Pollution Prevention Plan (SWPPP), annual fee, and signed certification statement to the State Water Resources Control Board (SWRCB) at least 14 days prior to the start of construction activity. The SWPPP shall 1) meet the requirements of the Construction General Permit and identify potential pollutant sources associated with construction activities; 2) identify non-storm water discharges; and 3) identify, implement, and maintain BMPs to reduce or eliminate pollutants associated with the construction site. The BMPs identified in the SWPPP shall be implemented during the project construction. A Notice of Termination shall be submitted to SWRCB upon completion of construction and the stabilization of the site.
- Specifications related to complying with the provisions of the General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant (De Minimis)

Threat to Water Quality, Order No. R8-2009-0003, NPDES No. CAG998001, as they relate to discharge of non-storm water dewatering wastes for the project. This shall include submitting to the Regional Water Quality Control Board (RWQCB) an NOI at least 60 days prior to the start of construction, and notification of discharge at least five days prior to any planned discharges.

- Specifications related to complying with the provisions of the Section 401 Water Quality Certification from the Santa Ana RWQCB, a Section 404 permit from the U.S. Army Corps of Engineers (USACE), and a Section 1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife (CDFW) for impacts on jurisdictional areas. These regulatory permits shall be obtained prior to impacts within identified jurisdictional areas.
- Specifications related to complying with the provisions of the Caltrans Statewide NPDES Permit (Order No. 2012-0011-DWQ, NPDES No. CAS000003), effective July 1, 2013 (known as the Caltrans MS4 permit). Project-specific BMPs and any applicable hydromodification features shall be incorporated into final design. The BMPs shall be properly designed and maintained to target pollutants of concern and reduce runoff from the project site.

1.4.3 Transportation System Management and Transportation Demand Management Alternatives

1.4.3.1 TRANSPORTATION SYSTEM MANAGEMENT ALTERNATIVES

Transportation System Management (TSM) strategies increase the efficiency of existing facilities; they are actions that increase the number of vehicle trips a facility can carry without increasing the number of through lanes. Examples of TSM strategies include ramp metering, auxiliary lanes, turning lanes, reversible lanes, and traffic signal coordination. Other TSM strategies include encouraging the public to use public and private transit and ridesharing programs.

Although no specific TSM features are included as part of the project, the proposed project serves a transportation system management purpose by providing safer and more efficient operation of SR-74 within the project limits. The proposed project provides widened existing lanes, widened outside shoulders, and median and shoulder ground-in rumble strips that will enhance the operational efficiency of SR-74; therefore, the proposed project is considered consistent with TSM goals and will support the continued safe and efficient operation of SR-74 within the project limits once it is in place.

1.4.4 Final Decision-Making Process

After the public circulation period, all comments received will be considered, and Caltrans will identify a preferred alternative and make the final determination of the project's effect on the environment. Under CEQA, if no unmitigable significant adverse impacts are identified, Caltrans will prepare a Negative Declaration (ND) or Mitigated ND. Similarly, if Caltrans determines the action does not significantly impact the environment, Caltrans, as assigned by the Federal

Highway Administration (FHWA), will issue a Finding of No Significant Impact (FONSI) in accordance with NEPA.

1.5 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications (PLACs) listed in Table 1-6 would be required for project construction.

Table 1-6. Required Permits, Reviews, and Approvals

Agency	Permit/Approval	Status
California Department of Fish and Wildlife	1602 Streambed Alteration Agreement	Application to be submitted after approval of Final Environmental Document.
	Multi-Species Habitat Conservation Plan (MSHCP) consistency review for biological resources.	Caltrans submitted a request for MSHCP Consistency Determination and Determination of Biologically Equivalent or Superior Preservation (DBESP) Finding to CDFW on July 3, 2018. CDFW confirmed receiving the project on August 15, 2018. Status is currently ongoing.
Regional Water Quality Control Board	Porter-Cologne Act and CWA Section 401 Water Quality Certification	To be submitted after approval of Project Report and Final Environmental Document.
U.S. Army Corps of Engineers	Clean Water Act (CWA) Section 404 Nationwide Permit	To be submitted after approval of Project Report and Final Environmental Document.
U.S. Fish and Wildlife Service (USFWS)	Federal Endangered Species Act Section 7 consultation MSHCP Consistency Determination	Caltrans submitted a request for MSHCP Consistency Determination and Determination of Biologically Equivalent or Superior Preservation (DBESP) Finding to CDFW on July 3, 2018. USFWS confirmed they received the project on August 13, 2018. Status is currently ongoing.
United States Forest Service (USFS)	USFS Concurrence	Caltrans requested USFS Concurrence on April 26, 2018 and received a Letter of Concurrence on June 20, 2018.

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Chapter 2. **Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures**

As part of the scoping and environmental analysis carried out for the project, the following environmental issues were considered but no adverse impacts were identified. As a result, there is no further discussion about these issues in this document.

- **Land Use:** State Route (SR) 74 begins at Interstate (I) 5 near San Juan Capistrano in Orange County and continues easterly to I-10 in the area north of Palm Desert in Riverside County. The project would transverse Cleveland National Forest from the Orange County line, to approximately two miles west of the city of Lake Elsinore in Riverside County. No relocation of residences or businesses and no change in land use would occur as a result of the proposed project. As such, the proposed project would be consistent with the existing land use.
- **Coastal Zone:** The proposed project is not in the vicinity of a coastal zone.
- **National Marine Fisheries Service (NMFS) Jurisdiction:** This project area is within the NMFS jurisdiction, and a species list was obtained on June 19, 2018, however, it was determined that there would be no effect to steelhead.
- **Wild and Scenic Rivers:** The proposed project is not in the vicinity of a designated Wild and Scenic River.
- **Farmlands:** According to the California Department of Conservation's Farmland Mapping and Monitoring Program, no farmlands or vacant lands have been mapped as Prime Farmlands, Unique Farmlands, Farmlands of Statewide Importance, or Farmlands of Local Importance in the vicinity of the proposed project. In addition, the study area is not under a Williamson Act contract. Therefore, the proposed project would have no effect on farmlands.
- **Growth:** The proposed project would widen lanes and shoulders and install rumble strips on an existing roadway. It would not change accessibility, increase capacity, or influence growth. As such, no growth impacts or indirect impacts on growth would occur.
- **Community Impacts:** There are scattered residences, campgrounds, hiking trails, and roadside businesses along SR-74 from post mile (PM) 0.0 to 5.8. Right of way acquisitions, relocations, or temporary construction easements would not be required for the proposed project. Temporary road closures for nighttime construction would be required along SR-74 during construction of the proposed project. The project will have no effect on minority or low-income populations because no such populations have been identified in the project area. No minority or low-income populations that would be adversely affected by the proposed project have been identified as determined above. Therefore, this project is not subject to the provisions of Executive Order 12898.

- **Hydrology and Floodplains:** The proposed project is not within a designated Federal Emergency Management Agency one-percent-annual-chance (i.e., 100-year) floodplain. Floodplain maps are not available for the project area. The Location Hydraulics Study Form and Summary Floodplain Encroachment Report concluded that the project, which consists of lane and shoulder widening as well as rumble strip installation, would have no effect on flows within any established watercourse. The project would not result in significant floodplain encroachment, as defined in 23 Code of Federal Regulations 650.105.
- **Paleontology:** According to the Riverside County Paleontological Sensitivity Map, the proposed project would be located in an area that has been designated as “low” with respect to paleontological sensitivity. Because the proposed project would be limited to widening lanes and shoulders and installing rumble strips on an existing roadway, it is expected that it would have no effect on paleontological resources.
- **Air Quality:** The project is located in a nonattainment area for ozone, nitrogen dioxide, carbon monoxide, PM 2.5, and PM 10. The project is exempt from air quality conformity per 40 CFR 93.126 (pavement resurfacing and/or rehabilitation). The proposed project would result in safety improvements (e.g., lane and shoulder widening, rumble strip installation) along an existing roadway. The project would not increase the capacity of the existing roadway or include the installation of traffic signals. No adverse effects on air quality are expected.
- **Noise:** No adverse noise impacts from project construction are anticipated because construction would be conducted in accordance with California Department of Transportation (Caltrans) Standard Specifications, Section 14.8.02. Construction noise would be short term and intermittent; therefore, impacts on noise-sensitive receptors would be short term and not adverse. No permanent noise impacts are anticipated because the project is not a Type I project, as defined in Caltrans’ Traffic Noise Analysis Protocol.

2.1 Human Environment

2.1.1 Parks and Recreational Facilities

2.1.1.1 Affected Environment

The project would traverse Cleveland National Forest west of the city of Lake Elsinore in Riverside County and therefore be within the protected open space of Cleveland National Forest. Public parks, trails, and other recreational facilities identified by the U.S. Forest Service (USFS) near the project alignment are described in the table below. The proposed project would not result in the acquisition of public parkland for non-park use; therefore, the California Public Park Preservation Act of 1971 would not apply to this project.

Table 2-1. Public Parks, Trails, and Other Recreational Facilities within 0.5 Mile of the Project Limits

Jurisdiction	Name	Location	Approximate Distance from the Project	Type	Amenities
Cleveland National Forest	Upper San Juan Campground	Adjacent to SR-74, 9 miles west of Lake Elsinore	Adjacent to SR-74	Campground	Currently closed.
Cleveland National Forest	San Juan Trailhead	34950 Ortega Highway, across from Ortega Oaks Candy Store	Adjacent to SR-74	Hiking trail	Daytime hiking trail with toilet. Connects to San Juan Loop Trail and Chiquito Trail.
Cleveland National Forest	El Cariso North Picnic Site	Adjacent to SR-74, 5 miles west of Lake Elsinore	0.5 mile east of project site	Picnic site	Picnic area with toilet.
Cleveland National Forest	El Cariso Info Site Interpretive Site (minor)	Near El Cariso North Picnic Site, 5 miles west of Lake Elsinore	0.5 mile east of project site	Interpretive site	Outdoor interpretive area.
Cleveland National Forest	El Cariso Campground	Adjacent to SR-74, 5 miles west of Lake Elsinore	0.5 mile east of project site	Campground	Twenty-five camp sites, toilet, RV camping area, hiking trail, and picnic area.
Sources: U.S. Department of Agriculture, Forest Service. n.d. Cleveland National Forest web page. Available: www.fs.usda.gov/recarea/cleveland/recarea/?recid=75037 .					

Section 4(f) Resources

Section 4(f) of the U.S. Department of Transportation Act of 1966, codified in federal law at 49 United States Code (USC) 303, declares that “it is the policy of the United States government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.” Section 4(f) specifies that the Secretary of Transportation may approve a transportation program or project requiring use of the publicly owned land of a park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance or land of a historic site of national, state, or local

significance (as determined by the federal, state, or local officials with jurisdiction over the park, area, refuge, or site) only if:

- There is no prudent and feasible alternative to using that land, and
- The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

Section 4(f) further requires consultation with the Department of the Interior and, as appropriate, the involved offices of the Department of Agriculture and the Department of Housing and Urban Development when developing transportation projects and programs that would use lands that are protected by Section 4(f). If historic sites are involved, then coordination with the State Historic Preservation Officer (SHPO) would also be needed.

San Juan Trailhead is a Section 4(f) resource within the project vicinity; however, no use of this resource would occur due to implementation of the proposed project. Other Section 4(f) resources include El Cariso North Picnic Site, El Cariso Info Site Interpretive Site, and El Cariso Campground, all of which are approximately 0.5 mile east of the project site. No use of these resources would occur due to implementation of the proposed project. These resources would not be affected by the proposed project, access would not be affected to these resources, and no changes to the use of these resources would occur as a result of the project. Further evaluation is presented in Appendix A.

Privately Owned Resources

The Ortega Oaks RV Park & Campground is privately owned and located at 34040 Ortega Highway, adjacent to SR-74. This private facility includes a swimming pool, horse stables, RV hookups, recreation center, showers, fire rings, candy and goods store (the Ortega Oaks Candy Store and Goods). Further discussion of this facility is included in the Community Impacts Section.

2.1.1.2 Environmental Consequences

Build Alternative

Temporary

Construction of the proposed project would not result in closure of the San Juan Trailhead, and access to the trailhead would be maintained during construction. The Upper San Juan Campground is currently closed and has been closed for several years with no intention of opening in the foreseeable future due to funding constraints, according to the Cleveland National Forest, Trabuco Ranger District office. Therefore, no access issues would occur with implementation of the proposed project on this campground. No construction impacts would occur at El Cariso North Picnic Site, El Cariso Info Site Interpretive Site, or El Cariso Campground because of their location 0.5 mile east of the project. Access to the San Juan Trailhead along SR-74 would remain open and visitors would be able to access the trailhead during regular daytime park hours. The proposed project would involve nighttime construction to limit daytime construction impacts and would include temporary nighttime road closures of SR-74.

Permanent

The Build Alternative would result in no permanent impacts on the San Juan Trailhead, El Cariso North Picnic Site, El Cariso Info Site Interpretive Site, or the El Cariso Campground..

Section 4(f) Properties

The publicly owned parks and recreational areas within 0.5 mile of the project area, identified in Table 2-1, were evaluated with respect to the requirements of Section 4(f). That evaluation, presented in Appendix A, concluded that the proposed project would have no use on Section 4(f) resources. Access would be maintained to the San Juan Trailhead, and the project would not require a right of way at any Section 4(f) property.

No-Build Alternative

Under the No-Build Alternative, the project improvements would not be carried out. Therefore, no existing and/or planned parks or recreational facilities in the area would be affected, and no use of Section 4(f) resources would occur.

2.1.1.3 Avoidance, Minimization, and/or Mitigation Measures

No measures are required.

2.1.2 Timberland

2.1.2.1 Regulatory Setting

Impacts on timberland are analyzed as required by the California Timberland Productivity Act of 1982 (California Government Code Sections 51100 et seq.), which was enacted to preserve forest resources. Similar to the Williamson Act, this program gives landowners tax incentives to keep their land in timber production. Contracts involving Timber Production Zones (TPZs) are on 10-year cycles. Although state highways are exempt from provisions of the act, the California Secretary of Resources and the local governing body are notified in writing if a new or additional right of way from a TPZ will be required for a transportation project.

2.1.2.2 Affected Environment

The project would transverse Cleveland National Forest and therefore fall within the protected open space of Cleveland National Forest. The Cleveland National Forest is the southern-most National Forest in California. Consisting of 460,000 acres, spanning from Orange and Riverside County to San Diego County, the forest offers a wide variety of terrains and recreational opportunities including bicycling, camping, fishing, hiking, horseback riding, hunting, nature viewing, and picnicking. The Cleveland National Forest includes three mountain ranges: the Santa Ana, Palomar, and Laguna (Cuyamaca) Mountains. The northern section of Cleveland National Forest encompasses the Santa Ana Mountains in Riverside and Orange Counties. The elevation varies from 1,140-feet to 5,687-feet with very steep topography in most places. The slopes have established vegetation. Approximately 650 trees are within the affected project footprint, of those approximately 291 trees will be removed with implementation of the proposed project and all others will be protected in place. All improvements are anticipated to occur within the existing right of way; no additional right of way would be required.

2.1.2.3 Environmental Consequences

Approximately 650 trees are within the affected project footprint. During roadway widening, the proposed project would remove approximately 291 trees and the remaining 359 trees will be protected in place. According to the USFS, once a tree has been cut, the tree must remain on site and be used as mulch within the post miles of the project limits.

2.1.2.4 Avoidance, Minimization, and/or Mitigation Measures

TMB-1 In accordance with USFS guidelines, trees that are cut will remain on site and be used as mulch within the project limits.

2.1.3 Utilities/Emergency Services

2.1.3.1 Affected Environment

No utilities would be affected by the proposed project. Furthermore, there are no overhead electrical or utility lines within the project limits. The Riverside County Fire Department, in cooperation with the California Department of Forestry and Fire Protection, provides fire and emergency services in the project area. The nearest fire station is Riverside County Fire Department Station 51, located at 32353 Ortega Highway in Lake Elsinore. The Riverside County Sheriff's Department provides police services in the project area. The nearest sheriff's station is the Lake Elsinore Station, located at 333 Limited Avenue in Lake Elsinore.

2.1.3.2 Environmental Consequences

Construction activities, including nighttime construction, have the potential to result in temporary closures during the construction period. This could increase response times for emergency vehicles during construction; however, the proposed project would include preparation and implementation of a Traffic Management Plan (TMP). Construction impacts would be short term, lasting only the length of construction, and cease upon completion of construction.

2.1.3.3 Avoidance, Minimization, and/or Mitigation Measures

Refer to TMP-1 in Section 2.1.4.

2.1.4 Traffic and Transportation

2.1.4.1 Affected Environment

Information in this section is based on the Caltrans Traffic Accident Surveillance and Analysis System (TASAS).

SR-74 is currently a two-lane undivided mountainous highway where sight distance, shoulder, and lane width are narrow or limited, with many vertical and reverse horizontal curves. In many areas, the shoulders are unpaved and narrow ranging from zero to two feet. The Caltrans Traffic Accident Surveillance and Analysis System (TASAS) indicated that 35.9 percent of accidents occurred when vehicles left their lanes and ran off the road and 7.3 percent of accidents involved

vehicles crossing into opposite lanes. Currently, double yellow lines with rumble strips are the existing features used to separate eastbound and westbound traffic.

2.1.4.2 Environmental Consequences

Temporary Impacts

During construction, temporary impacts, such as lane closures, nighttime construction, and flagging, could occur. Nighttime construction will occur from approximately 8 pm to 5 am, with temporary road closures occurring during non-peak hours. Temporary partial closures of SR-74 will leave one travel lane, not less than 10 feet in width, open for use by both directions of travel along SR-74 through the construction area. This could result in traffic delays along SR-74 in the project vicinity for vehicles, bicyclists, and pedestrians. However, the proposed project would include preparation and implementation of a TMP. The TMP could include, but not necessarily limited to, public information communications, such as mailers, handouts, brochures, and press releases; information for motorists from changeable message signs or temporary signs; construction strategies, such as traffic plans; and information regarding construction staging, and lane modifications (e.g., reduced lane widths or lane closures). Access to the San Juan Trailhead, Ortega Oaks RV Park & Campground, and the Ortega Oaks Candy Store would be open and maintained during construction. Bicyclists and pedestrians would utilize alternate routes to travel through the construction area. Construction impacts would be temporary, only lasting the length of construction, and cease upon completion of the project. The start of construction is anticipated to begin September 2020 and anticipated for completion in April 2022.

Permanent Impacts

The current and project traffic data for SR-74 within the project limits is shown in the table below:

Table 2-2. Traffic Data Information

SR-74 Within Project Limits	2014	2018	2038
Annual Average Daily Traffic (AADT)	10,800	11,700	16,700
Truck Percent in ADT	7%	7%	7%
Level of Service (LOS)	D	D	E
Source: Caltrans Traffic Accident Surveillance and Analysis System (TASAS).			

The proposed improvements of widening lanes to standard widths, widening outside shoulders to and adding centerline and shoulder rumble strips are expected to reduce the number of overturn, ran-off, head-on and sideswipe collisions as it provides greater recovery surface area and the rumble strips would alert motorist of deviation from the travel lane to implement corrective action. Overall, the total crash rate for this segment of SR-74 will be reduced from 28.534 crashes per year to 18.005 crashes per year due to the proposed improvements. As a result, the total crash rate for this segment of SR-74 will be reduced by 10.529 crashes per year.

2.1.4.3 Avoidance, Minimization, and/or Mitigation Measures

TMP-1 A TMP would be prepared and will be implemented during construction of the project. Public information and awareness campaigns, motorist information strategies, and incident management strategies in the TMP would inform the public of the proposed project.

2.1.5 Visual/Aesthetics

2.1.5.1 Regulatory Setting

The National Environmental Policy Act (NEPA) of 1969, as amended, establishes that the federal government shall use all practicable means to ensure all Americans safe, healthful, productive, and *aesthetically* (emphasis added) and culturally pleasing surroundings (42 USC 4331[b][2]). To further emphasize this point, the Federal Highway Administration (FHWA), in its implementation of NEPA (23 USC 109[h]), directs that final decisions on projects are to be made in the best overall public interest, taking into account adverse environmental impacts, including, among others, the destruction or disruption of aesthetic values.

The California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state “with...enjoyment of *aesthetic*, natural, scenic and historic environmental qualities” (California Public Resources Code [PRC] Section 21001[b]).

2.1.5.2 Affected Environment

Information in this section is based on the August 2018 *Scenic Resource Evaluation and Visual Assessment Memorandum* (Caltrans 2018) and the May 2017 *Tree Assessment* (Caltrans 2017) prepared for the proposed project.

The proposed project would be located on SR-74 in Cleveland National Forest. The section of SR-74 within the project limits is listed as an eligible State Scenic Highway and includes a pristine rock formation that is covered by natural vegetation with a variety of animal habitats. The roadway lies between steep cut slopes on one side and steep fill slopes on the other. The slopes have established vegetation. Vehicles traveling along SR-74 have views of the mountainous terrain including vegetation, rock formations, and trees immediately adjacent to the roadway with pockets of dirt turnout areas. The rolling hills in the background can be seen between the trees, vegetation, and rocks of the foreground.

2.1.5.3 Environmental Consequences

The Build Alternative would not result in substantial adverse impacts on the visual environment. The required slope cuts would be similar to others in the area. The proposed improvements would provide aesthetic continuity on the portion of SR-74 in Orange County and would be similar to what viewers experience while traveling through the Orange County portions of SR-74. As such, viewers traveling in vehicles along SR-74 would not notice any changes in the visual scenery. Furthermore, viewers would not be expected to focus on the roadway being widened to standard widths, widened outside shoulders and installation of ground-in rumble strips.

Replacement vegetation would not be required because of the steep cuts on the slopes and lack of space within the state right of way. Native vegetation and rock formations would be visible from the road; therefore, man-made structures would be designed to aesthetically complement the area. The Build Alternative would remove approximately 291 trees.

The scenic resource evaluation and visual assessment memorandum prepared for the Build Alternative indicated that the project would not adversely affect any eligible scenic resource, as defined by CEQA statutes and guidelines or Caltrans policy.

2.1.5.4 Avoidance, Minimization, and/or Mitigation Measures

Implementation of the following measure would avoid, minimize, and/or mitigate visual impacts:

AES-1: The replacement ratio for removed oaks and non-oak trees shall be 3:1. The tree species and location for replacement shall be verified by a Biologist or Landscape Architect.

AES-2: Oak trees to be removed may be mitigated through a transfer of oak mitigation efforts for Oak Woodland protection and conservation to the California Wildlife Conservation Board (WCB).

2.1.6 Cultural Resources

2.1.6.1 Regulatory Setting

The term “cultural resources,” as used in this document, refers to the “built environment” (e.g., structures, bridges, railroads, water conveyance systems, etc.), places of traditional or cultural importance, and archaeological sites (both prehistoric and historic), regardless of significance. Under federal and state laws, cultural resources that meet certain criteria of significance are referred to by various terms, including “historic properties,” “historic sites,” “historical resources,” and “tribal cultural resources.” Laws and regulations dealing with cultural resources are discussed below.

The National Historic Preservation Act (NHPA) of 1966, as amended, sets forth national policy and procedures regarding historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for the National Register of Historic Places (NRHP). Section 106 of NHPA requires federal agencies to take into account the effects of their undertakings on such properties and allow the Advisory Council on Historic Preservation (ACHP) the opportunity to comment on those undertakings, following regulations issued by the ACHP (36 Code of Federal Regulations [CFR] 800). On January 1, 2014, the First Amended Section 106 Programmatic Agreement (PA) among the Federal Highway Administration (FHWA), the ACHP, the California State Historic Preservation Officer (SHPO), and Caltrans went into effect for Caltrans projects, both state and local, with FHWA involvement. The PA implements the ACHP’s regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to Caltrans. The FHWA’s responsibilities under the PA have been assigned to Caltrans as part of the Surface Transportation Project Delivery Program (23 USC 327).

The Archaeological Resources Protection Act (ARPA) applies when a project may involve archaeological resources located on federal or tribal land. The ARPA requires that a permit be obtained before excavation of an archaeological resource on such land can take place.

Historic properties may also be covered under Section 4(f) of the U.S. Department of Transportation Act, which regulates the “use” of land from historic properties. See Appendix A for specific information regarding Section 4(f).

The California Environmental Quality Act (CEQA) requires the consideration of cultural resources that are historical resources and tribal cultural resources as well as “unique” archaeological resources. PRC Section 5024.1 established the California Register of Historical Resources (CRHR) and outlined the necessary criteria for a cultural resource to be considered eligible for listing in the CRHR and, therefore, a historical resource. Historical resources are defined in PRC Section 5020.1(j). In 2014, Assembly Bill 52 (AB 52) added the term “tribal cultural resources” to CEQA; AB 52 is commonly referenced instead of CEQA when discussing the process of identifying tribal cultural resources (as well as identifying measures to avoid, preserve, or mitigate effects on them). As defined in PRC Section 21074(a), a tribal cultural resource is an eligible CRHR or local register site, feature, place, cultural landscape, or object that has a cultural value to a California Native American tribe. Tribal cultural resources must also meet the definition of a historical resource. Unique archaeological resources are referenced in PRC Section 21083.2.

PRC Section 5024 requires state agencies to identify and protect state-owned historical resources that meet the NRHP listing criteria. It further requires Caltrans to inventory state-owned structures in its rights of way. Procedures for compliance with PRC Section 5024 are outlined in a Memorandum of Understanding (MOU)¹ between Caltrans and the SHPO, effective January 1, 2015. For most federal-aid projects on the State Highway System, compliance with the Section 106 PA will satisfy the requirements of PRC Section 5024.

2.1.6.2 Affected Environment

Information from this section was drawn from the Historic Property Survey Report (HPSR), Archaeological Survey Report (ASR), Extended Phase I (XPI) Proposal and Report, and the Finding of Effect (FOE) documents approved for the project by Caltrans in January 2019. Caltrans uses a single process to fulfill all of its NHPA Section 106, PRC 5024 and CEQA responsibilities.

The standard industry practices were utilized to draft and complete the above referenced cultural resources studies, and to assess the effects of the Proposed Undertaking on Historic Properties. The standard industry studies and consultation completed for this Undertaking included: background research on the project area; the delineation of the Area of Potential Effects (APE); an archaeological records search of the Project area and one-half mile radius around the Project area at the Eastern Information Center (EIC) University of California, Riverside (July 2015); an intensive pedestrian survey which encompassed the entire APE and Caltrans right of way (March 13, 2017, February 23, 2018, and July 17, 2018); and consultation with associated Native

¹ The MOU is located in the SER at http://www.dot.ca.gov/ser/vol2/5024mou_15pdf.

American Tribes, Native American Heritage Commission (NAHC, February 2017), Caltrans Cultural Studies Office (CSO, December 2018), and the State Historic Preservation Office (SHPO, January 2019).

Additional sources consulted during the records search include the National Register of Historic Places (NRHP); California Register of Historic Resources (CRHR); CHRIS; California Inventory of Historic Resources; California Points of Historical Interest; California Historic Landmarks; published literature, and historical topographic maps and aerial photographs depicting various time periods in Lake Elsinore and vicinity.

In accordance with Section 106 PA Stipulation VIII.A, the Area of Potential Effects (APE) for the project was established in consultation with Caltrans' (PQS) Principal Architectural Historian, and the Project Manager, on November 6, 2018.

The APE was established to include all direct /indirect impacts within the project's horizontal and vertical construction footprint. The APE includes the Area of Direct Impact (ADI), plus a buffer to include potential indirect impacts to cultural resources that may develop as a result of this undertaking within the project limits. The ADI varies in width, generally between about 8 and 12 feet for simple lane and shoulder widening with some locations requiring more extensive cut and fill work and the installation of retaining walls. The projected construction footprint length of 6.82 miles consists of the proposed work between PM 0.0 and PM 5.8 totaling almost six miles, along with sections at the west and east end of the project (0.53 miles and 0.38 miles) for signage. The width of the APE ranges from 80 feet- commensurate with the right-of-way limits- up to 132 feet in a few areas for cut-and-fill. In one location the APE extends to 1,505 feet in width to include the entire Ortega Oaks RV Park and Campground, and in another location the APE extends approximately 750 feet to cover the entire Upper San Juan Campground. The width of the APE for the areas designated for construction signage is 36 feet. In total, the APE established for the project encompasses an area of about 149 acres. Construction excavations are generally shallow, 1-2 feet commensurate with grading operations along the existing road bed, but widening the road cuts will require deeper disturbances.

Consultation Efforts

Information regarding cultural resources was sought from local government agencies and local historical societies/historic preservation groups. Letters requesting information regarding cultural resources that may be of significance within the project APE were sent via electronic mail on October 9, 2015 to the following agencies and groups:

- City of Lake Elsinore, Planning Department (No Reply)
- City of San Juan Capistrano, Department of Development Services (See below)
- County of Riverside, Planning Department (See below)
- Lake Elsinore Historical Society (No Reply)
- San Juan Capistrano Historical Society (No Reply)

Letters were also sent to interested Agencies including the City of Lake Elsinore Planning Department, County of Riverside Planning Department, and the Cleveland National Forest. A detailed discussion of this coordination is included in the Comments and Coordination Section of this document.

A response was received from David Jones, County of Riverside, Planning Department, via electronic mail on October 9, 2015. Mr. Jones indicated research should be conducted at the Native American Heritage Commission (NAHC) and the Eastern Information Center (EIC), and that Native American representatives should be contacted. No comments regarding cultural resources were received. A reply was sent to Mr. Jones on October 26, 2015 to summarize the results of the cultural resources records search at the EIC and to clarify that Native American consultation is ongoing in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, and Volume 2, Cultural Resources, of Caltrans' Standard Environmental Reference (SER). A voicemail was received on November 18, 2015 from David Contreras with the (City of) San Juan Capistrano Planning Division. Mr. Contreras indicated the project is outside of the City's jurisdiction; therefore, they do not have information related to the project area. No comments regarding cultural resources were received. No additional responses have been received to date (see Attachment F of the HPSR prepared for this project).

Native American consultations were initiated on February 13, 2017, with a request for a Sacred Lands File Search from the Native American Heritage Commission (NAHC). On February 17, 2017, the NAHC replied with negative findings. The NAHC also provided a list of recommended Native American contacts.

Consultations with tribal authorities from the Soboba Band of Luiseño Indians and the Pechanga Band of Mission Indians were initiated on February 23, 2017. Both bands replied with requests for continued consultations and monitoring of archaeological sites during construction. Both bands were contacted again when the level of the environmental document for the undertaking was elevated to an Initial Study (IS) under CEQA, pursuant to PRC 21080.3.1 and Chapter 532 Statutes of 2014 (AB 52), on March 14, 2018. Both bands again responded with requests for continued consultation and monitoring.

The Pechanga Band has kept in current contact with Caltrans District 8. During Extended Phase I (XPI) excavations on September 19th and 20th, 2018, a tribal monitor was provided by the Pechanga Band.

The Soboba Band requested continued consultation, but did not respond to additional consultation attempts until they were ready to provide comments on the draft HPSR, which they delivered to Caltrans on December 6, 2018.

Both Bands anticipate continued consultations and monitoring during construction in proximity to archaeological resources.

The record search revealed 11 previously recorded cultural resources within the APE. Two (2) previously unrecorded resources were subsequently identified within the project area during field surveys. In addition, a previously unrecognized cultural resource was acknowledged, without establishing a precise boundary.

Of the eleven previously recorded resources, two are bridges; the Decker Canyon Bridge- previously determined **not eligible for the NRHP**, and the Morrill Canyon Bridge-which has been previously determined **eligible for the NRHP**. Of the nine remaining previously recorded resources, two are segments of the Ortega Highway, an Orange County Segment and Riverside County Segment, that have been previously determined **not eligible**. Of the remaining seven resources, five were exempted using Section 106 PA Attachment 4. The remaining three previously recorded resources, the El Cariso Habitation Site, Upper San Juan Campground Prehistoric Habitation Site, and a presumed archaeological district in the vicinity of El Cariso that has not been fully defined or recorded, were **assumed eligible** using Section 106 PA Stipulations VIII.C.4, and VIII.C.3, and are being protected through the establishment of Environmentally Sensitive Areas (ESAs) and enforced through monitoring. The historic-period elements of the Upper San Juan Campground was evaluated for the purposes of this project and found to be **non-contributing to the NRHP eligibility of the site**. One of the two previously unrecorded resources identified during field surveys, the Tenaja Truck Trail, was exempted as per Attachment 4 of the Section 106 PA, and the second, the Ortega Oaks RV Park and Campground, was evaluated for the purposes of this project, and found to be **not eligible**. Of the above noted resources (14 in total), only four - the two prehistoric habitation sites, a presumed archaeological district, and the Morrill Canyon Bridge - are CEQA resources.

Section 4(f) Resources

There are four (4) historic properties in the APE:

Two (2) prehistoric habitation sites, a presumed archaeological district, and Morrill Canyon Bridge, that also qualify as Section 4(f) resources because they were determined to be Historic Properties through the Section 106 process.

The two prehistoric habitation sites and the presumed archaeological sites are eligible for the NRHP under Criterion D only and do not warrant preservation in place and are therefore not historic sites that warrant Section 4(f) protection.

The three historical properties have all been assumed eligible for the National Register as per Section 106 Stipulation IIIV.C.3 and IIIV.C.4, with permission from the Caltrans Cultural Studies Office (CSO) as per requirements. Morrill Canyon Bridge, qualifies as a Section 4(f) resource because it was determined to be Historic Properties throughout the Section 106 process. Morrill Canyon Bridge is eligible for the NRHP under Criterion C, and is therefore a historic site that warrants 4(f) protection. While the bridge is in the APE established for the project, there is no work on or around the structure planned as part of this project.

The two prehistoric sites, the El Cariso Habitation Site and the site associated with the Upper San Juan Campground, and the presumed archaeological district will be protected with Environmentally Sensitive Areas (ESAs), the enforcement of which will be monitored as per the ESA Action Plan that was completed for the project. The proposed Undertaking will not adversely affect the integrity of NRHP/CRHR eligibility of the historic properties located inside the APE of the project. Caltrans has consulted with SHPO and determined that the project will result in a *Section 106 Finding of No Adverse Effect without Standard Conditions* on the bridge, a Section 4(f) *de minimis* finding is appropriate.

2.1.6.3 Environmental Consequences

Build Alternative

The records search conducted for the proposed project revealed 11 previously recorded cultural resources within the APE. Two previously unrecorded cultural resources were subsequently identified within the project limits during field surveys. Additionally, an Archaeological District was recognized, but not recorded, in consultation with Joe Ontiveros, THPO of the Soboba Band of Luiseno Indians. CA-RIV-508/H Prehistoric Habitation Site (MR-2; Prehistoric Component only, located in Upper San Juan Campground) archaeological site within the APE is considered eligible for inclusion in the NRHP and/or CHLs for the purposes of this project only because they will be protected in their entirety from any potential effects through the establishment of ESAs in accordance with Section 106 PA Stipulation VIII.C.3 and as applicable PRC 5024 MOU Stipulation VIII.C.3. The following properties within the APE: CA-RIV-506 Prehistoric Habitation Site; and Unnamed Archeological District in Proximity to CA-RIV-506, are considered eligible for inclusion in the NRHP and/or CHLs for the purposes of this project only because evaluation was not possible, in accordance with Section 106 PA Stipulation VIII.C.4 and as applicable PRC 5024 MOU Stipulation VIII.C.4.

On December 13, 2018, Caltrans initiated consultation with SHPO regarding the identification, evaluation, and effect finding efforts described above. SHPO concurred with Caltrans findings via letter dated January 22, 2019. Therefore, Caltrans has determined that a Section 106 finding of No Adverse Effect is appropriate for the undertaking as a whole (see letters attached).

If cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the county coroner shall be contacted. Pursuant to PRC Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), which will then notify the most likely descendant. At that time, the person who discovered the remains will contact Gary Jones, Caltrans, Environmental Support, Cultural Studies, District Native American Coordinator (DNAC), Prehistoric Archaeology, so that he can work with the most likely descendent on the respectful treatment and disposition of the remains. Further provisions of PRC Section 5097.98 are to be followed as applicable.

The procedures for the inadvertent discovery of cultural resources and/or buried human remains will be implemented to ensure that they will not be adversely affected by Project related activities. Staging areas and construction outside of the delineated APE are not permitted, as such it is unlikely that the Undertaking poses any adverse effects to cultural resources, furthermore, no effects to buried human remains are anticipated.

No-Build Alternative

Under the No-Build Alternative, no modifications to existing structures or the land would occur; therefore, no effects on historical or archaeological cultural resources would occur as a result from project construction or operation.

2.1.6.4 Avoidance, Minimization, and/or Mitigation Measures

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

CR-2: If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the county coroner shall be contacted. Pursuant to PRC Section 5097.98, if the remains are thought to be Native American, the coroner will notify the NAHC, which will then notify the most likely descendent. At that time, the person who discovered the remains will contact Gary Jones, Principal Investigator, Prehistoric Archaeology, so that he can work with the most likely descendent on the respectful treatment and disposition of the remains. Further provisions of PRC Section 5097.98 are to be followed as applicable.

CR-3: Environmentally Sensitive Areas (ESAs) and Archaeological Monitoring Areas (AMAs) exist at both site locations. ESAs are set at the limits of the ADI in proximity to CA-RIV-506, and are generally set at the existing right of way limits in proximity to CA-RIV-508/H, as shown on the APE Map, in the Appendix of the Cultural Report, and in the ESA/AMA Monitoring and Discovery Plan. ESAs are closed and may not be entered. AMAs cover the ADI and the ESA boundaries at both sites and in both travel directions.

CR-4: Archaeological monitors shall be present during any construction or preconstruction-related activity in all areas designated as Archaeological Monitoring Areas (AMA). Tribal monitoring is also authorized. In the event that cultural deposits are uncovered, the archaeological monitor shall be empowered to implement protective measures outline above in CR-1, and as defined in Caltrans SSPs (2018), Section 14-2. Details of the monitoring plan are located in the Monitoring and Discovery Action Plan.

CR-5: The National Register-eligible Morrill Canyon Bridge (56-0169) at PM 3.08 is located within the limits of the APE established for the project. However, project plans indicate that there is no work proposed at this location, including work on the pavement and adjacent shoulder areas on either side of the structure. No impacts to this bridge are anticipated as part of the project. Periodic monitoring during construction, and plan review will take place to ensure no impacts to the bridge. However, if work results in impacts or inadvertent damage to the historic structure, plans will be developed and implemented, with the assistance of Caltrans PQS, that will allow repair of the structure following the Secretary of the Interior's Standards for the Treatment of Historic Properties.

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2.2 Physical Environment

2.2.1 Water Quality and Storm Water Runoff

2.2.1.1 REGULATORY SETTING

Federal Requirements

Clean Water Act

In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States (U.S.) from any point source¹ unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. This act and its amendments are known today as the Clean Water Act (CWA). Congress has amended the act several times. In the 1987 amendments, Congress directed dischargers of storm water from municipal and industrial/construction point sources to comply with the NPDES permit scheme. The following are important CWA sections:

- Sections 303 and 304 require states to issue water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for a federal license or permit to conduct any activity that may result in a discharge to waters of the U.S. to obtain certification from the state that the discharge will comply with other provisions of the act. This is most frequently required in tandem with a Section 404 permit request (see below).
- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. Regional Water Quality Control Boards (RWQCB) administer this permitting program in California. Section 402(p) requires permits for discharges of storm water from industrial/construction and municipal separate storm sewer systems (MS4s).
- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the United States. This permit program is administered by the U.S. Army Corps of Engineers (USACE).

The goal of the CWA is “to restore and maintain the chemical, physical, and biological integrity of the Nation’s waters.”

The USACE issues two types of 404 permits: General and Individual. There are two types of General permits: Regional and Nationwide. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Regional or Nationwide Permit may be permitted under one of the USACE’s Individual permits. There are two types of Individual permits: Standard permits and Letters of Permission. For Individual permits, the USACE

¹ A point source is any discrete conveyance such as a pipe or a man-made ditch.

decision to approve is based on compliance with U.S. Environmental Protection Agency's Section 404 (b)(1) Guidelines (40 Code of Federal Regulations [CFR] Part 230), and whether the permit approval is in the public interest. The Section 404(b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S. and not have any other significant adverse environmental consequences. According to the Guidelines, documentation is needed that a sequence of avoidance, minimization, and compensation measures has been followed, in that order. The Guidelines also restrict permitting activities that violate water quality or toxic effluent² standards, jeopardize the continued existence of listed species, violate marine sanctuary protections, or cause "significant degradation" to waters of the U.S. In addition, every permit from the USACE, even if not subject to the Section 404(b)(1) Guidelines, must meet general requirements. See 33 CFR 320.4. A discussion of the LEDPA determination, if any, for the document is included in the Wetlands and Other Waters section.

State Requirements

Porter-Cologne Water Quality Control Act

California's Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state. It predates the CWA and regulates discharges to waters of the state. Waters of the state include more than just waters of the U.S., like groundwater and surface waters not considered waters of the U.S. Additionally, it prohibits discharges of "waste" as defined, and this definition is broader than the CWA definition of "pollutant." Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA.

The State Water Resources Control Board (SWRCB) and RWQCBs are responsible for establishing the water quality standards (objectives and beneficial uses) required by the CWA and regulating discharges to ensure compliance with the water quality standards. Details about water quality standards in a project area are included in the applicable RWQCB Basin Plan. In California, RWQCBs designate beneficial uses for all waterbody segments in their jurisdictions and then set criteria necessary to protect those uses. As a result, the water quality standards developed for particular water segments are based on the designated use and vary depending on that use. In addition, the SWRCB identifies waters failing to meet standards for specific pollutants. These waters are then state-listed in accordance with CWA Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source or non-point source controls (NPDES permits or WDRs), the CWA requires the establishment of Total Maximum Daily Loads (TMDLs). TMDLs specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

² The U.S. EPA defines "effluent" as "wastewater, treated or untreated, that flows out of a treatment plant, sewer, or industrial outfall."

State Water Resources Control Board and Regional Water Quality Control Boards

The SWRCB administers water rights, sets water pollution control policy, and issues water board orders on matters of statewide application, and oversees water quality functions throughout the state by approving Basin Plans, TMDLs, and NPDES permits. RWQCBs are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

National Pollutant Discharge Elimination System (NPDES) Program
Municipal Separate Storm Sewer Systems (MS4)

Section 402(p) of the CWA requires the issuance of NPDES permits for five categories of storm water discharges, including Municipal Separate Storm Sewer Systems (MS4s). An MS4 is defined as “any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over storm water, that is designed or used for collecting or conveying storm water.” The SWRCB has identified the Department as an owner/operator of an MS4 under federal regulations. The Department’s MS4 permit covers all Department rights-of-way, properties, facilities, and activities in the state. The SWRCB or the RWQCB issues NPDES permits for five years, and permit requirements remain active until a new permit has been adopted.

The Department’s MS4 Permit Order No. 2012-0011-DWQ (adopted on September 19, 2012 and became effective on July 1, 2013), as amended by Order No. 2014-0006-EXEC (effective January 17, 2014), Order No. 2014-0077-DWQ (effective May 20, 2014) and Order No. 2015-0036-EXEC (conformed and effective April 7, 2015) has three basic requirements:

1. The Department must comply with the requirements of the Construction General Permit (see below);
2. The Department must implement a year-round program in all parts of the State to effectively control storm water and non-storm water discharges; and
3. The Department storm water discharges must meet water quality standards through implementation of permanent and temporary (construction) Best Management Practices (BMPs), to the Maximum Extent Practicable, and other measures as the SWRCB determines to be necessary to meet the water quality standards.

To comply with the permit, the Department developed the Statewide Storm Water Management Plan (SWMP) to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The SWMP assigns responsibilities within the Department for implementing storm water management procedures and practices as well as training, public education and participation, monitoring and research, program evaluation, and reporting activities. The SWMP describes the minimum procedures and practices the Department uses to reduce pollutants in storm water and non-storm water discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of BMPs. The proposed project will be programmed to follow the guidelines and procedures outlined in the latest SWMP to address storm water runoff.

Construction General Permit

Construction General Permit, Order No. 2009-0009-DWQ (adopted on September 2, 2009 and effective on July 1, 2010), as amended by Order No. 2010-0014-DWQ (effective February 14, 2011) and Order No. 2012-0006-DWQ (effective on July 17, 2012). The permit regulates storm water discharges from construction sites that result in a Disturbed Soil Area (DSA) of one acre or greater, and/or are smaller sites that are part of a larger common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation result in soil disturbance of at least one acre must comply with the provisions of the General Construction Permit. Construction activity that results in soil disturbances of less than one acre is subject to this Construction General Permit if there is potential for significant water quality impairment resulting from the activity as determined by the RWQCB. Operators of regulated construction sites are required to develop Storm Water Pollution Prevention Plans (SWPPPs); to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the Construction General Permit.

The Construction General Permit separates projects into Risk Levels 1, 2, or 3. Risk levels are determined during the planning and design phases, and are based on potential erosion and transport to receiving waters. Requirements apply according to the Risk Level determined. For example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH and turbidity monitoring, and before construction and after construction aquatic biological assessments during specified seasonal windows. For all projects subject to the permit, applicants are required to develop and implement an effective SWPPP. In accordance with the Department's SWMP and Standard Specifications, a Water Pollution Control Program (WPCP) is necessary for projects with DSA less than one acre.

Section 401 Permitting

Under Section 401 of the CWA, any project requiring a federal license or permit that may result in a discharge to a water of the U.S. must obtain a 401 Certification, which certifies that the project will be in compliance with state water quality standards. The most common federal permits triggering 401 Certification are CWA Section 404 permits issued by the USACE. The 401 permit certifications are obtained from the appropriate RWQCB, dependent on the project location, and are required before the USACE issues a 404 permit.

In some cases, the RWQCB may have specific concerns with discharges associated with a project. As a result, the RWQCB may issue a set of requirements known as WDRs under the State Water Code (Porter-Cologne Act) that define activities, such as the inclusion of specific features, effluent limitations, monitoring, and plan submittals that are to be implemented for protecting or benefiting water quality. WDRs can be issued to address both permanent and temporary discharges of a project.

2.2.1.2 AFFECTED ENVIRONMENT

The primary source used in the preparation of this section is the October 2018 *Revised Scoping Questionnaire for Water Quality Issues*, and the June 2018 *Natural Environment Study* prepared for the project.

The proposed project is located in the County of Riverside within the San Juan Creek watershed. San Juan Creek, an intermittent stream, and several ephemeral drainages cross through the project area. The widths of the on-site drainages range from 3 to 20 feet. San Juan Creek is the nearest receiving waterbody to the southern terminus of the project and Morrell Canyon Creek is the nearest to the mid-point of the project. Johnson Canyon Wash, located northeast of the proposed project site and outside of the project limits, is a small but well-defined natural channel that flows in an easterly direction and enters Lake Elsinore. Starting near the northern terminus of the project site, an unnamed waterbody crosses SR-74 at approximately post mile (PM) 5.9 and again at PM 5.4. This crossing intersects with Long Canyon Creek, which runs somewhat parallel to SR-74. Decker Canyon Creek intersects SR-74 at PM 3.5 and then Morrell Canyon Creek farther south. Morrell Canyon Creek crosses SR-74 near PM 3.1 and extends east away from the highway. Near PM 2.2, an unnamed waterbody crosses underneath SR-74 in two locations. Just north of PM 1.7, this unnamed waterbody converges with Morrell Canyon Creek and another unnamed waterbody to become San Juan Creek. San Juan Creek runs somewhat parallel to SR-74 through the rest of the alignment to the southern terminus of the project site at a distance of approximately 150 feet to the northwest. At PM 1.3, an unnamed waterbody flows into San Juan Creek from the south. The beneficial uses of the waterbodies include agricultural supply, industrial service supply, water contact recreation, non-contact water recreation, warm freshwater habitat, cold freshwater habitat, and wildlife habitat. The project does not include any drinking water reservoirs or recharge facilities and there will be no construction work in live streams. The sediment erosion risk for the project and the risk to receiving waters was determined to be low.

Of these waterbodies, San Juan Creek is the longest at 27 miles, followed by its tributaries of Morrell Canyon Creek and then Decker Canyon Creek and Long Canyon Creek. From the project site, San Juan Creek drains 16 miles southwest into an estuary along the Pacific Ocean at Doheny Beach State Park.

The Water Quality Control Plan (San Diego Basin Plan – Region 9) indicates that beneficial uses for all waterbodies include agricultural supply, industrial service supply, water contact recreation, noncontact water recreation, warm freshwater habitat, cold freshwater habitat, and wildlife habitat (RWQCB 2016). There are no Drinking Water Reservoirs or Recharge Facilities and there will be no construction work in a live stream, the sediment erosion risk for the project was determined to be low, and the risk to the receiving water was determined to be low (Caltrans 2014).

2.2.1.3 ENVIRONMENTAL CONSEQUENCES

Build Alternative

Temporary

Pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. During construction activities, excavated soil would be exposed, and there would be an increase in potential for soil erosion compared to existing conditions. In addition, chemicals, liquid products, and petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked, and have the potential to be transported via storm runoff into receiving waters.

Construction activities as part of the project would disturb soil and increase the potential for soil erosion and suspended particles that can be generated from vehicles operating on a roadway. The DSAs are defined by Caltrans as being areas of exposed, erodible soil that are within the construction limits and that result from construction activity. The total DSA for the project is approximately 42 acres. The proposed project is located in areas that were identified in the 2010 Erosion Survey conducted by Caltrans as being in a “Minor Area Prone for Erosion.” It is anticipated that there will be large and steep cuts and fills; however, with the implementation and maintenance of temporary construction site BMPs it is expected that there will be no decline in water quality as a result of the proposed project.

Construction activities below groundwater and/or in water courses requiring dewatering are not anticipated to occur. Staging of construction materials, and the storage or stockpiling of earthwork will not occur near creeks, channels, or any other waterways.

The proposed project area contains drainages and riparian habitat associated with off-site drainages. A formal jurisdictional delineation survey determined that although wetlands are not present, other jurisdictional features are present within the project area. Because of this, the project will require permits from regulatory agencies. These include a Section 401 Water Quality Certification, a Section 404 Permit, and a Section 1602 Streambed Alteration Agreement. The proposed project will permanently affect 0.01 acre of waters of the State and waters of the U.S. and 6.23 acres of California Department of Fish and Wildlife Jurisdictional waters. To offset impacts on these jurisdictional areas, a compensatory mitigation program may need to be developed. Compensatory mitigation may involve habitat restoration within Department right of way at agency-approved off-site locations, such as invasive plant removal in San Juan Creek, payment of in-lieu fees, and/or participation in agency-approved mitigation banks.

Permanent

The net new impervious surface is 6.19 acres, which is part of the 42 acres of DSAs. When the DSA is compared with the size of the Upper San Juan Hydrologic Sub-Area of 50,859 acres, it is only 0.08 percent the size of the Hydrologic Sub-Area. The project will not significantly increase velocity and volume of runoff or affect the ability of receiving waters to accommodate the added flow. Post-construction erosion control will be required to ensure that the project site does not pose any additional sediment discharge risk than it did prior to the beginning of construction. Furthermore, due to the net increase of over one acre of new impervious area, the roadway drainage will be designed to discharge to a permanent treatment BMP so that the stormwater can either be treated before being discharged into a receiving water or infiltrated into the ground. The proposed project would not alter the alignment of a stream or other waterbody.

No-Build Alternative

The No-Build Alternative would not increase impervious area or change land use in the project area. Therefore, drainages and surface runoff would remain consistent with current conditions, and roadway runoff in this area would remain unchanged from existing conditions. This alternative would not result in an increase in long-term pollutant loading. However, the No-Build Alternative does not preclude the construction of other future improvements or general maintenance to improve the operation of the facility or incorporate drainage enhancements.

2.2.1.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

With the net increase of one acre or more of new impervious area, Treatment BMPs may need to be considered. These standard BMPs will be implemented as part of the project, as discussed in Section 1.4.2 Proposed Build Alternative.

2.2.2 Geology/Soils/Seismicity/Topography

2.2.2.1 REGULATORY SETTING

For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects “outstanding examples of major geological features.” Topographic and geologic features are also protected under the California Environmental Quality Act (CEQA).

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. Structures are designed using the Department’s Seismic Design Criteria (SDC). The SDC provides the minimum seismic requirements for highway bridges designed in California. A bridge’s category and classification will determine its seismic performance level and which methods are used for estimating the seismic demands and structural capabilities.

2.2.2.2 AFFECTED ENVIRONMENT

The primary source used in the preparation of this section is the December 2018 Geotechnical Report.

Topography

The proposed project area is within the Peninsular Ranges subregion of the Southwestern California region of the California Floristic Province. The Peninsular Ranges subregion is characterized by valleys, small hills, and mountains extending from near the coast to inland to include the Santa Ana, Cuyamaca, Santa Rosa, Laguna, and Jacumba Mountain ranges. The project area along SR-74 traverses the Santa Ana Mountains. Elevations within the project area range from approximately 2,470 feet above mean sea level at the north end to 1,430 feet above mean sea level at the south end. The project area crosses several ephemeral drainages and an intermittent stream identified as the San Juan Creek. Within the project limits, SR-74 is a conventional two-lane highway located in a mountainous terrain with many vertical and horizontal curves. The roadway lies between steep cut slopes on one side and steep fill slopes on the other. The existing slopes have established vegetation. In many areas, the shoulders are unpaved and narrow, ranging from zero to two feet.

Soil Conditions

Soils within the project area consist of several different soil types as indicated below:

- Blasingame-Vista complex (120) 9–15% Slopes: Composed of coarse loam and loam on the surface and the parent material is composed of residuum weathered from granite and metamorphic rock.

- Capistrano sandy loam (135) 2–9% slopes: Composed of sandy loam on the surface and fine sandy loam below and the parent material is composed of alluvium derived from granite.
- Cieneba-Blasingame-Rock outcrop complex (143) 9–30% slopes: Consists of somewhat excessively drained, excessively drained, and well-drained soil. It is composed of loam, sandy loam, and unweathered bedrock on the surface and the parent material is composed of metamorphic rock and/or granite and residuum weathered from granite and metamorphic rock.
- Cieneba-Rock outcrop complex (144) 9–40% slopes: Consists of somewhat excessively drained and excessively drained soil. It is composed of sandy loam and unweathered bedrock and the parent material is composed of residuum weathered from granite.
- Cieneba-Rock outcrop complex (145) 30–75% slopes: Consists of somewhat excessively drained soil. It is composed of sandy loam and unweathered bedrock and the parent material is composed of residuum weathered from granite.
- Riverwash (191) 0–5% slopes: Occurs on alluvial fans. It is composed of sand on the surface, stratified coarse sand to sandy loam below. The parent material is composed of sandy and gravelly alluvium.
- Soboba cobbly loamy sand (198) 0–15% slopes: Excessively drained soil occurs on alluvial fans. It is composed of very cobbly loamy sand on the surface and the parent material is sandy and gravelly alluvium derived from mixed sources.

Geologic Hazards

Landslides

Due to the mountainous terrain, within the proposed project area, SR-74 lies between steep cut slopes on one side and steep fill slopes on the other. The County of Riverside General Plan, Elsinore Area Plan, Slope Instability Map indicates that SR-74, within the project limits, is located in areas designated as “Low to Locally Moderate Susceptibility to Seismically Induced Landslides and Rockfalls.” The northern portion of SR-74 within the project limits is designated as being near an “Existing Landslides” area.

Seismicity and Fault Rupture

According to the County of Riverside General Plan Elsinore Area Plan, the nearest earthquake fault to the proposed project is the Elsinore Fault Zone located approximately 5 miles east in the City of Lake Elsinore (Figure 2-1). The Southern California Earthquake Data Center indicates the Elsinore Fault Zone as running north-south along Lake Elsinore and is considered one of the largest in Southern California as well as one of the quietest, with the last major rupture occurring in 1910. The probable magnitude capable from the Lake Elsinore Fault Zone is 6.5 to 7.5.

Cut and Fill Slopes

SR-74 within the project area is in a mountainous terrain with many vertical and horizontal curves. The County of Riverside General Plan Elsinore Area Plan, Steep Slope Map indicates that the project area is located in areas of less than 15% slope to areas with 30% or greater slope.

Liquefaction

Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during ground shaking. Liquefaction is associated primarily with loose (low-density) to medium dense, saturated, fine- to medium-grained cohesion-less soils, where the groundwater level is shallow (typically within 50 feet below ground surface), and sustained ground shaking is anticipated. Effects of liquefaction can include sand boils, excessive displacements, bearing capacity failures, and lateral spreading. According to the County of Riverside General Plan, Elsinore Area Plan, Seismic Hazards Map, the proposed project is in an area with no groundwater data, and has a designation of “Low” for liquefaction susceptibility.

Seiches and Tsunamis

Seiches are large waves generated in enclosed bodies of water in response to ground shaking. Tsunamis are waves generated in large bodies of water by fault displacement or major ground movement. According to the County of Riverside General Plan Elsinore Area Plan, Temescal Wash, Murrieta Creek, San Jacinto River, and Lake Elsinore pose significant flood hazards within the Elsinore Area Plan. The proposed project is not within the Lake Elsinore Dam Inundation Area or the Lake Elsinore Special Flood Hazard Area. The proposed project is also outside and beyond the Temescal Wash, Murrieta Creek, and San Jacinto River inundation areas. A review of the California Geological Society Tsunami Inundation Map did not include Riverside County or the proposed project area in a tsunami inundation area.

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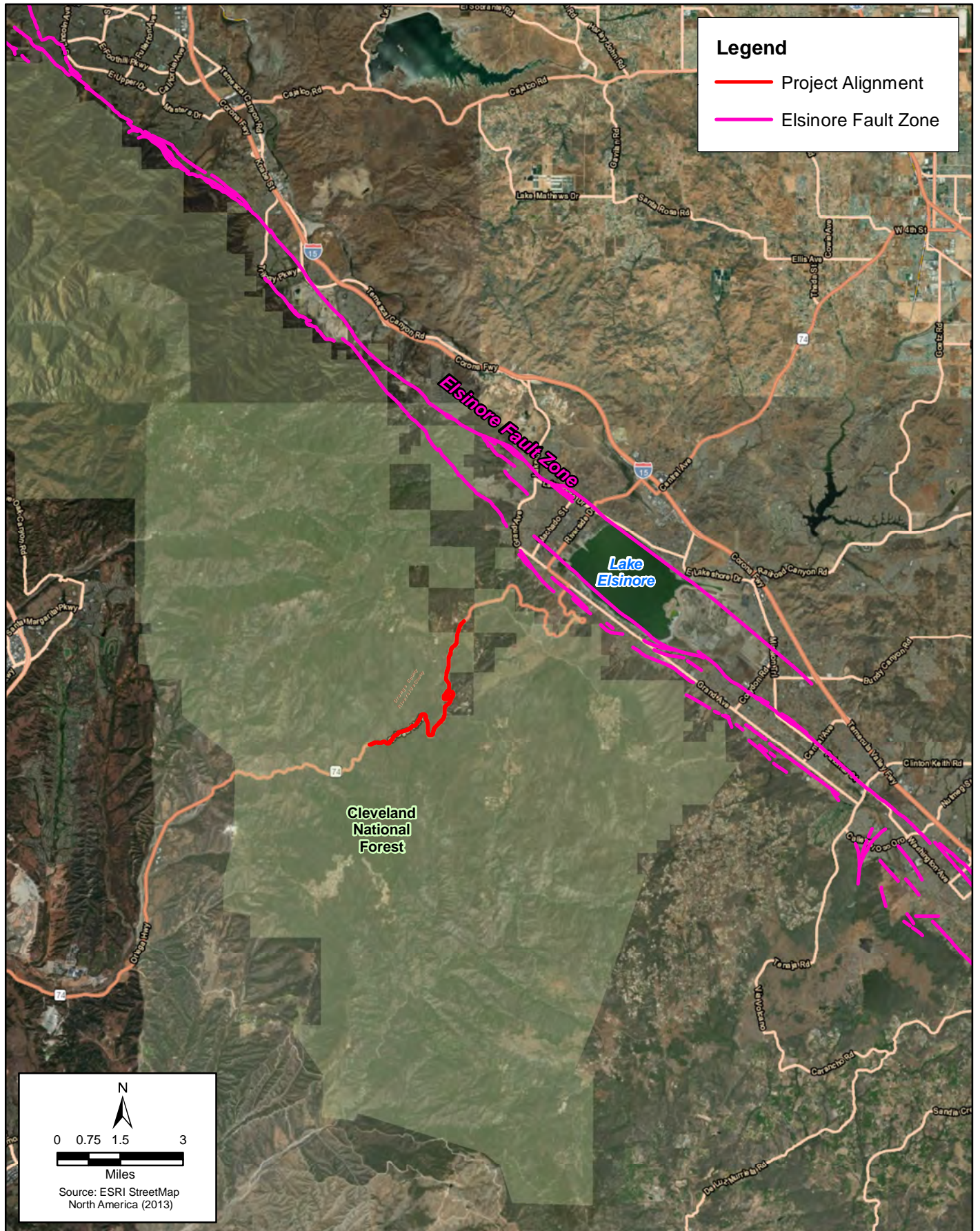


Figure 2-1
Earthquake Fault Zone
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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2.2.2.3 ENVIRONMENTAL CONSEQUENCES

Build Alternative

Temporary

During construction of the Build Alternative, excavated soil would be exposed, increasing the potential for soil erosion. Additionally, during a storm event, unprotected soils including slopes would be subject to erosion. Short-term impacts related to construction activities could occur along the project limits due to grading and construction of cut and fill slopes. Construction activities may also temporarily disturb soil outside the facility footprint and within the project right of way, primarily in work areas, and heavy equipment traffic areas.

The temporary effects due to soil erosion within the proposed improvements are discussed in Section 2.2.1, *Water Quality and Storm Water Runoff*. Erosion potential would be addressed through the implementation of standardized measures as part of the project description (refer to Section 1.3.2). These include erosion control BMPs as part of the SWPPP. With implementation of these standardized measures, no short-term direct or indirect adverse impacts related to soil compaction or erosion would occur during construction of the Build Alternative.

Permanent

The Build Alternative is not anticipated to adversely affect geologic or topographic conditions or be affected by fault rupture within the project limits. The primary geologic and geotechnical constraints associated with the design and construction of the Build Alternative are landslides and rockfalls due to the mountainous terrain, and seismic shaking.

Landslides and Rockfalls

The topography along the project alignment includes mountainous terrain with many vertical and horizontal curves. As previously mentioned, the roadway lies between steep cut slopes on one side and steep fill slopes on the other. According to the County of Riverside General Plan, Elsinore Area Plan Slope Instability Map, the project alignment is in an area designated as having low to locally moderate susceptibility to seismically induced landslides and rockfalls and the northern portion of the project alignment is near an area designated as having an existing landslide. Widening of the shoulders will require constructing retaining walls with concrete barriers, cutting the rock slopes, and placing fill slopes. In some areas, the outside shoulders will require being widened to eight feet for installing rock catchment in areas where rocks may fall into the traffic lanes. With the implementation of standard design measures incorporated into the proposed project, no direct or indirect, adverse, long-term impacts from landslides or rockfalls would occur as a result of the Build Alternative.

Seismic Shaking

The proposed project is in the seismically active Southern California region. Design and construction of the proposed project following Caltrans' current highway and structure seismic design standards would minimize potential impacts. With implementation of these standard measures, no direct or indirect, adverse, long-term impacts on seismic shaking would occur as a result of the Build Alternative.

Liquefaction

As discussed previously, and according to the County of Riverside General Plan, Elsinore Area Plan, Seismic Hazards Map, the proposed project is in an area with no groundwater data, and has a designation of “Low” for liquefaction susceptibility. The project would follow Caltrans’ latest design requirements to minimize any potential effects related to liquefaction and seismically induced settlement. With implementation of these standard measures, no direct or indirect, adverse, long-term impacts would occur as a result of the proposed project.

No-Build Alternative

The No-Build Alternative would not result in any impacts on geology, soils, seismicity, or topography, as no construction would occur along SR-74.

2.2.2.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

With adherence to Caltrans’ standard design and construction practices, which are required on all State Highway System projects, impacts related to geology, soils, seismicity, and topography would be avoided or minimized. No additional measures are required.

2.2.3 Hazardous Waste/Materials

2.2.3.1 REGULATORY SETTING

Hazardous materials, including hazardous substances and wastes, are regulated by many state and federal laws. Statutes govern the generation, treatment, storage and disposal of hazardous materials, substances, and waste, and also the investigation and mitigation of waste releases, air and water quality, human health and land use.

The primary federal laws regulating hazardous wastes/materials are the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980 and the Resource Conservation and Recovery Act (RCRA) of 1976. The purpose of CERCLA, often referred to as “Superfund,” is to identify and clean up abandoned contaminated sites so that public health and welfare are not compromised. The RCRA provides for “cradle to grave” regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order (EO) 12088, *Federal Compliance with Pollution Control Standards*, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

California regulates hazardous materials, waste, and substances under the authority of the CA Health and Safety Code and is also authorized by the federal government to implement RCRA in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires clean up of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and clean up contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is found, disturbed, or generated during project construction.

2.2.3.2 AFFECTED ENVIRONMENT

Environmental Records Review

The primary sources used in the preparation of this section is the June 2018 *Initial Site Assessment Checklist*.

The California Department of Toxic Substances Control tracks and identifies sites within known or potential contamination through its EnviroStor database, and the SWRCB tracks and identifies sites that may affect groundwater through its GeoTracker database. The EnviroStor database and GeoTracker database were reviewed and identified the following potential hazardous waste sites near the project site.

EnviroStor:

- Elsinore Elementary School Annex Project (33550001) (N. Langstaff Street/Poe Street, Lake Elsinore, CA 92530): Potential contaminants of concern include fluoranthene and lead in the soil. A site cleanup program was initiated and no further action was required as of June 26, 2001.
- Elsinore High School No. 4 (33010016) (Grand Avenue/Riverside Drive, Lake Elsinore, CA 92530): Potential contaminants of concern include arsenic, lead, and polychlorinated biphenyls (PCBs) in the soil. The cleanup status indicates that no further action is required as of November 29, 2000.

GeoTracker:

- El Cariso Country Store (T0606501128) (32692 Ortega Highway, Lake Elsinore, CA 92530): Identified as a leaking underground storage tank (LUST) cleanup site. Cleanup status indicates the cleanup was completed and the case was closed as of July 22, 2005.

- Los Pinos Forestry Camp (T0605902487) (39251 Ortega Highway, San Juan Capistrano, CA 92675): Identified as a LUST cleanup site. Cleanup status indicates the cleanup was completed and the case was closed as of February 28, 2003.
- Pardee Homes (T10000011799) (32789 Riverside Drive, Lake Elsinore, CA 92530): Identified as a LUST cleanup site. Cleanup status indicates the cleanup is active as of July 12, 2018.
- Texaco Aston's (T0606500323) (15883 Grand Avenue, Lake Elsinore, CA 92530): Identified as a LUST cleanup site. Cleanup status indicates the cleanup was completed and the case was closed as of May 27, 1999.
- Bridge Creek Development (T0606500167) (15410 Grand Avenue, Lake Elsinore, CA 92330): Identified as a LUST cleanup site. Cleanup status indicates the cleanup was completed and the case was closed as of August 2, 1999.
- Jean Morris Property (T0606500195) (15076 Grand Avenue, Lake Elsinore, CA 92330): Identified as a LUST cleanup site. Cleanup status indicates the cleanup was completed and the case was closed as of May 1, 1991.
- Ernie's Automotive (SLT8R1324138) (18620 Grand Avenue, Lake Elsinore, CA 92330): Identified as a cleanup program site with solvent or non-petroleum hydrocarbon. Cleanup status indicates the cleanup was completed and the case was closed as of July 21, 2010.

According to the ISA Checklist prepared for the proposed project, no evidence of underground storage tanks, surface tanks, sumps, drums, ponds, basins, transformers, or landfills. Furthermore, no surface staining, oil sheen, odors, or vegetation damage was observed. The proposed project site was determined to be a low risk for potential hazardous waste involvement.

2.2.3.3 ENVIRONMENTAL CONSEQUENCES

Build Alternative

Implementation of the Build Alternative is not expected to result in the creation of any new health hazards or expose people to potential new health hazards because the proposed project involves the widening of existing lanes to provide 12-foot standard lane widths, widening of shoulders, and installation of ground-in rumble strips. No storage of materials or chemicals would occur and the proposed project is not anticipated to increase the potential hazardous materials in the project area. The ISA Checklist completed for the proposed project determined that the potential for hazardous waste involvement is low.

Aerially deposited lead (ADL) from the historical use of leaded gasoline exists along roadways throughout California. If encountered, soil with elevated concentrations of lead as a result of ADL on the state highway system right of way within the limits of the project will be managed under the July 1, 2016, ADL Agreement between Caltrans and the California Department of Toxic Substances Control. This ADL Agreement allows such soils to be safely reused within the project limits as long as all requirements of the ADL Agreement are met.

Appropriate health and safety measures will be taken to minimize the exposure of lead during construction of the Build Alternative. The project will include a Lead Compliance Plan and

appropriate measures for removal of yellow or white traffic stripes, treated wood waste, paint, and thermoplastics.

The project will involve the disturbance or removal of existing Corrugated Metal Pipes (CMP). The existing CMP may contain asbestos, therefore an asbestos survey will be conducted.

Following construction of the proposed project, operations are not expected to result in the creation of any new health hazards or expose people to potential new health hazards. As such, the Build Alternative would not result in adverse effects.

No-Build Alternative

Under the No-Build Alternative, no improvements would be implemented and no effects involving hazardous materials would occur.

2.2.3.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

Appropriate measures to avoid or minimize effects related to hazardous wastes are included as part of the project. Refer to Section 1.3.2.

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2.3 Biological Environment

2.3.1 Western Riverside County MSHCP

The Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP) is designed to meet the challenge of rapid urbanization by providing for the conservation of significant habitat and the preservation of endangered, threatened, and rare species in a coordinated and efficient process. The WRCMSHCP, as implemented, serves as a Habitat Conservation Plan pursuant to Section 10(a)(1)(b) of the Federal Endangered Species Act (FESA), as well as a Natural Community Conservation Plan under the Natural Community Conservation Plan Act of 2001. Under the WRCMSHCP, Caltrans is the lead agency under CEQA as defined under the State CEQA Guidelines, Section 15367, and local jurisdictions within the WRCMSHCP boundary will implement the WRCMSHCP under their normal land use, planning, and approval processes. Caltrans is the CEQA and NEPA lead agency for the proposed project. The WRCMSHCP allows participating jurisdictions to authorize “take permits” of plant and wildlife Covered Species Adequately Conserved in exchange for the assembly and management of a coordinated WRCMSHCP Conservation Area. The long-term conservation approach of the WRCMSHCP is consistent with the FESA critical habitat designation pursuant to Section 4(b)(2) of the FESA; and to the maximum extent allowable, lands within the boundaries of the WRCMSHCP (except for federal lands such as the USFS lands) will not be designated as Critical Habitat for Covered Species Adequately Conserved.

The USFS lands within the WRCMSHCP Plan Area include portions of Cleveland and San Bernardino National Forests, including all or part of the San Mateo Canyon Wilderness, Agua Tibia Wilderness, San Geronio Wilderness Management Area, and San Jacinto Wilderness. Congress has directed the USFS to manage national forests for multiple uses and benefits, including protection and management of natural resources; forestry and range land management and research, and community assistance and cooperation with state and local governments.

The biological study area (BSA) is within the WRCMSHCP. Surveys required for WRCMSHCP species include Narrow Endemic Plant Species and Amphibian Species. Focused plant surveys conducted in 2015 and 2017 did not indicate the presence of narrow endemic plants. A Determination of Biologically Equivalent or Superior Preservation has been prepared and included in the appendix of the *SR-74 Shoulder Widening Project Natural Environment Study* (NES) prepared for the proposed project (Caltrans 2018).

2.3.2 Natural Communities

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value. Regulations that are relevant to natural communities include USFS tree preservation and protection policy and the California Fish and Game Code.

Habitat areas that have been designated as critical habitat under the FESA are discussed below in Section 2.3.6, Threatened and Endangered Species. Wetlands and other waters are discussed in Section 2.3.3.

2.3.2.1 AFFECTED ENVIRONMENT

Information used in this section is based on the approved June 2018 NES.

The BSA was created to encompass the project footprint and typical habitats in the immediate project vicinity and a 500-foot buffer that may be affected by the project. Biologists performed field reconnaissance work in the BSA in 2015 and 2017. The reconnaissance surveys allowed the biologists to determine which focused evaluations and surveys were required. Where access was available, the BSA was surveyed on foot. Where access was not available (i.e., no permission to enter, fences, or locked gates), areas were analyzed from accessible property boundaries with the aid of binoculars and high-resolution aerial mapping.

The natural communities within the BSA include chaparral, coastal sage scrub, riparian, cismontane (oak) woodland, and open rock. Ephemeral/intermittent drainage areas of San Juan Creek occur within the BSA and are dominated by riparian vegetation and fill soils. The shoulder area of SR-74 is dominated by nonnative plant species, characteristic of disturbed areas.

The upland areas are primarily vegetated with a mixture of Chamise Chaparral, and nonnative Grassland. Dominant perennial plants characteristic of the Chamise Chaparral plant community present within the study area include, but are not limited to, chamise (*Adenostoma fasciculatum*), big berry manzanita (*Arctostaphylos glauca*), California buckwheat (*Eriogonum fasciculatum*), deerweed (*Acmispon glaber*), skunkbrush (*Rhus trilobata*), thick leaved yerba santa (*Eriodictyon crassifolium*), white sage (*Salvia apiana*), and black sage (*Salvia mellifera*).

Dominant perennial plant species observed within the Coast Live Oak Woodland plant community in the study are include, but are not limited to coast live oak (*Quercus agrifolia*), poison oak (*Toxicodendron diversilobum*), and western sycamore (*Platanus racemosa*).

San Juan Creek flows down the western slopes of the Santa Ana Mountains, north of Sitton Peak, located south of the proposed project site. The floodplain and active stream channel of San Juan Creek forms the Riparian plant community, which is primarily dominated by coast live oak woodland with intermittent areas of southern willow scrub and thickets of mulefat (*Baccharis salicifolia*) scrub and nonnative grasslands. The vegetation occurring streamside through much of the BSA is dense and impenetrable, consisting of coast live oak, Fremont cottonwood (*Populus fremontii*), arroyo willow (*Salix lasiolepis*), red willow (*Salix laevigata*), narrow-leaved willow (*Salix exigua*), western sycamore, and mulefat.

Coast Live Oak-Sycamore Riparian is considered a CDFW sensitive natural community. It is classified as Coastal Oak Woodland, which are composed of slow growing, long-lived trees, and requires a long period of time for succession. The actual time is variable and depends on local environmental conditions. The overstory consists of deciduous and evergreen hardwoods (mostly oaks 4.5 to 21 meters [15 to 70 feet] tall) sometimes mixed with scattered conifers. In mesic sites, the trees are dense and form a closed canopy. In drier sites, the trees are widely spaced,

forming an open woodland or savannah. The understory is equally variable. In some instances, it is composed of shrubs from adjacent chaparral or coastal scrub, which forms a dense understory. More commonly, shrubs are scattered under and between trees. Where trees form a closed canopy, the understory varies from a lush cover of shade-tolerant shrubs, ferns, and herbs to sparse cover with a thick carpet of litter. When trees are scattered and form an open woodland, the understory is grassland, sometimes with scattered shrubs.

2.3.2.2 ENVIRONMENTAL CONSEQUENCES

Build Alternative

Vegetation Communities

The Build Alternative is anticipated to permanently affect 1.30 acres of coast live oak-sycamore riparian habitat. Direct permanent impacts on sycamore riparian woodland and Riparian Conservation Areas are anticipated due to the construction of retaining walls, installation of drainage improvements, and the widening of the shoulders along SR-74. With implementation of the avoidance and minimization measures listed for natural communities, indirect impacts on this community are anticipated to be minimal. Riparian habitat will fall under the regulatory authority of the USACE, CDFW, and RWQCB. To the extent riparian areas are permanently affected by the project, compensatory mitigation for this habitat will likely be required where it is associated with jurisdictional waters that are subject to USACE regulatory authority under the Section 404 permitting requirements and CDFW under the Section 1600 permitting requirements.

No-Build Alternative

If this project is not constructed, this project will not cause any impacts on vegetation communities, including depleted natural communities/habitats of concern.

2.3.2.3 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

The following avoidance and minimization measures will be implemented to minimize effects during construction.

BIO-1: Materials and Spoils Control. Project materials will not be cast from the project site and project-related debris, spoils, and trash will be contained and removed to a proper disposal facility.

BIO-2: Equipment Staging. Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project-related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, USFWS, CDFW, and RWQCB and shall be cleaned up immediately, and contaminated soils shall be removed to approved disposal areas.

BIO-3: Restoration of Vegetation. Temporarily affected areas will be restored with appropriate native vegetation, as determined by the habitat type prior to impacts and by the surrounding vegetation.

BIO-4: Vehicle Washing. It will be required in the project specifications that the contractor will wash equipment prior to entering vegetated areas and the Cleveland National Forest. The qualified biologist will coordinate with the resident engineer, National Forest Staff, and contractor in order to inspect the vehicles and equipment prior to the initiation of work to verify that they have been washed.

BIO-5: ESA Fencing. Prior to vegetation clearing or construction, highly visible barriers (such as orange construction fencing) will be installed, providing a no-work buffer around riparian and riverine communities adjacent to the project footprint and flagged as Environmentally Sensitive Areas (ESAs) to be preserved. Refer to the NES, Appendix G, sub-appendix A for locations of riparian/riverine resources. The ESAs will serve as an exclusionary buffer delineating areas where no work shall be performed. More specifically, no grading or fill activity of any type will be permitted within these ESAs. In addition, heavy equipment, including motor vehicles, will not be allowed to operate within the ESAs. All construction equipment will be operated in a manner so as to prevent accidental damage to nearby preserved areas. No structure of any kind, or incidental storage of equipment or supplies, shall be allowed within these protected zones. Silt fence barriers will be installed at the ESA boundary to prevent accidental deposition of fill material in areas where vegetation is adjacent to planned grading activities.

BIO-7: WRCMSHCP BMPs. Compliance with best management practices (BMPs), as applicable, as detailed in WRCMSHCP Volume 1, Section 7.5.3, and Appendix C.

USACE, CDFW and RWQCB. Riparian habitat will fall under the regulatory authority of the USACE, CDFW, and RWQCB. To the extent riparian areas are permanently affected by the project, compensatory mitigation for this habitat will likely be required where it is associated with jurisdictional waters that are subject to USACE regulatory authority under the Section 404 permitting requirements and CDFW under the Section 1600 permitting requirements. Mitigation ratios for permanent impacts to these resources will be determined during the regulatory agency permits processing period.

BIO-24: USFS. The USFS requires mitigation for impacts in Riparian Conservation Area associated with San Juan Creek by control of Spanish broom outside of ARTO breeding season, in which ARTO breeding season is recognized at March 1-June 30.

2.3.3 Wetlands and Other Waters

2.3.3.1 REGULATORY SETTING

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Federal Water Pollution Control Act, more commonly referred to as the Clean Water Act (CWA) (33 United States Code [USC] 1344), is the primary law regulating wetlands and surface waters. One purpose of the CWA is to regulate the discharge of dredged or fill material into waters of the U.S., including wetlands. Waters of the U.S. include navigable waters, interstate waters, territorial seas, and other waters that may be used in interstate or foreign commerce. The lateral limits of jurisdiction over non-tidal water bodies extend to the ordinary high water mark (OHWM), in the absence of adjacent wetlands. When adjacent wetlands are present, CWA jurisdiction extends beyond the OHWM to the limits of the adjacent wetlands. To

classify wetlands for the purposes of the CWA, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils formed during saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the CWA.

Section 404 of the CWA establishes a regulatory program that provides that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers (USACE) with oversight by the U.S. Environmental Protection Agency (U.S. EPA).

The USACE issues two types of 404 permits: General and Individual. There are two types of General permits: Regional and Nationwide. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Regional or Nationwide Permit may be permitted under one of USACE's Individual permits. There are two types of Individual permits: Standard permits and Letters of Permission. For Individual permits, the USACE decision to approve is based on compliance with U.S. EPA's Section 404(b)(1) Guidelines (40 Code of Federal Regulations [CFR] 230), and whether permit approval is in the public interest. The Section 404 (b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a "least environmentally damaging practicable alternative" (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S., and not have any other significant adverse environmental consequences.

The Executive Order for the Protection of Wetlands (EO 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, EO 11990 states that a federal agency, such as FHWA and/or the Department, as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: (1) that there is no practicable alternative to the construction and (2) the proposed project includes all practicable measures to minimize harm. A Wetlands Only Practicable Alternative Finding must be made.

At the state level, wetlands and waters are regulated primarily by the State Water Resources Control Board (SWRCB), the Regional Water Quality Control Boards (RWQCBs) and the California Department of Fish and Wildlife (CDFW). In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission or the Tahoe Regional Planning Agency) may also be involved. Sections 1600-1607 of the California Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFW before beginning construction. If CDFW determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFW jurisdictional limits are usually defined by the tops of the stream or lake banks,

or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the USACE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFW.

The RWQCBs were established under the Porter-Cologne Water Quality Control Act to oversee water quality. Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA. In compliance with Section 401 of the CWA, the RWQCBs also issue water quality certifications for activities which may result in a discharge to waters of the U.S. This is most frequently required in tandem with a Section 404 permit request. Please refer to the Water Quality Section for additional details.

2.3.3.2 AFFECTED ENVIRONMENT

Information used in this section is based on the approved June 2018 NES.

A jurisdictional delineation of water resources was performed for the proposed project in September 2015 (refer to Figure 2-2). The project study area occurs along SR-74 that traverses the Santa Ana Mountains with elevations ranging from approximately 2,470 feet above mean sea level (AMSL) at the north end to 1,430 feet AMSL at the south end. The average rainfall in the area is 12.3 inches per year. The undeveloped portions of the project area are dominated by chaparral and oak riparian forest. Various un-named drainages traverse the eastern portion of the project area and San Juan Creek generally flows adjacent to the western half of the project area. The widths of the on-site drainages range from 3 to 20 feet. The streambed of the on-site drainages is largely unvegetated and the overstory is dominated by coast live oak (*Quercus agrifolia*) and western sycamore (*Platanus racemosa*). San Juan Creek flows into a traditional navigable waterway, the Pacific Ocean, approximately 20 miles downstream. The on-site drainages also contribute flow to the Pacific Ocean, and would therefore be considered jurisdictional Waters of the U.S. (WUS). There were no wetlands identified in the BSA based on the absence of hydric soil, hydric soil indicators, and hydrophytic vegetation.

2.3.3.3 ENVIRONMENTAL CONSEQUENCES

Build Alternative

The project area contains numerous drainage crossings and riparian habitat associated with off-site drainages. The extent of jurisdictional areas were determined based on cut and fill lines overlaid on jurisdictional delineation boundaries. The proposed widened roadway and cut and fill slopes were considered permanent impacts. There would be no temporary impacts. The table below summarizes the proposed impacts on jurisdictional waters in the on-site drainages.

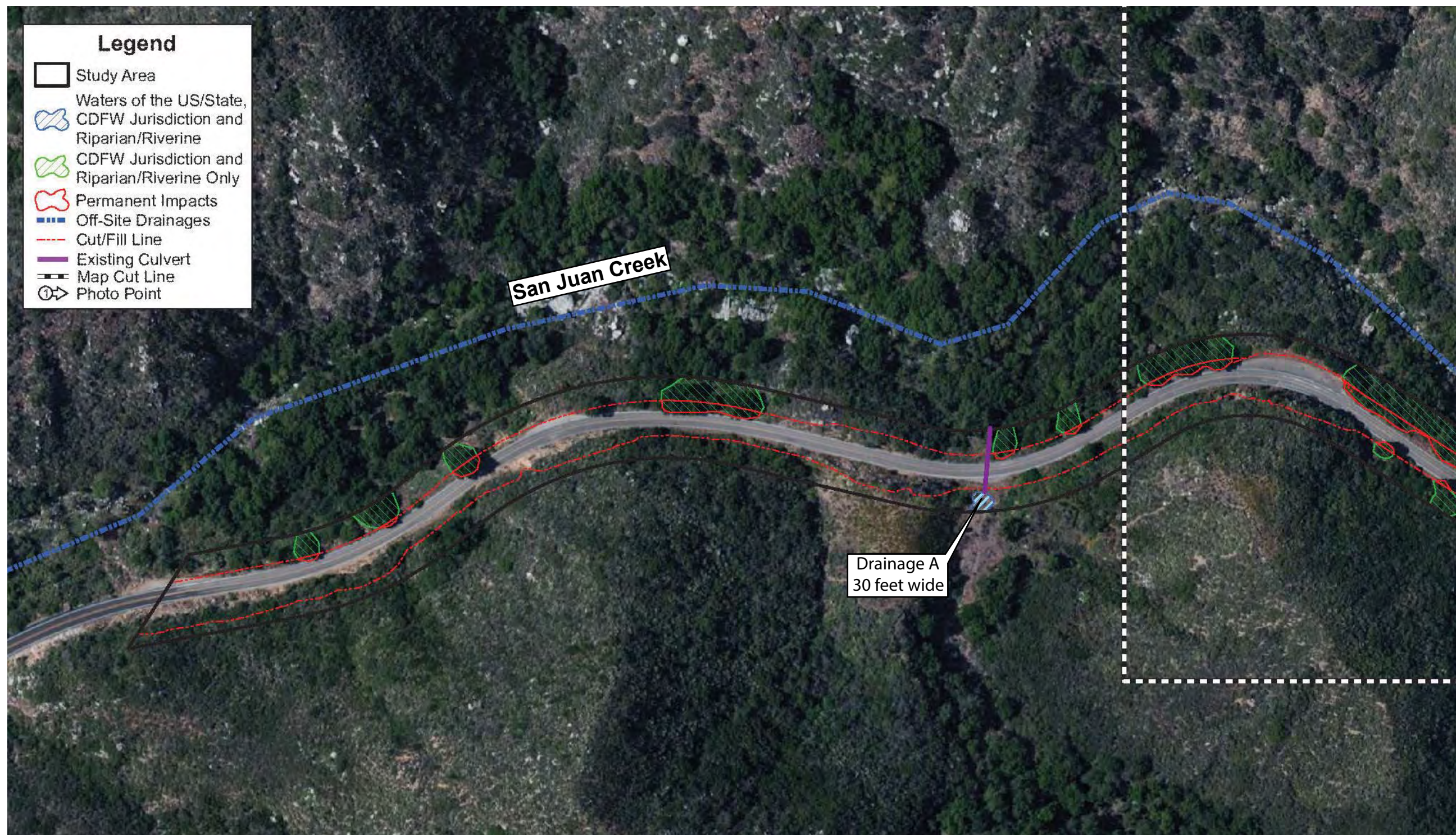


Figure 2-2
Sheet 1 of 11
Jurisdictional Delineation Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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Figure 2-2
Sheet 11 of 11
Jurisdictional Delineation Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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Figure 2-2
 Sheet 3 of 11
 Jurisdictional Delineation Map
 SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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Figure 2-2
Sheet 4 of 11
Jurisdictional Delineation Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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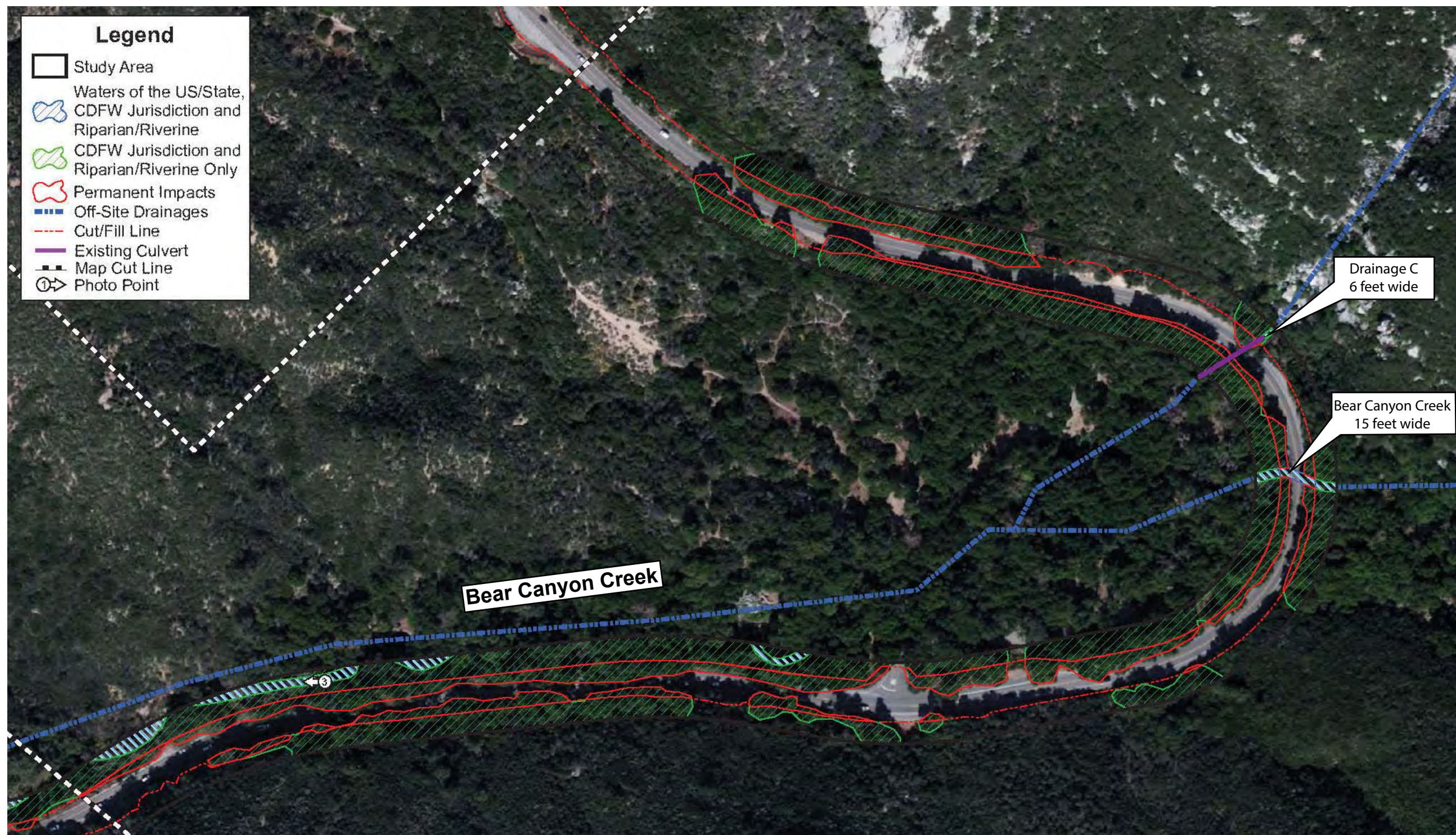


Figure 2-2
Sheet 5 of 11
Jurisdictional Delineation Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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Figure 2-2
Sheet 6 of 11
Jurisdictional Delineation Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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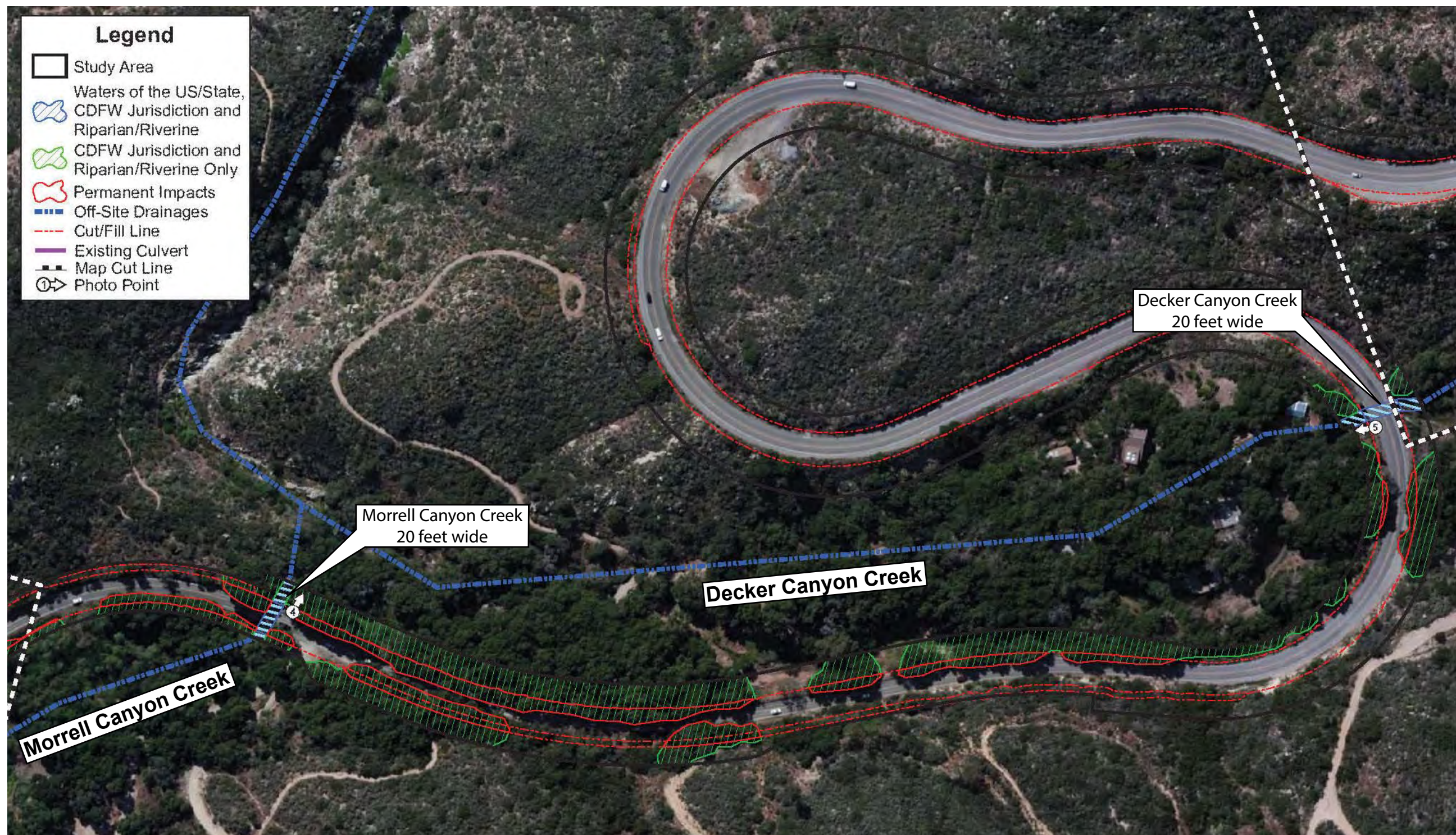


Figure 2-2
Sheet 7 of 11
Jurisdictional Delineation Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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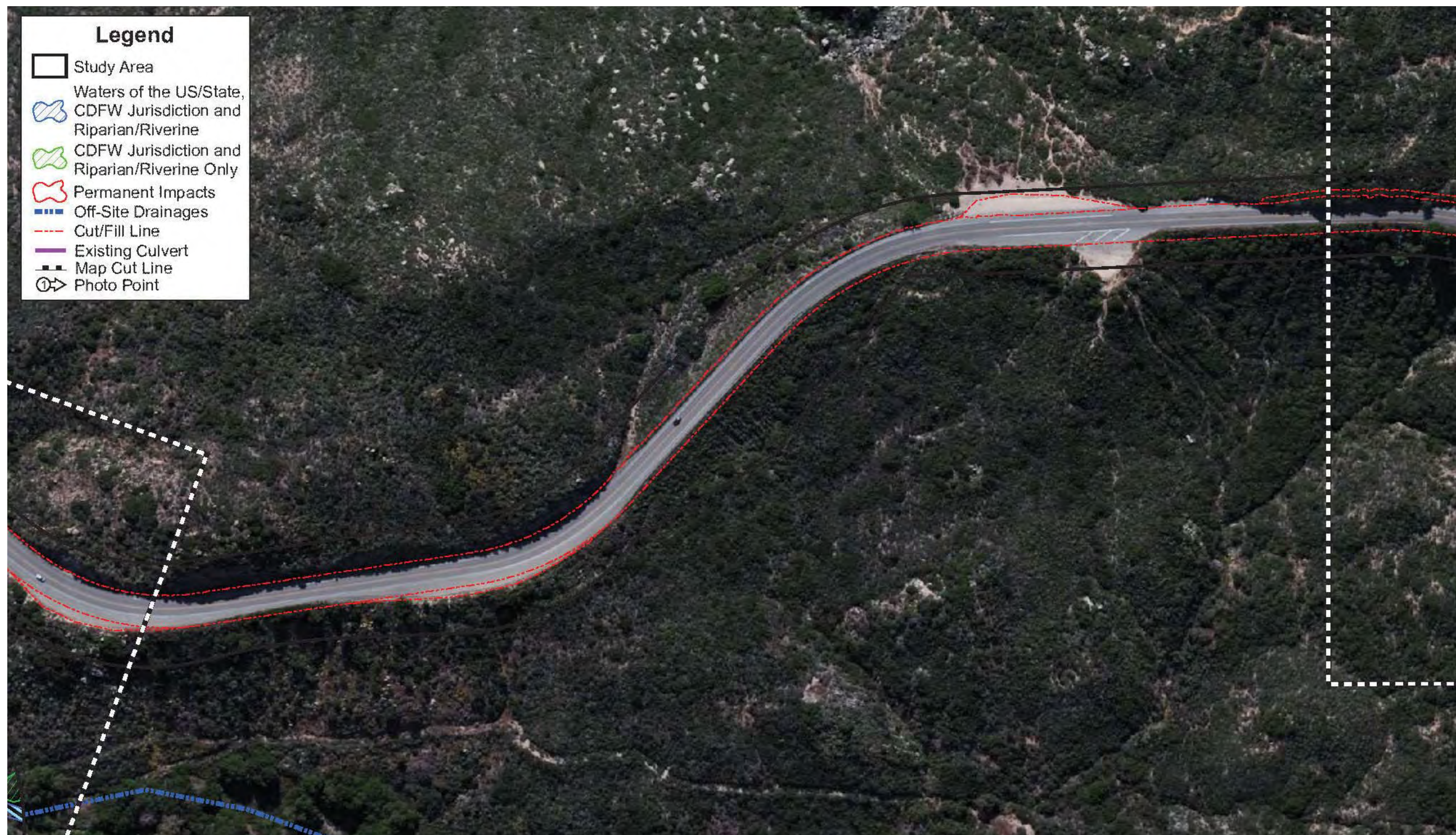


Figure 2-2
 Sheet 8 of 11
 Jurisdictional Delineation Map
 SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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Figure 2-2
 Sheet 9 of 11
 Jurisdictional Delineation Map
 SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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Figure 2-2
Sheet 10 of 11
Jurisdictional Delineation Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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Figure 2-2
Sheet 11 of 11
Jurisdictional Delineation Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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Table 2-3. Summary of Impacts on Jurisdictional Areas

Drainage ID	Permanent Impacts to Non-Wetland Waters of the US and Waters of the State (acres)	Permanent Impact Length (feet)	Permanent Impacts to CDFW Jurisdiction and Riparian/Riverine Areas (acres)
Bear Canyon Creek	0	0	1.796
Decker Canyon Creek	0	0	0.639
Morrell Canyon Creek	0	0	0.744
San Juan Creek	0	0	2.218
Drainage A	0	0	0
Drainage B	0.006	17	0.006
Drainage C	0	0	0.020
Drainage D	0.001	5	0.012
Drainage E	0.001	6	0.018
Drainage F	0	0	0.036
Drainage G	0	0	0.742
Total	0.01	28	6.23
Source: SR-74 Shoulder Widening Project Jurisdictional Delineation, Caltrans 2018.			

Direct effects on waters include the loss of vegetation from direct removal due to the site preparation activities such as vegetation clearing, grubbing, and site grading. However, the loss of resources is deemed minimal as vegetation will be restored. Direct effects on areas of San Juan Creek are not anticipated. Other indirect effects on waters may include sediment entering drainage areas from vegetation clearing and/or invasive, nonnative plants transported into areas along the roadway. Preliminary project design indicates 0.01 acre of permanent impacts on non-wetland WUS and WSC and 6.23 acres of permanent impacts on CDFW Jurisdiction and riparian/riverine areas.

The proposed project may result in temporary and permanent impacts on jurisdictional drainages and, as such, authorizations from the USACE, RWQCB, and CDFW may be required. The two most common types of permits issued by the USACE under Section 404 of the CWA to authorize the discharge of dredged or fill material into WUS are a nationwide permit (NWP) or an individual permit (IP). NWPs are general permits for specific categories of activities that result in minimal impacts on aquatic resources. NWP 14 can be used for linear transportation projects. The discharge cannot cause the loss of greater than 0.5 acre of WUS. The permittee must submit a pre-construction notification to the district engineer prior to commencing the activity if the loss of WUS exceeds 0.1 acre, or there is a discharge in a special aquatic site including wetlands. The proposed project would likely qualify under NWP 14 and could likely avoid notification requirements to the USACE. For project impacts that do not meet the provisions of an existing NWP, the USACE would require an IP. An IP requires detailed analysis and compliance with the USACE formal review process. This process includes preparation of an alternatives analysis as required by U.S. EPA Section 404(b)(1) Guidelines and NEPA, and requires compliance with NEPA's environmental review process. This process provides opportunities for a public notice and public comment.

The project area occurs in the San Diego RWQCB (Region 9). Under Section 401 of the CWA, the RWQCB must certify that the discharge of dredged or fill materials into WUS does not violate state water quality standards. The RWQCB also regulates impacts on WSC under the Porter-Cologne Water Quality Control Act through issuance of a Construction General Permit, State General Waste Discharge Order, or WDRs, depending upon the level of impact and the properties of the waterway. The project proponent would need to obtain a Water Quality Certification. A CDFW 1602 Streambed Alteration Agreement is also required for all activities that alter streams and lakes and their associated riparian habitat.

No-Build Alternative

If this project is not constructed, project-related impacts on federal and state jurisdictional waters and wetlands would not occur.

2.3.3.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

The implementation of avoidance and minimization measures **BIO-1** to **BIO-5** and **BIO-7** (listed in Section 2.3.2.3) will minimize effects during construction. Furthermore, the proposed project impacts on jurisdictional areas will be mitigated and coordinated with USACE, RWQCB, and CDFW during the permitting process.

2.3.4 Plant Species

2.3.4.1 REGULATORY SETTING

The U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) have regulatory responsibility for the protection of special-status plant species. “Special-status” species are selected for protection because they are rare and/or subject to population and habitat declines. Special status is a general term for species that are provided varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act (FESA) and/or the California Endangered Species Act (CESA). Please see the Threatened and Endangered Species section (Section 2.3.6) in this document for detailed information about these species.

This section of the document discusses all other special-status plant species, including CDFW species of special concern, USFWS candidate species, and California Native Plant Society (CNPS) rare and endangered plants.

The regulatory requirements for FESA can be found at 16 United States Code (USC) Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. The regulatory requirements for CESA can be found at California Fish and Game Code, Section 2050, et seq. Department projects are also subject to the Native Plant Protection Act, found at California Fish and Game Code, Section 1900-1913, and the California Environmental Quality Act (CEQA), found at California Public Resources Code, Sections 21000-21177.

2.3.4.2 AFFECTED ENVIRONMENT

Information used in this section is based on the approved June 2018 NES.

The floodplain and active stream channel of San Juan Creek is primarily dominated by coast live oak woodland with intermittent areas of southern willow scrub and thickets of mulefat scrub and non-native grasslands. The representative species within these areas include coast live oak, Fremont cottonwood, arroyo willow (*Salix asiolepis*), red willow (*Salix aevigata*), narrow-laved willow (*Salix exigua*), western sycamore, and mulefat. Dominant perennial plant species observed within the Coast Live Oak Woodland plant community in the project area include, but are not limited to coast live oak (*Quercus agrifolia*), poison oak (*Toxicodendron diversilobum*), and western sycamore (*Platanus racemose*).

Special-status Plant Species

Focused plant surveys were conducted for narrow endemic plants in 2015 and 2017. However, no special-status plant species were observed during these surveys. A number of special-status plant species have the potential of occurring within the BSA as listed in the table below.

Table 2-4. Special-status Plant Species Occurring or Potentially Occurring in the BSA

Common Name	Scientific Name	Status	Habitat and Distribution	Habitat Present/Absent	Rationale
San Miguel savory	<i>Clinopodium chandleri</i>	CNPS 1B.2, WRCMSHCP	Chaparral, cismontane woodland, coastal scrub, riparian woodland, valley and foothill grassland. Rocky, gabbroic or metavolcanic substrate. Bloom period: March–July. Elevation: 393–3,526 ft.	HP	Suitable habitat is present in the BSA and there are records on both sides of the project with the closest less than 0.25 mile to the west; however, species was not observed during 2015/2017 plant surveys.
Many-stemmed dudleya	<i>Dudleya multicaulis</i>	CNPS 1B.2, WRCMSHCP, USFS	Chaparral, coastal sage scrub, and grasslands on clay soils. Bloom period: April–July. Elevation: 49–2,591 ft.	A	Associated soils do not occur on site, and species was not observed during 2015/2017 rare plant surveys.
Hammitt's claycress	<i>Sibaropsis hammittii</i>	CNPS 1B.2, USFS, WRCMSHCP	Coastal sage scrub, chaparral, and peninsular juniper woodland on clay soils. Bloom period: March–April. Elevation: 984–3,280 ft.	A	Associated soils do not occur on site; additionally species was not observed during 2015/2017 plant surveys.
Wright's trichocoronis	<i>Trichocoronis wrightii</i> var. <i>wrightii</i>	CNPS 2B.1, WRCMSHCP	Meadows and seeps, marshes and swamps, riparian forest, vernal pools. Associated within highly alkaline, silty-clay soils. Bloom Period: May–Sept. Elevation: 16–1,427 ft.	A	Associated soils do not occur on site. This species is outside of its known elevation range; species was not observed during 2015/2017 plant surveys.
<p>Source: Caltrans 2018</p> <p>Notes:</p> <p><u>Federal Classification:</u> FT—Federal Threatened, USFS—Forest Service Sensitive Species, SC—Former Candidate (Category 2) for listing under ESA, Species of Concern.</p> <p><u>California Classification:</u> SE—State Endangered, ST—State Threatened, SSC—Species of Special Concern.</p> <p><u>Local Classification:</u> WRCMSHCP—Western Riverside County Multiple Species Habitat Conservation Plan Special-Status Species.</p> <p><u>California Native Plant Society Classifications (CNPS):</u> 1A—Plants presumed Extirpated in CA, but more common elsewhere. 1B—Plants Rare, Threatened, or Endangered in CA and Elsewhere. 2A—Plants presumed extirpated in CA, but more common elsewhere. 2B—Plants Rare, Threatened, or Endangered in CA, but more common elsewhere. 3—Plants about which more information is needed, a CNPS review list. 4—Plants of Limited Distribution, a Watch List. .1—Seriously threatened in CA (over 80% of occurrences threatened). .2—Moderately threatened in CA (20%–80% occurrences threatened). .3—Not very threatened in CA (<20% of occurrences threatened).</p> <p><u>Habitat Present/Absent:</u> CH—Critical Habitat, project footprint is located within designated Critical Habitat, but does not necessarily mean that appropriate habitat is present. HP—Habitat Present, is or may be present, species may be present. P—Present, species is present. A—Absent, no habitat present and no further work needed.</p>					

2.3.4.3 ENVIRONMENTAL CONSEQUENCES

Build Alternative

The BSA is within the WRCMSHCP and surveys required for WRCMSHCP species include narrow endemic plant species. Focused plant surveys conducted in 2015 and 2017 did not indicate the presence of narrow endemic plants. Suitable habitat is present within the BSA for the San Miguel savory, as discussed below.

San Miguel Savory (*Clinopodium chandleri*)

San Miguel savory is a perennial shrub found on rocky, gabbroic, or metavolcanic substrates in chaparral, cismontane woodlands, coastal scrub, riparian woodland, and valley and foothill grassland. It typically blooms from March to July. This habitat is found in the BSA, and there are records on both sides of the project with the closest less than 0.25 mile to the west. However, the surveys conducted in 2015 and 2017 yielded negative results for this species on the project site.

Three other species are considered absent from the BSA: many stemmed dudleya (*Dudleya multicaulis*), Hammitt's claycress (*Sisymbrium hammittii*), and Wright's trichocoronis (*Trichocoronis wrightii* var. *wrightii*). As indicated in the NES prepared for the proposed project, the Build Alternative has the potential to directly affect sensitive plant species by removing vegetation. Indirect impacts on the species include habitat conversion through the introduction of invasive species. Implementation of measures **BIO-1** to **BIO-5** and **BIO-7** would minimize impacts on special-status plant species.

There are approximately 650 trees within the affected project footprint. Approximately 291 trees will be removed with implementation of the proposed project and 359 trees will be protected in place. The proposed project will comply with the USFS condition that cut trees must remain on site and used as mulch within the project limits. Refer to measure **TMB-1** in Section 2.1.2.4.

No-Build Alternative

No construction activities would be undertaken, and no effects on plant species would occur.

2.3.4.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

Implementation of **BIO-1** to **BIO-5** and **BIO-7**, as listed in Section 2.3.2.3 above, would minimize impacts on San Miguel Savory.

2.3.5 Animal Species

2.3.5.1 REGULATORY SETTING

Many state and federal laws regulate impacts to wildlife. The U.S. Fish and Wildlife Service (USFWS), the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries Service), and the California Department of Fish and Wildlife (CDFW) are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with animals not listed or proposed for listing under the federal or state Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in the Threatened and Endangered Species Section 2.3.6, below. All other special-

status animal species are discussed here, including CDFW fully protected species and species of special concern, and USFWS or NOAA Fisheries Service candidate species.

Federal laws and regulations pertaining to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act - The Migratory Bird Treaty Act (MBTA) with Canada, Mexico and Japan makes it unlawful at any time, by any means or in any manner, to pursue, hunt, take, capture, or kill migratory birds. The law applies to the removal of nests (such as swallow nests on bridges) occupied by migratory birds during the breeding season. The California Fish and Game Code (Section 3500) also prohibits the destruction of any nest, egg, or nestling. The BSA provides potentially suitable nesting and foraging habitat for several birds protected under the MBTA.
- Fish and Wildlife Coordination Act

State laws and regulations pertaining to wildlife include the following:

- California Environmental Quality Act
- Sections 1600–1603 of the California Fish and Game Code
- Section 4150 and 4152 of the California Fish and Game Code

2.3.5.2 AFFECTED ENVIRONMENT

Information used in this section is based on the approved NES, June 2018 (Caltrans 2018).

Common animal species were observed within the BSA. Eleven (11) vertebrates were directly observed within the BSA during ARTO surveys. These included four (4) amphibians and seven (7) reptiles. Representative common wildlife species observed include arroyo toad (*Anaxyrus californicus*), Baja California chorus frog (*Pseudacris hypochondriaca*), California treefrog (*Hyla cadaverina*), Coast Range newt (*Taricha torosa torosa*), southern alligator lizard (*Elgaria multicarinata*), western fence lizard (*Sceloporus occidentalis*), San Diego gopher snake (*Pituophis melanoleucus annectens*), two-striped garter snake (*Thamnophis hammondi*), red diamond rattlesnake (*Crotalus ruber*), southern pacific rattlesnake (*Crotalus oreganus helenae*), and southwestern speckled rattlesnake (*Crotalus mitchelli pyrrhus*).

Habitat Connectivity

Wildlife movement and habitat fragmentation are important issues in assessing project effects on wildlife because the spatial relationship of food, water, and cover is of importance for animal species. Large areas of habitat or narrower habitat between expanses of open space provide linkages and corridors for wildlife movement, which includes seasonal migration as well as daily movements for foraging or pollinator dispersal, which is of importance for many plant species.

The BSA is within the Cleveland National Forest surrounded by steep mountainsides and canyons with oak woodland and chaparral habitats, lowland pasture land/grassland, and densely vegetated tributaries to nearby San Juan Creek. Open pasture and grassland habitats will be used

by some migrant and resident bird species for foraging as they move from one habitat area to another. In addition, linear riverine habitat types are associated with the BSA tributaries and include oak woodland, willow woodland, and willow scrub, all of which are considered high-quality wildlife habitats because they provide protective cover during movement as well as water and food for many species. Based on the presence of various tracks along San Juan Creek observed during surveys, this creek is considered a wildlife corridor within the project area. Furthermore, within the project area, larger culverts may serve to funnel wildlife under SR-74.

San Juan Creek enables the movement of animals from one habitat to another. The majority of the culverts within the project area are narrow and constricted. As such, the Build Alternative would not obstruct or contribute to a barrier for habitat connectivity.

Bat Species

Of the 25 bat species that reside in the state of California, 16 species have been known to use caves/mines, 16 species have been known to use bridges, and 14 species have been known to use cliffs/rocks for roosting, with many species overlapping. Several different roosting patterns may occur, including day, night, maternity, migratory, and hibernating roosts, indicating a potential for year-round roosting bat habitat. Additionally, 18 of the 25 bat species have a status indicating sensitive or species of special concern by USFS or CDFW. The project area contains a number of mature trees (exfoliated bark, hollow cavities) and rock outcrops (Mesozoic granite) potentially suitable for roosting. San Juan Creek provides a source of water and the adjacent riparian areas and their associated insect fauna may also provide foraging habitat for a large number of bat species. Bats were not observed incidentally during other surveys or while inspecting culvert areas. Bats have been documented during presence/absence surveys conducted for the 2013 Orange County Caltrans SR-74 Shoulder Widening; however, the most recent 2018 Orange County Caltrans SR-74 project has not identified any bat species. The California Natural Diversity Database (CNDDDB) has no known occurrences of bat species in the project area and focused surveys for bats are not required.

Non-listed Special-status Animal Species

Seventy-six vertebrates were either directly observed or detected through presence of sign (e.g., scat, burrows, carcass, tracks) on the proposed project site. These included ten reptiles, five amphibians, fifty-four birds, and seven mammals. Some of these are resident, common species in the Santa Ana Mountains while others are seasonal migrants passing through the area. Of these 76 vertebrates, only 8 species are considered special status species.

The presence or absence of special-status species depends upon many factors, including habitat conditions, behavior, seasonal activity, and seasonal occurrence. It is often not readily possible to ascertain the presence or absence of a species at any particular moment in time. Therefore, the presence or the likelihood of the presence of special-status species is based on the following criteria: direct observation of the species or its sign in the BSA or immediate vicinity during surveys conducted for the proposed project or reported in previous biological studies; sighting by other qualified observers; records reported by the CNDDDB; presence or location of specific species lists provided by private groups (e.g., CNPS); and/or the study area lies within known distribution of a given species and contains appropriate habitat. The following table summarizes the special-status species occurring or potentially occurring within the BSA.

Table 2-5. Special-status Animal Species Occurring or Potentially Occurring in the BSA

Common Name	Scientific Name	Status	Habitat and Distribution	Habitat Present/Absent	Rationale
Amphibian					
Arroyo toad	<i>Anaxyrus californicus</i>	FE, SSC, USFS, WRCMSHCP	Semi-arid regions near washes or intermittent streams, including valley-foothill and desert riparian, desert wash, rivers with sandy banks, willows, cottonwoods and sycamores, loose gravelly areas of streams in drier parts of the range.	CH, HP, P	Suitable habitat is present in the BSA; focused surveys identified Arroyo toad at San Juan Creek near Morrell Canyon.
Coast range newt	<i>Taricha torosa</i>	SSC	Coastal drainages, lives in terrestrial habitats and will migrate over 1 km to breed in ponds, reservoirs and slow moving streams.	HP, P	Suitable habitat is present in the BSA; surveys identified this species at San Juan Creek
Avian					
Western snowy plover	<i>Charadrius nivosus</i> ssp. <i>Nivosus</i>	FT, SSC	Great Basin standing waters, sand shore, wetland.	A	Suitable habitat is not present in the BSA.
Southwestern willow flycatcher	<i>Empidonax traillii</i>	FE, USFS, SE	Willow riparian scrub and riparian forest.	HP	Riparian areas are present in the BSA; however, protocol surveys were negative.
Coastal California gnatcatcher	<i>Polioptila californica californica</i>	FT, SSC	Coastal scrub.	A	The mountainous, dense, chaparral-dominated vegetation community in the BSA is unsuitable for this species and there are no known records for miles to the east or west.
Yellow warbler	<i>Setophaga petechial</i>	SSC	Riparian plant associations in close proximity to water. Riparian forest, riparian scrub, riparian woodland.	HP, P	Riparian areas are present in the BSA. Observed during the 2017 surveys.
Mammals					
Western mastiff bat	<i>Eumops perotis californicus</i>	SSC, SC	Inhabits many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, and chaparral communities. Roosts in crevices in cliff faces, high buildings, trees and tunnels.	HP	Suitable habitat is present in the BSA; observed during the SR-74 Orange County 2011 surveys.
Western small-footed myotis	<i>Myotis ciliolabrum</i>	SC	Varied habitats throughout much of North America.	HP	Suitable habitat is present in the BSA; observed during the SR-74 Orange County 2011 surveys.

Common Name	Scientific Name	Status	Habitat and Distribution	Habitat Present/Absent	Rationale
Yuma myotis	<i>Myotis yumanensis</i>	SC	Common and widespread in California. Found in a wide variety of habitats ranging from sea level to 11,000 ft. (3,300 m). Optimal habitats are open forests and woodlands with sources of water over which to feed.	HP	Suitable habitat is present in the BSA; observed during the SR-74 Orange County 2011 surveys.
Reptiles					
Red-diamond rattlesnake	<i>Crotalus ruber</i>	SSC, USFS	Chaparral, woodland, grassland, and desert areas from San Diego County to the eastern slopes of the mountains. Occurs in rocky areas and dense vegetation. Needs rodent burrows, cracks in rocks or surface cover objects.	HP, P	Suitable habitat is present in the BSA; surveys identified this species at San Juan Creek.
Coast horned lizard	<i>Phrynosoma blainvillii</i>	SSC	Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes. Open areas for sunning, bushes for cover, patches of loose soils for burial and abundant supply of ants and other insects.	HP	Potential habitat present in the BSA; CNDDB occurrence of species 2 miles east of the BSA.
Two-striped garter snake	<i>Thamnophis hammondi</i>	SSC, USFS	Coastal California from vicinity of Salinas to northwest Baja, California. From sea to 7,000 ft. elevation. Highly aquatic, found or near permanent fresh water. Often along streams with rocky beds and riparian growth.	HP, P	Suitable habitat is present in the BSA; surveys identified this species at the San Juan Creek.
<p>Source: Caltrans 2018</p> <p>Notes:</p> <p><u>Federal Classification:</u> FT—Federal Threatened, USFS—Forest Service Sensitive Species, SC—Former Candidate (Category 2) for listing under ESA, Species of Concern.</p> <p><u>California Classification:</u> SE—State Endangered, ST—State Threatened, SSC—Species of Special Concern.</p> <p><u>Local Classification:</u> WRCMSHCP—Western Riverside County Multiple Species Habitat Conservation Plan Special-Status Species.</p> <p>Habitat Present/Absent: CH-Critical Habitat, project footprint is located within designated Critical Habitat, but does not necessarily mean that appropriate habitat is present. HP-Habitat Present, is or may be present, species may be present. P-Present, species is present. A-Absent, no habitat present and no further work needed.</p>					

2.3.5.3 ENVIRONMENTAL CONSEQUENCES

Build Alternative

The literature search conducted for the proposed project reported five state-listed and special species of concern have records of occurrence within one mile of the project vicinity. There were observations of the following species listed as special-status species (Species of Special Concern) by the State of California: Arroyo toad, Coast Range newt, Coast horned lizard, red-diamond rattlesnake, two-striped garter snake, and yellow warbler. As a federally listed species, the Arroyo toad is also discussed in Section 2.3.6. Those species individually indicated as having habitat present within the BSA are discussed further below. Also refer to Figure 2-3 for critical habitat and amphibian survey area.

Arroyo Toad

Focused Arroyo toad surveys were conducted for the proposed project, with the site being surveyed a total of six times between April 25 and June 30, 2015. A total of six adult Arroyo toad were directly observed within the surveyed section of San Juan Creek. Direct and indirect effects resulting from implementation of the proposed project include temporary disturbance in the form of surface disturbance and vegetation removal. Project activities may include construction, work off the paved roadways, alterations to drainages and/or the San Juan Creek streambed, and potential direct mortality resulting from project construction activities. Permanent effects may result from the addition of new pavement and/or cut and fill activities of the proposed project.

Coast Range Newt

The coast range newt is an amphibian found in coastal drainages and lives in terrestrial habitats. This species is known to migrate over one kilometer to breed in ponds, reservoirs, and slow-moving streams. Suitable habitat for this species is present within the BSA. Surveys conducted for the proposed project identified this species at San Juan Creek. Project-related activities including ground and noise disturbance could deter individuals from the project vicinity.

Yellow Warbler

The yellow warbler occurs in riparian plant associations in close proximity to water, riparian forests, riparian scrub habitat, and riparian woodlands. Riparian habitat area is present in the BSA. The yellow warbler was observed during the 2017 surveys conducted for the proposed project. Project-related activities would deter individuals from nesting and/or foraging in the project vicinity during the nesting bird season (recognized as February 15–September 1).

Western Mastiff Bat

The western mastiff bat inhabits many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, and chaparral communities. The bats roost in crevices in cliff faces, high buildings, trees, and tunnels. Suitable habitat for the western mastiff bat is present within the BSA and this species was observed during the SR-74 Orange County Project 2011 surveys. Impacts on bat species would include temporary indirect disturbance such as noise, dust, night lighting, and human encroachment from construction. Project-related activities could deter individuals from typical flight paths or the project vicinity. Other permanent indirect issues associated with human encroachment, such as the introduction of

nonnative species and trash, would permanently contribute to the degradation of foraging habitat in the vicinity.

Western Small-footed Myotis

The western small-footed myotis inhabits many varied habitats throughout much of North America. Suitable habitat for this species is present within the BSA. The species was also observed during the SR-74 Orange County 2011 surveys.

Yuma Myotis

The Yuma myotis is a common species widespread throughout California. They are found in a wide variety of habitats ranging from sea level to 11,000 feet. The optimal habitat for this species is open forests and woodlands with sources of water over which to feed. Suitable habitat for this species is present within the BSA. The species was also observed during the SR-74 Orange County Project 2011 surveys.

Red-diamond Rattlesnake

The red-diamond rattlesnake is found in chaparral, woodland, grassland, and desert habitat areas from San Diego County to the eastern slopes of mountains. This species occurs in rocky areas with dense vegetation. The species needs areas of rodent burrows, cracks within rocks, or surface cover. Suitable habitat for this species was present in the BSA and surveys conducted for the proposed project identified this species at San Juan Creek. Project-related activities including ground and noise disturbance could deter individuals from the project vicinity.

Coast Horned Lizard

The coast horned lizard frequents a wide variety of habitats, most commonly lowlands along sandy washes with scattered low bushes. This species prefers open areas for sunning, bushes that provide cover, patches of loose soils for burial, and an abundant supply of ants and other insects. Potential habitat for this species is present within the BSA. There is also a CNDDDB occurrence of the species two miles east of the BSA. Project-related activities including ground and noise disturbance could deter individuals from the project vicinity.

Two-striped Garter Snake

The two-striped garter snake is found in coastal California areas from Salinas to northwest Baja, California. The species can be found in the sea to elevations of 7,000 feet. The species is highly aquatic, found in or near areas of permanent fresh water, often along streams with rocky beds and riparian growth. Suitable habitat for this species is present in the BSA. Surveys conducted for this project identified this species at San Juan Creek. Project-related activities including ground and noise disturbance could deter individuals from the project vicinity.

Impact Summary

The proposed project area has suitable habitat for two-striped garter snake, red diamond rattle snake, coast horned lizard, and Coast Range newt. Focused surveys were not required for these species. Several species were observed incidentally during other surveys and CNDDDB also has known occurrences within the project area. Project-related activities including ground and noise disturbance could deter individuals from the project vicinity. In order to prevent potential impacts, the project will be required to implement measures **BIO-1** to **BIO-8** and **BIO-18**.

Furthermore, project-related activities could deter bird species from nesting and/or foraging in the project vicinity during the nesting bird season (recognized as February 15–September 1). In order to prevent potential impacts on nesting birds, the project will implement measures **BIO-1** to **BIO-8** and **BIO-21**.

Impacts on bat species would include temporary indirect disturbance (such as noise, dust, night lighting, and human encroachment) from construction. Project-related activities could deter individuals from typical flight paths or the project vicinity. Night work and the use of temporary artificial lighting has been known to disturb bats. Furthermore, other permanent indirect issues associated with human encroachment, such as the introduction of nonnative species and trash, would permanently contribute to the degradation of foraging habitat in the vicinity. While there is a potential for bat species to utilize bridges, no bridge work will occur as a result of the proposed project and it would therefore not affect suitable roosting habitat for bat species. There is a possibility for bats to roost in trees or within rock crevices and thus the project could impede access to roost sites (existing and future). Only a small portion of roosting habitat (existing and future) may be permanently altered by the proposed project.

Although trees containing suitable roosting habitat for bats are present throughout the right of way, the proximity of these trees to the high traffic volume and associated vehicular noise along SR-74 likely reduces the desirability of these sites for bat roosting. More extensive and high-quality habitat is present in the larger stands of mature oak trees within the open space surrounding the project area. Because these trees are situated away from sources of disturbance, including vehicular traffic, there is a high probability that bats are roosting in the trees within this more optimal habitat set away from the roadway. However, because bats are a highly mobile species and roost switching is a common behavior among tree roosting bats, it should not be assumed that bats are absent from suitable tree roosts along the right of way. The adjacent riparian areas and their associated insect fauna may provide foraging habitat for a large number of bat species, and bats likely forage and may also roost within and along the edges of oaks within the project area. Limited tree removal is currently proposed, and impacts on oaks are only anticipated immediately adjacent to the roadway. Therefore, no substantial loss of tree roosting habitat is anticipated.

The widening and modification of culverts will more likely increase future potential roosting habitat. As such, the proposed project is not expected to substantially affect the bats' long-term use of the structures. Only marginally suitable rock crevice habitat is present in the road cuts. Many bat species require a clearance height to initiate flight, and the proximity of the road cuts containing these crevices to the high volume of vehicular traffic likely further reduces the desirability of these small and sporadic crevices as roosting habitat to bats. Therefore, no substantial loss of crevice roosting habitat is anticipated. Due to the current knowledge of bat behavior and the limited bat data available, project impacts will be addressed by implementing measures **BIO-1** to **BIO-8**, **BIO-19**, **BIO-22**, and **BIO-23**. If the seasonal restrictions and protocols described in the measures are adhered to for tree removal and rock slope excavation, impacts on bat maternity colonies will be minimized to less-than-significant levels.

No-Build Alternative

No construction and operation activities would occur under the No-Build Alternative, and no effects would occur.

2.3.5.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

Implementation of measures **BIO-1** to **BIO-8** and **BIO-18** would minimize impacts on two-striped garter snake, red diamond rattle snake, coast horned lizard, and Coast Range newt. Furthermore, implementation of measures **BIO-1** to **BIO-8** and **BIO-21** would prevent potential impacts on nesting birds. Measures **BIO-1** to **BIO-8**, **BIO-18**, **BIO-19**, **BIO-22**, and **BIO-23** would minimize impacts on bat species.

BIO-8: Biological Monitor. The biologist will monitor all construction-related activities to ensure that all conservation measure are being implemented and that there are no unanticipated impacts. These activities include, but are not limited to, blasting work, clearing and grubbing, and staging/storage of equipment.

BIO-18: Lighting. In order to minimize and avoid the effects of lighting on wildlife, construction lighting during nighttime construction activities shall be shielded and/or directed away from adjacent habitats, as feasible

BIO-19: Fence Removal. All fencing shall be removed as a last order of work. During removal, a biological monitor familiar with Arroyo toad and authorized to handle and relocate Arroyo toad should be present.

BIO-21: Pre-construction Nesting Bird Survey. If construction occurs within nesting bird season (February 15–September 1), then the pre-construction surveys will be conducted by a qualified biologist to locate and avoid nesting birds. If an active avian nest is located, a 100-foot, no construction buffer (300-foot for raptors) will be put in place until nesting has ceased or the young have fledged.

BIO-22: Avoidance of Tree Trimming/Removal and Rock Outcrop Removal During Bat Maternity Season. If trimming or removal of mature trees and snags or rock outcrop is necessary for project construction, removal activities will be performed outside of the bat maternity season, recognized as April 1–August 31, to avoid direct impacts on nonvolant (flightless) young that may roost in trees within the study area, to the extent feasible, or **BIO-23** will be implemented.

BIO-23: Pre-construction Survey and Monitoring by a Qualified Bat Biologist. If trimming or removal of trees/rock outcrops during the bat maternity season (April 1–August 31) cannot be avoided, a qualified Biologist will monitor tree/rock removal unless a nighttime survey is conducted within on week of removal indicate no tree-roosting or crevice-roosting bat activity within the study area.

2.3.6 Threatened and Endangered Species

2.3.6.1 REGULATORY SETTING

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 United States Code (USC) Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. This act and later amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration (FHWA) (and the Department, as assigned), are required to consult with the U.S. Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries Service) to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 may include a Biological Opinion with an Incidental Take statement or a Letter of Concurrence. Section 3 of FESA defines take as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct."

California has enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code Section 2050, et seq. CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats. The California Department of Fish and Wildlife (CDFW) is the agency responsible for implementing CESA. Section 2081 of the Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by the CDFW. For species listed under both the FESA and CESA requiring a Biological Opinion under Section 7 of the FESA, the CDFW may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the California Fish and Game Code.

Another federal law, the Magnuson-Stevens Fishery Conservation and Management Act of 1976, was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the United States, by exercising (A) sovereign rights for the purposes of exploring, exploiting, conserving, and managing all fish within the exclusive economic zone established by Presidential Proclamation 5030, dated March 10, 1983, and (B) exclusive fishery management authority beyond the exclusive economic zone over such anadromous species, Continental Shelf fishery resources, and fishery resources in special areas.

2.3.6.2 AFFECTED ENVIRONMENT

Information used in this section is based on the approved June 2018 NES and the June 2018 Biological Assessment (BA), included as an appendix to the NES.

The literature search conducted for the proposed project indicated that the following species have potential for occurrence in the project vicinity: Arroyo toad, western snowy plover (*Charadrius nivosus* ssp. *Nivosus*), SWWF, coastal California gnatcatcher (*Polioptila californica californica*), least Bell's vireo (LBV), Riverside fairy shrimp (*Streptocephalus*), vernal pool fairy shrimp (*Branchinecta lynchi*), steelhead trout (*Oncorhynchus mykiss*), Quino checkerspot butterfly (*Euphydryas editha quino*), Stephens' kangaroo rat (*Dipodomys stephensi*), Munz's onion (*Allium munzii*), San Diego ambrosia (*Ambrosia pumila*), Encinitas baccharis (*Baccharis vanessae*), thread-leaved brodiaea (*Brodiaea filifolia*), slender-horned spineflower (*Dodecahema leptoceras*), San Diego button-celery (*Eryngium aristulatum* var. *parishii*), spreading navarretia (*Navarretia fossalis*), and California Orcutt grass (*Orcuttia californica*). The tables below summarize the federally and/or state-listed endangered or threatened plant and animal species that are known to occur in the study area. The table includes information on the species, including status, habitat requirements, and the potential for occurrence.

An official USFWS Species List, California Natural Diversity Database (CNDDDB), and National Marine Fisheries Services (NMFS) lists were obtained on June 19, 2018 and updated on February 1, 2019 for the proposed project. Caltrans will submit the completed NES document to USFWS for a Biological Opinion (BO) and CDFW/USFWS for MSHCP Consistency. Pursuant to the Moving Ahead for Progress in the 21st Century Act, as described in the NEPA Delegation Pilot Program Memorandum of Understanding between FHWA and Caltrans, Caltrans has been designated the authority to conduct Section 7 Consultation of the FESA. Caltrans will initiate formal Section 7 Consultation with USFWS to obtain project coverage. The species list provided by the USFWS for the project area identified the following listed and proposed species and/or designated critical habitat, which were analyzed in the NES and BA prepared for the proposed project:

San Diego button celery

The San Diego button-celery is an annual or perennial herb that is native to California. It is listed as a State Endangered species and by the Federally Endangered species. The species occurs on ephemeral vernal pool habitat on clay soils, and wetlands. Suitable habitat and associated soils do not occur on the project site.

Encinitas Baccharis

Encinitas baccharis is a California endangered plant species. The species is a medium-sized shrub with small, inconspicuous flowers. Encinitas baccharis occurs in several chaparral habitat types below 3,000 feet in maritime climates. Its known range is from northern San Diego County in the Cleveland National Forest south to Encinitas and east to Alpine, with most occupied areas occurring between Carlsbad and Encinitas. The Encinitas baccharis is also listed as threatened by the FESA.

Slender-horned Spineflower

The slender-horned spineflower is an annual herb found in sandy soil associated with mature alluvial scrub. This species is generally dependent on alluvial scrub that is maintained by periodic flooding and sediment transport. The individual species may be small and difficult to locate, occurring in sandy or gravelly soils, frequently in cryptogamic crusts. Suitable habitat for

this species is present in the BSA; however, the species was not observed during the 2015 and 2017 rare plant surveys.

Arroyo Toad

The Arroyo toad is a moderately sized light-olive green to gray to tan-brown toad with small, oval parotid glands, and a light-colored “V” shaped stripe between the eyelids. The Arroyo toad is found in very restricted areas of Southern California and Baja California, Mexico. It is known from only a relatively few number of drainages in the coastal and desert areas, within nine counties, primarily along the Southern California coast. Many of these exist on USFS land. The Los Padres National Forest in Santa Barbara, Ventura, and Los Angeles Counties supports the majority of Southern California’s remaining intact large river systems, and may represent the only extant viable populations of Arroyo toad. Populations elsewhere in the Los Angeles, Cleveland, and San Bernardino National Forests and adjacent areas are more numerous but appear to be relatively small in population size.

Focused Arroyo toad surveys were conducted in accordance with currently accepted protocol for the species between April 25 and June 30, 2015. Aquatic breeding habitat was not present within San Juan Creek or Morrell Creek during the 2015 season (refer to Figure 2-3). Both streams were nearly completely dry, with only a few stagnant pools remaining. Nearly all of the pools dried up completely by the end of the survey period. These remnant pools are not suitable breeding habitat for the Arroyo toad, as this species requires shallow, slow-moving side pools and backwaters with sandy or gravelly bottoms in actively flowing streams for reproduction.

A total of six adult Arroyo toads were directly observed within the surveyed section of San Juan Creek. One adult Arroyo toad was observed on June 23, 2015 and 5 adults were observed on June 30, 2015. No Arroyo toad were detected in the surveyed portion of Morrell Creek or at the off-site reference population downstream in the vicinity of Lower San Juan Campground during focused surveys. No juvenile Arroyo toads, larvae, or egg strings were observed anywhere within the BSA.

As indicated in the NES prepared for the project, additional Arroyo toad data from USFS documentation in 2017 positively identified Arroyo toad in Morrell Canyon near San Juan Loop Trail. A protocol survey conducted in 2005 within Upper San Juan Campground resulted in no Arroyo toad observed. USFS also conducted a 3-year radio-telemetry study of the population at San Juan Creek in 2000 and showed that the toads tended to remain in close proximity to the stream, usually within 100 meters or less of the active stream channel.

Stephen’s Kangaroo Rat

The Stephen’s kangaroo rat is endemic to the southern California region, primarily in western Riverside County. This species is Federally Endangered and State Threatened found in alluvial fan sage scrub and coastal sage scrub. The steep hills and dense chaparral of the project area is unsuitable for this species.

Least Bell’s Vireo

Least Bell’s vireo (LBV) is a small, migratory, insectivorous bird that occurs in riparian habitats, primarily occupying low, dense riparian growth along water or dry parts of intermittent streams.

Typically it is associated with habitats such as southern willow scrub, cottonwood forest, mule fat scrub, sycamore alluvial woodland, coast live oak riparian forest, and willow riparian forest. Nesting habitat of this species is usually willow (*Salix*) and/or mule fat (*Baccharis salicifolia*) dominated riparian scrub. Although most often associated with low elevation habitats below 2,000 feet, the species is known to occur at up to 4,100 feet. Although this bird is drab in plumage and can be secretive within its densely vegetated habitat, males are easy to detect on the breeding grounds due to their conspicuous, frequently given, and diagnostic song.

LBV were formerly widespread and common throughout the low-lying riparian habitats of central and Southern California, but are now restricted to a limited number of locations in Southern California. They are still relatively rare in central California. Habitat reduction has contributed to this species' significant population declines. Nest parasitism by brown-headed cowbirds (*Molothrus ater*) has also seriously affected reproductive success of LBV, as well as many other species that build cup nests. The population is slowly recovering as a result of habitat restoration and cowbird control efforts. LBV is listed as endangered by the CDFW and USFWS. A final determination of critical habitat was made in 1994. The project BSA is not within federally designated critical habitat for LBV.

Southwestern Willow Flycatcher

The SWWF is a small, brownish-olive flycatcher that was formerly considered a common summer resident in Southern California's lowland willow thickets and in mountain canyons. Breeding season is recognized as May 1–August 31. For breeding, it is a riparian obligate species restricted to dense stream-side vegetation in areas with surface water or saturated soils. Four general habitat types are used by the SWWF throughout its range: monotypic high-elevation willows; monotypic exotics such as dense stands of saltcedar (*Tamarix ramosissima*) or Russian olive (*Elaeagnus angustifolia*); native broadleaf dominated; and mixed native/exotic. Of these, native broadleaf dominated and mixed native/exotic are mainly used in California. The native broadleaf dominated habitat is composed of a single species or a mixture of broadleaf trees and shrubs, including cottonwoods (*Populus* spp.), willows, and coast live oaks (*Quercus agrifolia*) with multiple layers of canopy. Plant composition and habitat structure can vary greatly depending on the site, but willows often make up much of the understory. The vegetation of occupied sites includes dense patches often interspersed with small openings, open water, or shorter vegetation, creating a mosaic that is not uniformly dense. Dense patches of interior understory vegetation are a critical component of occupied habitat. It is known from near sea level in California to over 8,500 feet in Arizona and Colorado.

Following the large-scale invasion of Southern California by brown-headed cowbirds in the 1920s, along with loss of willow riparian habitat, the SWWF was nearly extirpated from Southern California. All subspecies of the willow flycatcher (*Empidonax traillii*) were listed by the State of California as endangered in 1991. SWWF, which is the subspecies *E.t. extimus*, is state and federally listed as endangered. Critical habitat was designated for the SWWF in 1997, revised, and finalized again in 2013. The project BSA is not within federally designated critical habitat for the SWWF.

Table 2-6. Federally and/or State-listed Endangered or Threatened Plant Species

Common Name	Scientific Name	Status	Habitat and Distribution	Habitat Present/Absent	Rationale
Munz's onion	<i>Allium munzii</i>	FE, ST, CNPS 1B.1	Chaparral, Coastal scrub, Pinon & juniper woodlands, Valley & foothill grassland. Found on level or slightly sloping areas or on terrace escarpments; strongly associated with mesic (west).	A	Associated soils do not occur on site. Additionally, species is not within historic or known occurrences; species was not observed during 2015/2017 plant surveys.
San Diego ambrosia	<i>Ambrosia pumila</i>	FE, CNPS 1B	Chaparral, Coastal scrub, Valley & foothill grassland, vernal pools. Elevation 66–1,362 ft.	A	This species is outside of its known elevation range; species was not observed during 2015/2017 plant surveys.
Encinitas baccharis	<i>Baccharis vanessae</i>	FT, SE, CNPS 1B.1	Chaparral. Elevation < 3,000 ft.	HP	Suitable habitat is present in the BSA; additionally, species was not observed during 2015/2017 plant surveys.
Thread leaved brodiaea	<i>Brodiaea filifolia</i>	FT, SE, CNPS 1B.1	Chaparral, coastal scrub, cismontane woodland, valley & foothill grassland, vernal pools. Associated with soils, soil with clay sub-surfaces or clay lenses. Elevation: 100–2,500 ft.	A	Associated soils do not occur on site. Additionally, species is not within historic or known occurrences.
Slender-horned spineflower	<i>Dodecahema leptoceras</i>	FE, SE, CNPS 1B	Chaparral, cismontane woodland, coastal scrub; alluvial scrub habitat on sandy and gravelly soils in sandy wash systems where intermittent, scouring flood events occur. Elevation: 656–2,296 ft.	HP	Suitable habitat is present in the BSA; however, species was not observed during 2015/2017 rare plant surveys. Indicator species <i>Lepidospartum squamatum</i> was found.
San Diego button-celery	<i>Eryngium aristulatum</i> var. <i>parishii</i>	FE, SE, CNPS 1B.1	Ephemeral vernal pool habitat on clay soils, wetland.	A	Suitable habitat and associated soils do not occur on site.
Spreading navarretia	<i>Navarretia fossalis</i>	FT, CNPS 1B.1, WRCMSHCP	Chenopod scrub, marshes and swamps, playas, vernal pools, seasonally flooded alkali vernal plain habitat; poorly drained soils. Blood period: April–June. Elevation: 98–2,148 ft.	A	Associated soils do not occur on site. Additionally, species is not within historic or known occurrences and was not observed during 2015/2017 plant surveys.

Common Name	Scientific Name	Status	Habitat and Distribution	Habitat Present/Absent	Rationale
California Orcutt grass	<i>Orcuttia californica</i>	FE, CNPS 1B.1, WRCMSHCP	Vernal pools. Bloom period: April–August. Elevation: 49–2,165 ft.	A	Associated soils do not occur on site. Additionally, species is not within historic or known occurrences and was not observed during 2015/2017 plant surveys.
<p>Source: SR-74 Shoulder Widening Project Natural Environment Study, June 2018.</p> <p>Notes:</p> <p><u>Federal Classification:</u> FT—Federal Threatened, USFS—Forest Service Sensitive Species, SC—Former Candidate (Category 2) for listing under ESA, Species of Concern.</p> <p><u>California Classification:</u> SE—State Endangered, ST—State Threatened, SSC—Species of Special Concern.</p> <p><u>Local Classification:</u> WRCMSHCP—Western Riverside County Multiple Species Habitat Conservation Plan Special-Status Species.</p> <p><u>California Native Plant Society Classifications (CNPS):</u> 1A—Plants presumed Extirpated in CA, but more common elsewhere. 1B—Plants Rare, Threatened, or Endangered in CA and Elsewhere. 2A—Plants presumed extirpated in CA, but more common elsewhere. 2B—Plants Rare, Threatened, or Endangered in CA, but more common elsewhere. 3—Plants about which more information is needed, a CNPS review list. 4—Plants of Limited Distribution, a Watch List. .1—Seriously threatened in CA (over 80% of occurrences threatened). .2—Moderately threatened in CA (20%–80% occurrences threatened). .3—Not very threatened in CA (<20% of occurrences threatened).</p> <p><u>Habitat Present/Absent:</u> CH—Critical Habitat, project footprint is located within designated Critical Habitat, but does not necessarily mean that appropriate habitat is present. HP—Habitat Present, is or may be present, species may be present. P—Present, species is present. A—Absent, no habitat present and no further work needed.</p>					

Table 2-7. Federally and/or State-listed Endangered or Threatened Animal Species

Common Name	Scientific Name	Status	Habitat and Distribution	Habitat Present/ Absent	Rationale
Amphibian					
Arroyo toad	<i>Anaxyrus californicus</i>	FE, SSC, USFS, WRCMSHCP	Semi-arid regions near washes or intermittent streams, including valley-foothill and desert riparian, desert wash, rivers with sandy banks, willows, cottonwoods and sycamores, loose gravelly areas of streams in drier parts of the range.	CH, HP, P	Suitable habitat is present in the BSA; focused surveys identified Arroyo Toad at San Juan Creek near Morrell Canyon.
Avian					
Western snowy plover	<i>Charadrius nivosus</i> ssp. <i>Nivosus</i>	FT, SSC	Great Basin standing waters, sand shore, wetland.	A	Suitable habitat is not present in the BSA.
Southwestern willow flycatcher	<i>Empidonax traillii</i>	FE, USFS, SE	Willow riparian scrub and riparian forest.	HP	Riparian areas are present in the BSA; however, protocol surveys were negative.
Coastal California gnatcatcher	<i>Polioptila californica californica</i>	FT, SSC	Coastal scrub.	A	The mountainous, dense, chaparral-dominated vegetation community in the BSA is unsuitable for this species and there are no known records for miles to the east or west.
Least Bell's vireo	<i>Vireo bellii pusillus</i>	FE, SE	Riparian scrub and riparian woodland.	HP	Riparian areas are present in the BSA; however, protocol surveys were negative.
Crustacean					
Riverside fairy shrimp	<i>Streptocephalus</i>	FE	Coastal scrub, vernal pool, valley and foothill grassland.	A	Suitable habitat is not present in the BSA due to soil type and topography.
Vernal pool fairy shrimp	<i>Branchinecta lynchi</i>	FT	Vernal pool, valley and foothill grassland, wetland.	A	Suitable habitat is not present in the BSA due to soils type and topography.

Common Name	Scientific Name	Status	Habitat and Distribution	Habitat Present/Absent	Rationale
Fish					
steelhead	<i>Oncorhynchus mykiss</i> . Population: CA, Central Valley DPS	FT	Aquatic, south coast flowing waters.	A	The project area is outside the known distribution range for this species.
	<i>Oncorhynchus mykiss</i> . Population: CA, Southern California DPS	FE	Aquatic, south coast flowing waters.	A	The project area is outside the known distribution range for this species.
Insect					
Quino checkerspot butterfly	<i>Euphydryas editha quino</i>	FE	Chaparral, Coastal scrub, specific host plant populations.	A	Although habitat and host plants are within the project area, the project area is outside the known distribution for this species.
Mammals					
Stephens' kangaroo rat	<i>Dipodomys stephensi</i>	FE, ST	Alluvial fan sage scrub, coastal sage scrub.	A	Steep hills and dense chaparral are unsuitable for this species.
<p>Source: SR-74 Shoulder Widening Project Natural Environment Study, June 2018.</p> <p>Notes:</p> <p><u>Federal Classification:</u> FT—Federal Threatened, USFS—Forest Service Sensitive Species, SC—Former Candidate (Category 2) for listing under ESA, Species of Concern.</p> <p><u>California Classification:</u> SE—State Endangered, ST—State Threatened, SSC—Species of Special Concern.</p> <p><u>Local Classification:</u> WRCMSHCP—Western Riverside County Multiple Species Habitat Conservation Plan Special-Status Species.</p> <p><u>Habitat Present/Absent:</u> CH—Critical Habitat, project footprint is located within designated Critical Habitat, but does not necessarily mean that appropriate habitat is present. HP—Habitat Present, is or may be present, species may be present. P—Present, species is present. A—Absent, no habitat present and no further work needed.</p>					

2.3.6.3 ENVIRONMENTAL CONSEQUENCES

Build Alternative

Based on the species list provided by the USFWS, NMFS, and CNDDDB, 18 species were identified under the FESA that have the potential to occur at the proposed project site. The proposed project is also within federally designated critical habitat for Arroyo toad (refer to Figure 2-3). As a result of USFWS protocol surveys for Arroyo toad, and due to its previously confirmed presence at San Juan Creek, which is adjacent to the proposed project site, it is presumed to be present at the proposed project site. Project activities that may affect the Arroyo toad include activities related to construction, construction work off the paved roadway, alterations to drainages and/or the San Juan Creek streambed, and potential direct mortality resulting from project construction activities. Permanent effects may also result with the addition of new pavement and/or project activities related to cut and fill activities. Implementation of measures **BIO-1** to **BIO-19**, would be required.

Habitat suitability, rare plant, and USFWS protocol surveys were conducted in 2015 and 2017 to determine the potential to support rare plant species, coastal California gnatcatcher, LBV, and SWWF. Rare plant species were not observed in either the 2015 or 2017 rare plant surveys. Habitat suitability surveys were completed and the characteristics of the proposed project site were determined to be unsuitable to support coastal California gnatcatcher due to the mountainous and dense chaparral-dominated vegetation. USFWS protocol surveys were negative for LBV and SWWF due to marginal suitable habitat. Most of the existing and potential LBV habitat in the Cleveland National Forest is not expected to support a large number of breeding pairs because the riparian vegetation is sparsely distributed and the habitat is at or near the upper elevation limits for the species. There are no documented Cleveland National Forest occurrences near San Juan Creek and protocol surveys were negative for LBV. Similarly, SWWF surveys were conducted in the project area and three polygons of suitable habitat were identified; however, no species were detected during the surveys. Project-related activities could deter individuals of SWWF and LBV from nesting and/or foraging within identified suitable habitat; however, due to the fragmented habitat and negative protocol survey, it is not anticipated that these species will be within the project vicinity. In order to prevent potential impacts on SWWF and LBV, the project will implement measures **BIO-1** to **BIO-8** and **BIO-20**.

Thread-leaved brodiaea, Munz's onion, San Diego button-celery, and spreading navarretia do not occur within the project area due to soil type. The project is outside the known elevation ranges for San Diego ambrosia. Slender-horned spineflower and Encinitas baccharis have the potential to occur within the project area; however, the plant species were not observed during the 2015 or 2017 surveys. Impacts on these species are not anticipated due to the implementation of minimization measures.

Western snowy plovers are not supported within the project area due to unsuitable habitat. The project area does not support characteristic habitat, which is composed of sandy beaches, salt pond levees, or shores of large alkali lakes.

Riverside fairy shrimp and vernal pool fairy shrimp are not supported within the project area due to unsuitable habitat, soil type, and topography.

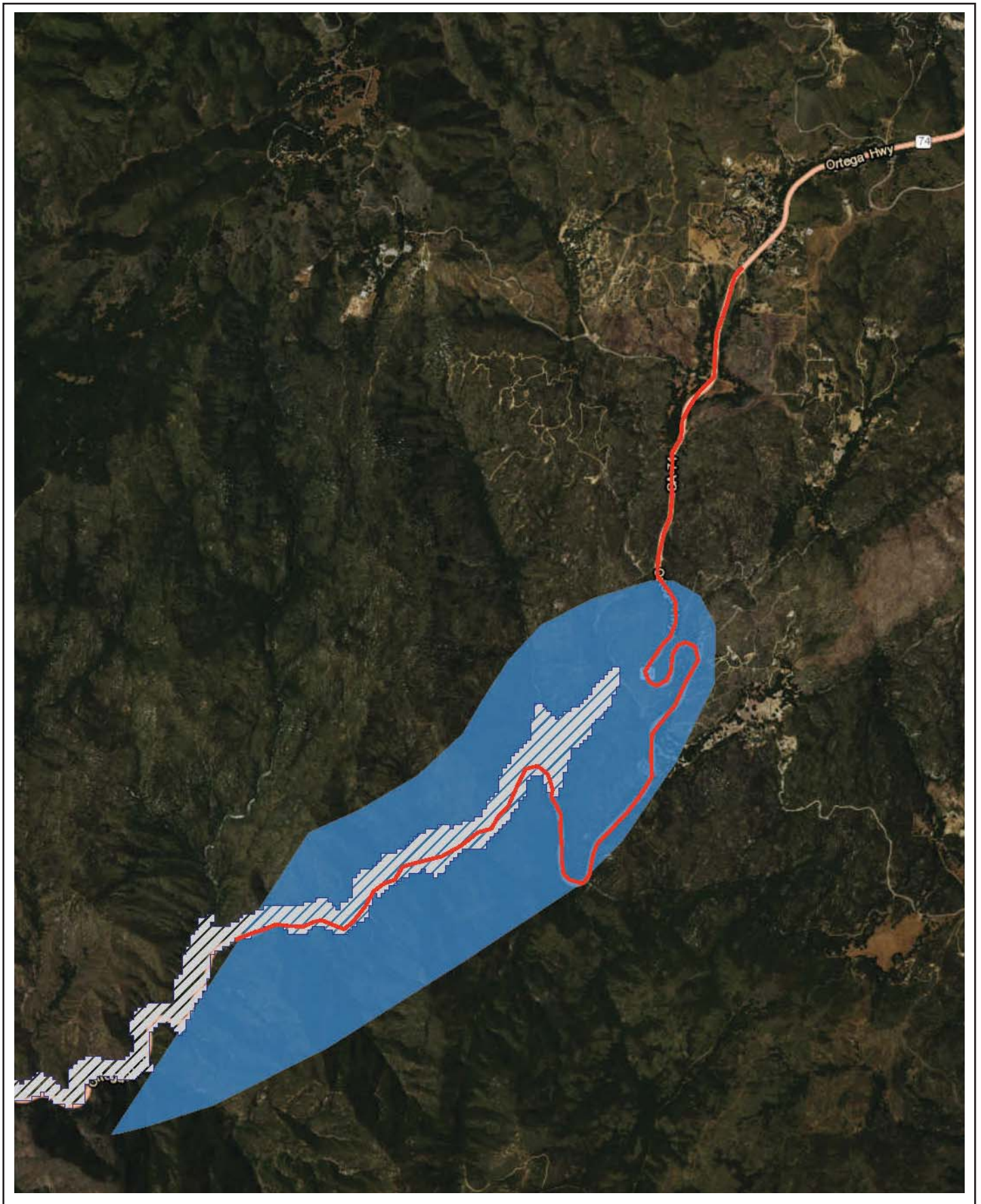


Figure 2-3
Critical Habitat (striped) and Amphibian Survey Area (solid)
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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Quino checkerspot butterfly is locally extirpated and the closest known population is near Canyon Lake. The project area is outside of the known distribution for this species.

Stephens' kangaroo rat is not supported within the project area due to the steep hills and dense chaparral.

Due to the low rainfall and land use, many of the drainages in this biogeographic area are naturally seasonal or have extensive dry reaches during years of below-average precipitation. As such, the project area does not contain suitable habitat for steelhead and the closest known population exists in lower San Juan Creek by Doheny State Beach and San Mateo Creek, south of San Juan Creek. Additionally, dams located downstream of the project area are currently preventing the movement and migration of this species.

Based on the results of surveys and the background literature search, the NES and BA prepared for the proposed project indicated that the project will have *no effect* on federally listed coastal California gnatcatcher, western snowy plover, Riverside fairy shrimp, vernal pool fairy shrimp, steelhead, Encinitas baccharis, Munz's onion, San Diego ambrosia, San Diego button celery, slender-horned spineflower, spreading navarretia, thread-leaved brodiaea, Quino checkerspot butterfly, and Stephens' kangaroo rat. Caltrans will seek a *may affect, likely to adversely affect* determination to address project impacts on Arroyo toad and a *may affect, not likely to adversely affect* determination to address project impacts on Arroyo toad critical habitat, LBV, and SWWF. The table below summarizes the effect findings.

Table 2-8. Preliminary Effects Findings

Common Name	Scientific Name	Status	Effect Findings	Effect Finding for Critical Habitat (If Applicable)
Arroyo toad	<i>Anaxyrus californicus</i>	FE	May Affect, Is Likely To Adversely Affect	May Affect, Not Likely to Adversely Affect
Least Bell's vireo	<i>Vireo bellii pusillus</i>	FE	May Affect, Not Likely to Adversely Affect	N/A
Southwestern willow flycatcher	<i>Empidonax traillii</i>	FE	May Affect, Not Likely to Adversely Affect	N/A
Coastal California gnatcatcher	<i>Poliophtila californica californica</i>	FT	No Effect	N/A
Western snowy plover	<i>Charadrius nivosus</i> ssp. <i>Nivosus</i>	FT	No Effect	N/A
Riverside fairy shrimp	<i>Streptocephalus woottoni</i>	FE	No Effect	N/A
Vernal pool fairy shrimp	<i>Branchinecta lynchi</i>	FT	No Effect	N/A
Steelhead	<i>Oncorhynchus mykiss</i> (Population: CA Central Valley)	FT	No Effect	N/A
	<i>Oncorhynchus mykiss</i> (Population: CA Southern California)	FE	No Effect	N/A
Encinitas baccharis	<i>Baccharis vanessae</i>	FT	No Effect	N/A
Munz's onion	<i>Allium munzii</i>	FE	No Effect	N/A

Common Name	Scientific Name	Status	Effect Findings	Effect Finding for Critical Habitat (If Applicable)
San Diego ambrosia	<i>Ambrosia pumila</i>	FE	No Effect	N/A
San Diego button celery	<i>Eryngium aristulatum parishii</i>	FE	No Effect	N/A
Slender-horned spineflower	<i>Dodecahema leptoceras</i>	FE	No Effect	N/A
Spreading navarretia	<i>Navarretia fossalis</i>	FT	No Effect	N/A
Thread-laved brodiaea	<i>Brodiaea filifolia</i>	FT	No Effect	N/A
Quino checkerspot butterfly	<i>Euphydryas editha quino</i>	FE	No Effect	N/A
Stephens' kangaroo rat	<i>Dipodomys stephensi</i>	FE	No Effect	N/A
Source: SR-74 Shoulder Widening Project Natural Environment Study, June 2018. Note: FE=Federal Endangered, FT=Federal Threatened				

California Endangered Species Act

The CDFW authorizes take, defined as “hunt, pursue, catch, capture, or kill or attempt to hunt, pursue, catch, capture, or kill,” of endangered, threatened, or candidate species through the provisions of Sections 2081 and 2080.1 of the Fish and Game Code. The proposed project will not affect state-listed species. The project will not cause species of special concern to trend toward warranting a state listed status.

No-Build Alternative

No construction activities would occur under the No-Build Alternative, and no effects would occur.

2.3.6.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

Implementation of **BIO-1** to **BIO-7**, as listed in Section 2.3.2.3 above, as well as measures **BIO-8** to **BIO-19** (listed in Section 2.3.5.4 or below) would be implemented in order to ensure impacts on Arroyo toad are avoided and minimized. Implementation of measures **BIO-1** to **BIO-8** and **BIO-20** would prevent potential impacts on SWWF and LBV.

BIO-9: Biological Resource Information Program. An education program will be developed and presented by the qualified biologist to all on-site personnel who will be in the project limits for longer than 30 minutes prior to the onset of ground-disturbing activities. At a minimum, the program will include the following topics: distribution, general behavior, and ecology of the Arroyo toad; sensitivity of the species to human activities; legal protection afforded to the species; penalties for violations of federal and state laws; notification procedures by workers or contractors if a toad is found in a construction area; and project features designed to reduce the impacts on the species and promote continued successful occupation of the project area. The program will consist of a class presented by a qualified biologist or a video, provided qualified biologist is present to answer questions. Handout materials will be distributed for workers with important information about the regulated species for future reference and as a reminder of the program's content. Following the education program, the handouts will be posted in the

contractor and resident engineer office, where they will remain through the duration of the project. The contractor, resident engineer, and qualified biologist will be responsible for ensuring that employees are aware of the listed species. If additional employees are added to the project after initiation, they will receive instruction prior to working on the project.

BIO-10: Pre-Construction Surveys. The pre-construction surveys will be conducted by a USFWS-approved qualified Biologist (i.e., one with Arroyo toad surveying/handling experience) to determine their presence or absence within the construction footprint. The Biologist will walk the impact area to search for any potential breeding areas. A report documenting the pre-construction survey results and measures that will be required during construction will be provided to Caltrans and the Wildlife Agencies. The surveys and the relocation of Arroyo toads shall be conducted as directed by the relocation plan and approved by USFWS.

BIO-11: Exclusion Fence. Prior to any ground-disturbing activities, exclusionary fencing (i.e., silt fence or other suitable non-penetrable fencing) will be installed along the boundary to prevent any construction activities from encroaching into adjacent areas and to prevent Arroyo toad from moving into the construction area.

BIO-12: Fence Monitoring. Daily fence and enclosure (on-site cleared areas) inspections shall occur throughout the duration of the project by the monitor and/or project personnel trained by the monitor prior to commencing construction activities and after construction activities are completed. If during construction the fence fails, work will cease until it is repaired and the biological monitor inspects (and clears) the site for Arroyo toads.

BIO-13: Control of Work. No construction work within Arroyo toad habitat shall occur until the area is cleared of the species. No work will be allowed if any of the exclusionary devices are not installed in accordance with respective specifications.

BIO-14: Arroyo Toad in Project Area. If during construction activities an Arroyo toad is discovered within the project site, all construction activities shall stop and the Biologist shall be notified. The Biologist shall relocate the Arroyo toad as directed in the relocation plan.

BIO-15: Arroyo Toad Relocation Plan. A relocation plan for the Arroyo toad shall be prepared by an approved authorized USFWS-permitted Arroyo toad Biologist and submitted to USFWS for approval prior to commencing construction activities.

BIO-16: Water Diversion. A water diversion, if necessary, shall be installed once the project area is determined to be cleared of Arroyo toad. The water diversion shall ensure that the existing hydrology values are maintained downstream and upstream from the project site. The water diversion will be approved by USFWS prior to its installation.

BIO-17: Construction Window. No blasting will occur within drainage areas during Arroyo toad breeding season (recognized as March 1 to June 30).

BIO-20: Pre-Construction Riparian Bird Surveys. If construction activities cannot be avoided between March 15 and September 1 within post miles 0.91–2.29, 2.93–3.28, and 4.88–5.39, then a pre-construction riparian bird (least Bell's vireo and southwestern willow flycatcher) survey

will be conducted before the start of construction activities. The surveys will be conducted by a qualified Biologist in order to locate and avoid nesting birds. If an active avian nest is located, a 500-foot, no construction buffer will be put in place until nesting has ceased or the young have fledged. A consultation with USFWS and/or CDFW may be initiated.

2.3.7 Invasive Species

2.3.7.1 REGULATORY SETTING

On February 3, 1999, President William J. Clinton signed Executive Order (EO) 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as “any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health.” Federal Highway Administration (FHWA) guidance issued August 10, 1999 directs the use of the State’s invasive species list maintained by the California Invasive Species Council to define the invasive species that must be considered as part of the National Environmental Policy Act (NEPA) analysis for a proposed project.

2.3.7.2 AFFECTED ENVIRONMENT

Information used in this section is based on the approved June 2018 NES.

Seeds of invasive species, such as yellow star thistle (*Centaurea solstitialis*) and giant reed (*Arundo donax*), can be transported to natural open space areas through a variety of mechanisms, including vehicles. Recurring fires can encourage the establishment of invasive species and so can some forms of routine land maintenance (e.g., disking). The impact invasive species have on Southern California native vegetation communities, as well as the plants and animals that are found within these areas, is, in some circumstances, catastrophic. Therefore, a need exists to identify and recommend measures that reduce and/or avoid further transport of invasive species into natural open space areas. Because this project is federalized, Executive Order 13112 is triggered, which states that federal agencies are required to combat the introduction or spread of invasive species in the United States.

2.3.7.3 ENVIRONMENTAL CONSEQUENCES

Build Alternative

The proposed project has the potential to spread invasive species through personnel entering and exiting the project area with contaminated equipment, the inclusion of invasive species in seed mixtures and mulch, and the improper removal and disposal of invasive species so that seed is spread along the highway. Implementation of measures **BIO-1** to **BIO-7** would avoid and minimize the potential of invasive species spreading into the project area.

No-Build Alternative

The No-Build Alternative is not expected to add impacts from invasive species because it would not change existing conditions.

2.3.7.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

To ensure that the Build Alternative does not promote the introduction or spread of invasive plant species to the open space areas within the study area, measures **BIO-1** to **BIO-7**, as listed in Section 2.3.2.3 above, would be implemented.

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2.4 Cumulative Impacts

2.4.1 Regulatory Setting

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this proposed project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor but collectively substantial impacts taking place over a period of time.

Cumulative impacts on resources in the project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

The California Environmental Quality Act (CEQA) Guidelines Section 15120 describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts under CEQA can be found in Section 15355 of the CEQA Guidelines. A definition of cumulative impacts under the National Environmental Policy Act (NEPA) can be found in 40 Code of Federal Regulations (CFR) Section 1508.7.

Methodology

Caltrans, in conjunction with Federal Highway Administration and the United States Environmental Protection Agency, developed a guidance document titled *Guidance for Preparers of Cumulative Impact Analysis* (2005). The following is based on the referenced guidance.

As specified in the guidance, if a proposed project will not cause direct or indirect impacts on a resource, it will not contribute to a cumulative impact on that resource and accordingly need not be included in the evaluation of potential cumulative impacts. As discussed at the beginning of Chapter 2 or in related sections of Chapter 2 of the document, the proposed project would not result in direct or indirect impacts on the following resources; therefore, no discussion is provided for these resources in the evaluation of potential cumulative impacts.

- Land Use
- Coastal Zone
- National Fisheries
- Wild and Scenic Rivers

- Farmlands
- Growth
- Community Impacts
- Utilities
- Traffic and Transportation/Pedestrian and Bicycle Facilities
- Geology/Soils/Seismicity
- Hydrology/Floodplain
- Hazards and Hazardous Materials
- Paleontological Resources
- Air Quality
- Noise
- Invasive Species

The resources listed below were evaluated in terms of whether the proposed project might contribute to cumulative impacts, and they are discussed in the following sections:

- Parks and Recreation and Land Use
- Emergency Services
- Visual/Aesthetics
- Water Quality/Stormwater Runoff
- Timberlands
- Biological Resources

The following cumulative projects are located in and near the City of Lake Elsinore, in Riverside County. There were no other planned or reasonably foreseeable project improvements identified within the resource study area (RSA) for any of the environmental resources evaluated for potential cumulative impacts.

Wake Rider Beach Resort and Beach Park Project

The proposed Wake Rider Beach Resort property is bounded on the north by an existing mobile home park, on the east by Lake Elsinore, on the south by a concrete drainage, and the west by Grand Avenue in the City of Lake Elsinore. The Beach Park property is bounded by Mark Avenue on the southwest, the lakeshore on the northeast and residential properties on the southeast and northwest. The City of Lake Elsinore, as lead agency under CEQA, has issued a Notice of Availability/Notice of Completion providing notification that it has completed the Draft Initial Study/Mitigated Negative Declaration (ISMND) for an application for Commercial Design Review, Conditional Use Permit, and Tentative Parcel Map. The public review period for the ISMND started on February 16, 2016, and ended on March 16, 2016. At this time, no hearing dates for this project have been set and no final ISMND document is available. The Wake Rider

Beach Resort and Beach Park project is located approximately 2.65 miles east of the proposed SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project.

Lakepointe Apartments Residential Design Review Project

This project is located northerly of Grand Avenue, southwesterly of Eisenhower Drive, adjacent to Lakeside High School in the City of Lake Elsinore. The City of Lake Elsinore, as lead agency under CEQA, has issued a Notice of Availability/Notice of Completion providing notification that a Draft ISMND document has been completed. The project proposes a gated complex developed on 8.27 acres with 150 residential units within ten individual buildings. The public review period for the Draft ISMND began on July 21, 2016, and ended on August 21, 2016. At this time, no hearing dates for this project have been set and no final ISMND document is available. The Lakepointe Apartments Residential Design Review project is located approximately 3 miles east of the proposed SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project.

Near Elsinore at Morrill Canyon Bridge #56-0169 (1G470) Project

This project would replace Morrill Bridge near Lake Elsinore. The project is described as being near Elsinore at Morrill Canyon Bridge #56-0169 and near Hemet at Strawberry Creek Bridge #56-0180. The project would replace Morrill and Strawberry Bridges with an anticipated construction start date of December 2022 from Post Miles (PM) 2.9/3.2. The Morrill Bridge is located within the project limits of the proposed project; however, it is a separate project and not a part of the SR-74 Widen Lanes, Add Shoulders & Rumble Strips project.

2.4.2 Parks and Recreation Facilities

The RSA for parks and recreational facilities is the area within 0.50 mile of the SR-74 right of way. The Upper San Juan Campground, within the project limits and adjacent to SR-74, is currently closed, and has been closed since at least 2012, with no current plans to re-open due to funding issues according to the Cleveland National Forest, Trabuco Ranger District Office. The San Juan Loop Trailhead, El Cariso North Picnic Site, El Cariso Info Site Interpretive Site (Minor), and the El Cariso Campground are located within 0.50 mile of SR-74. The demand on parks and recreational facilities is not anticipated to increase due to the proposed project. The Wake Rider Beach Resort and Beach Park Project, the Lakepointe Apartments Residential Design Review Project, and the Near Elsinore at Morrill Canyon Bridge #56-0169 (1G470) Project would not negatively affect the San Juan Loop Trailhead, El Cariso North Picnic Site, El Cariso Info Site Interpretive Site (Minor), or the El Cariso Campground. The replacement of Morrill Bridge would be beneficial for those traveling along SR-74 to get to the various recreational areas within the vicinity. Both the Wake Rider Beach Resort and Beach Park Project Draft ISMND and the Lakepointe Apartments Residential Design Review Project Draft ISMND indicated less-than-significant impacts on existing parks and recreational facilities, as both projects would provide their own on-site recreational amenities for use by patrons. The proposed project along with the above-described cumulative projects would therefore not have an adverse cumulative effect on the existing San Juan Loop Trailhead, El Cariso North Picnic Site, El Cariso Info Site Interpretive Site (Minor), or the El Cariso Campground.

2.4.3 Emergency Services

The RSA for emergency services are the major transportation networks in the area including SR-74, I-15, and I-5. The proposed project would result in temporary and short-term traffic congestion and delays during the construction phase. The above described cumulative projects, if constructed during the same time period, may add to these traffic delays. However, each project would be required to prepare a Traffic Management Plan (TMP) or similar plan to mitigate and address detours, roadway closures, and include advance notice to emergency services in the area. Cumulative impacts to emergency services would be short-term and last only the duration of construction. As such, the proposed project would not contribute to cumulative emergency services impacts.

2.4.4 Visual/Aesthetics

The RSA for visual and aesthetics is the viewshed of the greater Lake Elsinore area. The proposed project would result in the removal of approximately 291 trees along SR-74. Viewers traveling along SR-74 would experience similar views to what is currently experienced along the Orange County portion of SR-74. The cumulative project projects mentioned above, in addition to the proposed project would not result in cumulative impacts due to distance between the projects.

2.4.5 Water Quality/Stormwater Runoff

The RSA for water quality/stormwater runoff is the Santa Ana and Aliso-San Onofre Watersheds. The washes in the region, as part of the watershed, generally convey runoff from the surrounding mountain ranges. Project activities can increase stormwater runoff from project sites in wet weather. Each project must comply with National Pollutant Discharge Elimination System (NPDES) permitting requirements and include best management practices (BMPs) to minimize impacts on water quality and local hydrology in compliance with local ordinances and plans adopted to comply with the area.

The proposed project's total disturbed soil area is 42.0 acres and the estimated new net impervious area is 7.0 acres. The widening of existing lanes and shoulders, and adding ground-in rumble strips of the proposed project, would result in increases in the amount of impervious surfaces within the project vicinity. According to the Location Hydraulic Study Form and Summary Floodplain Encroachment Report prepared for the proposed project, the construction would not have any effects on flows and impacts on the existing drainage system would be low and nominal.

The Lakepointe Apartments Residential Design Review Project Draft ISMND includes the implementation of site design BMPs and standard conditions such as the preparation of a Water Quality Management Plan (WQMP) and adherence to the requirements of the NPDES. Adherence to these requirement would ensure the project does not violate any water quality standards or waste discharge requirements.

The Wake Rider Beach Resort and Beach Park Project Draft ISMND includes the preparation of a WQMP and implementation of BMPs that would reduce pollutants from urban runoff that may

affect water quality in Lake Elsinore. The requirements to obtain approval from the City of Lake Elsinore for the Final WQMP, implementation of site design BMPs, source control BMPs, and treatment control BMPs will ensure the project does not violate any water quality standards and waste discharge requirements.

The proposed project, and all proposed projects in the RSA, would be required to comply with the regulations in effect at the time the project is approved or before construction permits are issued, thereby minimizing the water quality impacts of each project. Compliance with these regional programs constitutes compliance with programs that address cumulative water quality impacts. Therefore, the proposed project's contribution to cumulative water quality and stormwater runoff impacts would be minimal. The proposed project would not contribute to cumulative water quality or stormwater runoff impacts in combination with other planned and programmed projects in the RSA.

2.4.6 Timberlands

The RSA for timberland is the area within a Timber Production Zone (TPZ). State highways are exempt from provisions of the Timberland Productivity Act; however, if new or additional right of way from a TPZ is required for a transportation project, the California Secretary of Resources and the local governing body would need to be notified in writing. The proposed project is anticipated to remove approximately 291 trees. The Lakepointe Apartments Residential Design Review Project and the Wake Rider Beach Resort and Beach Park Project are located within a developed, urban area and no TPZ is located within the project site. No timberland resources would be affected by these projects. The Near Elsinore at Morrill Canyon Bridge #56-0169 (1G470) Project would result in the replacement of Morrill Canyon Bridge. The SR-74 Widen Lanes, Add Shoulders, & Rumble Strips project would not contribute to cumulative timberland impacts, in combination with other planned and programmed projects in the RSA.

2.4.7 Biological Resources

The RSA for the cumulative biological resources impacts analysis encompasses the biological study area (BSA). The BSA was created to encompass the project footprint and typical habitats in the immediate project vicinity and a 500-foot buffer that may be affected by the project. The BSA served to identify the maximum extent of biological disturbances that could be caused by the proposed project and is therefore considered as the resource study area for this cumulative analysis.

Survey results conducted for the Natural Environment Study prepared for the proposed project detected Arroyo toad, as well as several special-status species within the BSA. The focused Arroyo toad survey detected six adult toads. Arroyo toad Critical Habitat is present within the eastern section of the project limits and based on the project design, it is estimated that 1.58 acres of suitable Arroyo toad Critical Habitat will be permanently affected. The proposed project will implement both avoidance and minimization measures and mitigation to further reduce the overall adverse impacts on these biological resources. Protocol surveys were also conducted for least Bell's vireo (LBV) and southwestern willow flycatcher (SWWF), but results were negative. However, suitable habitat for LBV and SWWF is still present in the BSA. Direct permanent or temporary effects on LBV and SWWF are not expected to occur as a result of implementation of

the proposed project because those species were not observed in the BSA. Indirect temporary effects on LBV and SWWF may include construction noise, light, vibration, and dust. Negligible cumulative effects on LBV and SWWF could result from temporary impacts on potential habitat. The proposed project will implement avoidance and minimization measures to further reduce the overall adverse impacts on these biological resources.

The project is located within the Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP), specifically within the Lake Elsinore Area Plan. The proposed project limits area not within any criteria cells or special linkages and no species protocol surveys would be required. Furthermore, Caltrans, as a permittee to the WRCMSHCP, would consult with the Regulatory Wildlife Agencies to ensure the project is consistent with the requirements of the WRCMSHCP.

The project crosses San Juan Creek, several ephemeral drainages, and intermittent streams. A formal jurisdictional delineation survey determined that although wetlands are not present, other jurisdictional features are present within the project area subject to the jurisdiction of the California Department of Fish and Wildlife (CDFW) and the U.S. Army Corps of Engineers (USACE). The proposed project would permanently affect 0.01 acres of waters of the State and waters of the United States and 6.23 acres of CDFW Jurisdictional Waters. To offset impacts on these jurisdictional areas, a compensatory mitigation program would be developed. The potential increase in potential operation effects, if any, on jurisdictional waters would not make a cumulatively considerable contribution to the regional decline in jurisdictional waters.

The Lakepointe Apartments Residential Design Review Project Draft ISMND indicated that the project is not located in a WRCMSHCP criteria cell. No riparian, riverine, vernal pool/fairy shrimp habitat, or other aquatic resources exists on site. The project is also not located within any Narrow Endemic Plant Species Survey Areas or Critical Species Survey Area. The project will be required to pay applicable WRCMSHCP Mitigation Fees. With the payment of mitigation fees, the project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS.

The Wake Rider Beach Resort and Beach Park Project Draft ISMND indicated the project is predominantly characterized as disturbed land dominated by nonnative vegetation. The ISMND indicated that two sensitive species, the western snowy plover and LBV, have been reported in the vicinity of the project site. Site surveys conducted for the project concluded that the western snowy plover are likely to occur only as accidental visitors during migration and the project would not adversely affect this species. No suitable habitat for LBV was located within the project site. Construction of the project would result in approximately 0.23 acre of permanent impacts and approximately 0.02 acre of temporary impacts on USACE and Regional Water Quality Control Board jurisdictional waters of the United States and CDFW jurisdiction. CDFW jurisdictional areas to be permanently affected include 0.08 acre of open water and 0.15 acre of unvegetated sandy habitat. Construction of a boat launch ramp would result in approximately 0.02 acre of temporary impacts on unvegetated sandy habitat.

The Near Elsinore at Morrill Canyon Bridge #56-0169 (1G470) Project would result in the replacement of the Morrill Canyon Bridge within the area of the proposed project along SR-74. As such, the biological environment is similar with the proposed project.

Neither the proposed project nor the cumulative projects would result in adverse effects with implementation of measures **BIO-1** to **BIO-23**. As such, the proposed project would not result in cumulatively considerable impacts.

2.4.8 Avoidance, Minimization and/or Mitigation Measures

No additional measures are planned for cumulative impacts.

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Chapter 3 CEQA Evaluation

3.1 Determining Significance under CEQA

The proposed project is a joint project by the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). FHWA's responsibility for 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 United States Code (USC) Section 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans. Caltrans is the lead agency under CEQA and NEPA.

One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an environmental impact statement (EIS), or a lower level of documentation, will be required. NEPA requires that an EIS be prepared when the proposed federal action (project) as a whole has the potential to "significantly affect the quality of the human environment." The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an EIS, it is the magnitude of the impact that is evaluated and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental documents.

CEQA, on the other hand, does require Caltrans to identify each "significant effect on the environment" resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an environmental impact report (EIR) must be prepared. Each and every significant effect on the environment must be disclosed in the EIR and mitigated if feasible. In addition, the CEQA Guidelines list a number of "mandatory findings of significance," which also require the preparation of an EIR. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. This chapter discusses the effects of this project and CEQA significance.

3.2 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects will indicate that there are no impacts to a particular resource. A NO IMPACT answer in the last column reflects this determination. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project, and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices (BMPs) and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below; see Chapters 1 and 2 for a detailed discussion of these features. The annotations to this checklist are summaries of information contained in Chapter 2 in order to provide the reader with the rationale for significance determinations; for a more detailed discussion of the nature and extent of impacts, please see Chapter 2. This checklist incorporates by reference the information contained in Chapters 1 and 2.

I. AESTHETICS: Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.1 CEQA Significance Determinations for Aesthetics

a), b) Less Than Significant with Mitigation Incorporated. As discussed in Chapter 2, State Route 74 (SR-74) within the project limits is listed as an Eligible State Scenic Highway. As the proposed project would increase safety along SR-74, the project would not have a substantial adverse effect on a scenic vista. The proposed project would also remove approximately 291 trees. Implementation of measure AES-1 would replace removed oaks and non-oak trees at a 3:1 ratio. The proposed project would not substantially damage scenic resources, including trees, with implementation of AES-1.

c), d) No Impact. The proposed project would show continuity of the aesthetics currently experienced along the County of Orange portion of SR-74. The project as designed would not substantially degrade the visual character and quality of the site and would not create a new source of substantial light or glare in the area.

II. AGRICULTURE AND FOREST RESOURCES: In

determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.2 CEQA Significance Determination for Agriculture and Forest Resources

a), b), c), e) No Impact. There are no farmlands or vacant land mapped as Prime Farmlands, Unique Farmlands, Farmlands of Statewide Importance, or Farmlands of Local Importance within the vicinity. There are no areas within the Williamson Act contract.

d) Less Than Significant Impact. The proposed project would remove approximately 291 trees. The United States Forest Service (USFS) has a condition that once a tree has been cut, the tree must remain on site and used as mulch within the post miles of the project limits. Less-than-significant impacts are anticipated, as the project would comply with the USFS condition.

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.3 CEQA Significance Determinations for Air Quality

The proposed project is located in the South Coast Air Basin and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB). The SCAQMD is the primary agency responsible for writing the Air Quality Management Plan (AQMP) in cooperation with the Southern California Association of Governments, local governments, and the private sector. The AQMP provides the blueprint for meeting state and federal ambient air quality standards. This project is not a capacity-increasing transportation project. It would have no impact on traffic volumes and would generate a less-than-significant amount of pollutants during construction due to the very short duration of project construction. Therefore, the proposed project would not conflict with the AQMP, violate any air quality standard, result in a net increase of any criteria pollutant, or expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant. No mitigation is required.

IV. BIOLOGICAL RESOURCES: Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

IV. BIOLOGICAL RESOURCES: Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.4 CEQA Significance Determination for Biological Resources

a), b) Less Than Significant with Mitigation Incorporated. The proposed project is anticipated to permanently affect 1.30 acre of coast live oak-sycamore riparian habitat. Direct permanent impacts on sycamore riparian woodland and Riparian Conservation Areas are anticipated due to the construction of retaining walls, installation of drainage improvements, and the widening of the shoulders along SR-74. To the extent riparian areas are permanently affected by the project, compensatory mitigation for this habitat will likely be required where it is associated with jurisdictional waters that are subject to United States Army Corps of Engineers (USACE) regulatory authority under the Section 404 permitting requirements and California Department of Fish and Wildlife (CDFW) under the Section 1600 permitting requirements. Mitigation ratios for permanent impacts on these resources will be determined during the regulatory agency permits processing period. The USFS requires mitigation for impacts in Riparian Conservation Areas associated with San Juan Creek by control of Spanish broom outside of Arroyo toad breeding season, in which Arroyo toad breeding season is recognized as March 1 to June 30.

Direct effects on waters include the loss of vegetation from direct removal due to site preparation activities such as vegetation clearing, grubbing, and grading. However, the loss is deemed minimal as vegetation would be restored. Direct effects on areas of San Juan Creek are not anticipated. Preliminary project design indicates 0.01 acre of permanent impacts on non-wetland waters of the U.S. and waters of the State and 6.23 acres of permanent impacts on CDFW jurisdiction and riparian/riverine areas. Proposed project impacts on jurisdictional areas will be

mitigated and coordinated with USACE, the Regional Water Quality Control Board, and CDFW during the permitting process.

Arroyo toad surveys were conducted for the proposed project. Project activities that may affect the Arroyo toad include construction, work on the paved roadway, alteration to drainages and/or the San Juan Creek streambed, and potential direct mortality resulting from construction. Permanent impacts from the addition of new pavement and/or cut and fill activities may result from the proposed project.

Least Bell's vireo and southwestern willow flycatcher surveys were conducted in appropriate habitat within the project area. No direct take of least Bell's vireo or southwestern willow flycatcher is expected; therefore, compensatory mitigation is not warranted. If least Bell's vireo is found during pre-construction surveys or project monitoring, Section 7 consultation may be reinitiated and a CDFW Section 2081 permit may also be required, and compensatory mitigation may be developed in consultation with USFWS and CDFW.

Less-than-significant impacts are anticipated with implementation of measures **BIO-1 to BIO-24**.

d) Less Than Significant Impact. This project would not contribute to a barrier for habitat connectivity. Within the project area, larger culverts may serve to funnel wildlife under SR-74; however, the majority of the culverts in the project area are narrow and constricted. To ensure consistency with the Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP), wildlife agencies (i.e., USFWS, CDFW) would review and provide a consistency letter to Caltrans. Due to the project occurring within USFS lands, the WRCMSHCP does not provide take and required standard Section 7 Consultation. Therefore, Caltrans will conduct formal Section 7 consultation for effect determinations for listed species.

c), e), f) No Impact. The proposed project would have no impact on federally protected wetlands, conflict with any local policies or ordinances protecting biological resources, or conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

V. CULTURAL RESOURCES: Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.2.5 CEQA Significance for Cultural Resources

a), b), c) Less than Significant with Mitigation Incorporated. A records search, consultation with the NAHC and local Native American Tribes, consultation with local historical societies, and preservation groups, and surveys of the project area were conducted for the proposed project. Two archaeological sites were located within the project study area. The two resources include a prehistoric bedrock mortar site with associated pictographs (CA-RIV-506), and a mixed component site comprising of prehistoric pictographs with bedrock milling features and a historical campground containing extant buildings and structures (CA-RIV-508/H). Additionally, an Archaeological District was recognized, but not recorded, in consultation with Joe Ontiveros, THPO of the Soboba Band of Luiseno Indians. Less than significant impacts are anticipated with implementation of measures **CR-1**, **CR-2**, **CR-3**, **CR-4** and **CR-5**.

d) Less than Significant Impact. The proposed project is not located near a formal cemetery, project improvements would occur within and along an existing roadway. The project is not anticipated to disturb any human remains, however, should human remains be discovered, work will stop in the area and the county coroner will be contacted. If the remains are thought to be Native American, the coroner will contact the NAHC, as indicated in measure **CR-2**.

VI. GEOLOGY AND SOILS: Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VI. GEOLOGY AND SOILS: Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.6 CEQA Significance Determination for Geology and Soils

a i), a ii), a iv), b), c) Less Than Significant Impact. The proposed project site is located in the seismically active Southern California region. As the proposed project involves the widening of existing lanes and shoulders, and installation of ground-in rumble strips, impacts on geology and soils are not anticipated. The proposed project would implement Caltrans' current highway and structure seismic design standards.

a iii), b), c), d), e) No Impact. The proposed project is not located in an area of expansive soils or liquefaction, would not substantially result in soil erosion or loss of topsoil, and would not implement the use of septic tanks. Impacts are not anticipated in this regard.

VII. GREENHOUSE GAS EMISSIONS: Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				
Caltrans has used the best available information based to the extent possible on scientific and factual information, to describe, calculate, or estimate the amount of greenhouse gas emissions that may occur related to this project. The analysis included in the climate change section of this document provides the public and decision-makers as much information about the project as possible. It is Caltrans' determination that in the absence of statewide-adopted thresholds or GHG emissions limits, it is too speculative to make a significance determination regarding an individual project's direct and indirect impacts with respect to global climate change. Caltrans remains committed to implementing measures to reduce the potential effects of the project. These measures are outlined in the climate change section that follows the CEQA checklist and related discussions.				

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.7 CEQA Significance Determinations for Hazards and Hazardous Materials

a), g) Less Than Significant Impact. Implementation of the proposed project is not expected to create a significant hazard to the public or environment and is not located on a list of hazardous materials sites. The proposed project involves the widening of existing lanes and shoulders, and installation of ground-in rumble strips, and no storage of chemicals or materials would occur. The proposed project would improve the safety performance of a portion of SR-74.

b), c), d), e), f), h) No Impact. No schools are located within a quarter-mile of the project site. The proposed project is not within two miles of a public airport or public use airport or within the vicinity of a private airstrip. The proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires.

IX. HYDROLOGY AND WATER QUALITY: Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.8 CEQA Significance Determination for Hydrology and Water Quality

a), b), c), d), e), f), g) h), i), j) No Impact. There would be no permanent water quality impacts with implementation of the project. The construction of the proposed project would not have any effects on flows. Implementation of the proposed project would improve the safety performance of a portion of SR-74 by widening the existing lanes, widening outside shoulders, and installing ground-in rumble strips. The proposed project would not place housing or structures within a 100-year flood hazard area and would not expose people or structures to a significant risk of loss, injury, or death as a result of flooding.

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.9 CEQA Significance Determinations for Land Use and Planning

a), b), c) No Impact. Implementation of the proposed project would improve the safety performance of a portion of SR-74 by widening the existing lanes, widening outside shoulders, and installing ground-in rumble strips. The proposed project would not divide an established community, as SR-74 already exists within this area, and the project would not result in any additional right of way. The proposed project would not conflict with any applicable land use plan, policy, or regulation.

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.10 CEQA Significance Determinations for Mineral Resources

a), b) No Impact. According to the County of Riverside General Plan Land Use Map, the proposed project is not located in an area designated as Mineral Resources.

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE: Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.11 CEQA Significance Determinations for Noise

a), b), c), d), e), f) No Impact. The San Juan Trailhead, El Cariso North Picnic Site, and El Cariso Campground are located in the vicinity of the proposed project. Specifically, the San Juan Trailhead is adjacent to SR-74 and the El Cariso North Picnic Site and El Cariso Campground are approximately 0.5 mile east of the project site. The Ortega Oaks Candy Store and Goods (34950 Ortega Highway) and the Ortega Oaks RV Park and Campground (34040 Ortega Highway) are also located along SR-74 within the project area. No noise impacts are anticipated because construction would be conducted in accordance with Caltrans Standard Specifications 14.8-02. Construction-related noise would be short term and intermittent during the construction period; therefore, noise impacts would last only during the duration of construction and would not affect potential noise-sensitive receptors in the vicinity including campgrounds and recreational users. The project would also not expose people to or generate noise levels in excess of standards established in a general or noise ordinance, or applicable standards of other agencies. The proposed project would not permanently increase ambient noise levels in the project vicinity and is not located within an airport land use plan, or in the vicinity of a private airstrip.

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.12 CEQA Significance Determinations for Population and Housing

a), b), c) No Impact. The proposed project would improve the safety performance of a portion of SR-74 from Post Mile 0.0 to 5.8 by widening existing lanes and shoulders, and installing ground-in rumble strips. The proposed project would not necessitate the relocation of any existing developments and/or people. No impacts on population and housing would occur as a result of the proposed project.

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.13 CEQA Significance Determinations for Public Services

a) Fire Protection, Police Protection, and Parks. Less Than Significant Impact. The Riverside County Fire Department, in cooperation with the California Department of Forestry and Fire Protection, provides fire and emergency services to the project area. The nearest fire station is the Riverside County Fire Department Station 51 at 32353 Ortega Highway, Lake Elsinore. The Riverside County Sheriff's Department provides police services in the project area. The nearest Sheriff's station is the Lake Elsinore Station at 333 Limited Avenue, in Lake Elsinore. The Lake Elsinore Unified School District services the project area, with Lakeland Village K8 School servicing grades K through 8, and Lakeside High School located nearest to the project area. The proposed project involves safety improvements to an existing highway and would not result in an increase in population or in the need for additional facilities, nor would response times of emergency personnel be increased. However, construction activities have the potential to result in temporary disruptions during the construction period. This could lead to an increase in delay times for emergency response vehicles during construction; however, the proposed project would include the preparation and implementation of a Traffic Management Plan. Construction impacts would be short term, lasting only the length of construction, and would cease upon completion of construction. The widening of existing lanes to provide for 12-foot standard lane widths, widening of shoulders, and installation of ground-in rumble strips would increase efficiency and safety for fire and police personnel traveling along SR-74 and would be a beneficial impact. The proposed project site is within the Cleveland National Forest; however, the proposed project would not require any additional right of way or result in impacts on the use of Cleveland National Forest or other public facilities.

a) Schools, Other Public Facilities. No Impact. No impacts are anticipated on schools or other public facilities.

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.14 CEQA Significance Determination for Recreation

a), b) No Impact. The proposed project does not have the capacity to generate a substantial increase to use of any existing neighborhood parks, regional parks, or other recreational facilities such that physical deterioration would occur, nor would it require the construction or expansion of existing recreational facilities.

XVI. TRANSPORTATION/TRAFFIC: Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.15 CEQA Significance Determinations for Transportation/Traffic

a), b), c), d), f) No Impact. The project is a safety improvement project that would widen the existing lanes to provide for 12-foot standard lanes, widen the shoulders, and install ground-in rumble strips along a portion of SR-74. The project would not increase traffic because no new land uses are proposed. The project would accommodate existing traffic demand, but it would not create new demand, directly or indirectly. The project would also not reduce congestion and/or improve the level of service of traffic. The proposed project would not conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. No impacts are anticipated.

e) Less Than Significant Impact. Construction activities have the potential to result in temporary, localized, site-specific disruptions during the construction period. This could lead to an increase in delay times for emergency response vehicles during construction. However, the proposed project would include the preparation and implementation of a Traffic Management Plan. Impacts would be less than significant during the construction period.

XVII. TRIBAL CULTURAL RESOURCES: Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3.2.16 CEQA Significance Determinations for Tribal Cultural Resources

a), b). Less than Significant with Mitigation Incorporated. The records search conducted for the proposed project revealed 11 previously recorded cultural resources within the APE. Two previously unrecorded cultural resources were subsequently identified within the project limits during field surveys. Additionally, an Archaeological District was recognized, but not recorded, in consultation with Joe Ontiveros, THPO of the Soboba Band of Luiseno Indians. Less than significant impacts are anticipated with implementation of measures CR-1, CR-2, and CR-3.

XVIII. UTILITIES AND SERVICE SYSTEMS: Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVIII. UTILITIES AND SERVICE SYSTEMS: Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.17 CEQA Significance Determinations for Utilities and Service Systems

a), b), c) d), e), f), g) No Impact. Construction of the proposed project is not expected to generate the need for additional wastewater treatment facilities or exceed wastewater treatment requirements of the Regional Water Quality Control Board. The proposed project would extend existing culverts under SR-74 to accommodate the widening and on-site and off-site drainage structures would be improved and installed to facilitate the flow of floodwater within the project limits. However, these improvements would not have any effects on the existing flows. No new or expanded entitlements are needed with the proposed project. The proposed project would not require wastewater treatment. The proposed project would require the use of a local landfill, if applicable, to dispose of demolition materials during construction. The use of local landfills would be temporary, lasting the duration of construction. It is Caltrans' policy to recycle materials whenever possible. Furthermore, the proposed project would be in compliance with all federal, state, and local solid waste statutes and regulations.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.18 CEQA Significance Determinations for Mandatory Findings of Significance

a) Less Than Significant with Mitigation Incorporated. The proposed project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal species. Surveys results detected Arroyo toad, as well as several special-status species within the biological study area. Arroyo toad Critical Habitat is present within the western section of the project limits. Suitable habitat for least Bell's vireo and southwestern willow flycatcher was present in the biological study area. The proposed project also contains drainages and riparian habitat associated with off-site drainages. Through the incorporation of avoidance, minimization, and mitigation measures (**BIO-1** through **BIO-24**), the proposed project would result in a less-than-significant impact with mitigation incorporated.

b), c) No Impact. The proposed project would not result in cumulatively considerable impacts when combined with past, present, and reasonably foreseeable future projects and therefore would have no cumulative impacts. The proposed project would not have environmental effects that would cause substantial effects on human beings, either directly or indirectly, as the purpose of the project is to improve the safety performance of the portion of SR-74 from the Orange/Riverside County Line (Post Mile 0.0) to Monte Vista Street (Post Mile 5.8).

Chapter 4 Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas (GHG) emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization in 1988 has led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity, including carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF₆), HFC-23 (fluoroform), HFC-134a (1,1,1,2-tetrafluoroethane), and HFC-152a (difluoroethane).

In the U.S., the main source of GHG emissions is electricity generation, followed by transportation.¹ In California, however, transportation sources (including passenger cars, light-duty trucks, other trucks, buses, and motorcycles) are the largest contributors of GHG emissions.² The dominant GHG emitted is CO₂, mostly from fossil fuel combustion.

Two terms are typically used when discussing how we address the impacts of climate change: “greenhouse gas mitigation” and “adaptation.” Greenhouse gas mitigation covers the activities and policies aimed at reducing GHG emissions to limit or “mitigate” the impacts of climate change. Adaptation, on the other hand, is concerned with planning for and responding to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels).

4.1 Regulatory Setting

This section outlines federal and state efforts to comprehensively reduce GHG emissions from transportation sources.

4.1.1 Federal

To date, no national standards have been established for nationwide mobile-source GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level.

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project.

¹ <https://www.epa.gov/ghgemissions/us-greenhouse-gas-inventory-report-1990-2014>

² <https://www.arb.ca.gov/cc/inventory/data/data.htm>

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea-level change, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices.³ This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values—“the triple bottom line of sustainability.”⁴ Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life. Addressing these factors up front in the planning process will assist in decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project-level decision-making.

Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

The Energy Policy Act of 1992 (EPACT92, 102nd Congress H.R.776.ENR): With this act, Congress set goals, created mandates, and amended utility laws to increase clean energy use and improve overall energy efficiency in the United States. EPACT92 consists of 27 titles detailing various measures designed to lessen the nation’s dependence on imported energy, provide incentives for clean and renewable energy, and promote energy conservation in buildings. Title III of EPACT92 addresses alternative fuels. It gave the U.S. Department of Energy administrative power to regulate the minimum number of light-duty alternative fuel vehicles required in certain federal fleets beginning in fiscal year 1993. The primary goal of the Program is to cut petroleum use in the United States by 2.5 billion gallons per year by 2020.

Energy Policy Act of 2005 (109th Congress H.R.6 (2005–2006): This act sets forth an energy research and development program covering: (1) energy efficiency; (2) renewable energy; (3) oil and gas; (4) coal; (5) Indian energy; (6) nuclear matters and security; (7) vehicles and motor fuels, including ethanol; (8) hydrogen; (9) electricity; (10) energy tax incentives; (11) hydropower and geothermal energy; and (12) climate change technology.

Energy Policy and Conservation Act of 1975 (42 USC Section 6201) and Corporate Average Fuel Standards: This act establishes fuel economy standards for on-road motor vehicles sold in the United States. Compliance with federal fuel economy standards is determined through the Corporate Average Fuel Economy (CAFE) program on the basis of each manufacturer’s average fuel economy for the portion of its vehicles produced for sale in the United States.

U.S. EPA’s authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court’s ruling,

³ <https://www.fhwa.dot.gov/environment/sustainability/resilience/>

⁴ <https://www.sustainablehighways.dot.gov/overview.aspx>

U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Act and EPA's assessment of the scientific evidence that form the basis for EPA's regulatory actions.

U.S. EPA in conjunction with the National Highway Traffic Safety Administration (NHTSA) issued the first of a series of GHG emission standards for new cars and light-duty vehicles in April 2010⁵ and significantly increased the fuel economy of all new passenger cars and light trucks sold in the United States. The standards required these vehicles to meet an average fuel economy of 34.1 miles per gallon by 2016. In August 2012, the federal government adopted the second rule that increases fuel economy for the fleet of passenger cars, light-duty trucks, and medium-duty passenger vehicles for model years 2017 and beyond to average fuel economy of 54.5 miles per gallon by 2025. Because NHTSA cannot set standards beyond model year 2021 due to statutory obligations and the rules' long timeframe, a mid-term evaluation is included in the rule. The Mid-Term Evaluation is the overarching process by which NHTSA, EPA, and ARB will decide on CAFE and GHG emissions standard stringency for model years 2022–2025. NHTSA has not formally adopted standards for model years 2022 through 2025. However, the EPA finalized its mid-term review in January 2017, affirming that the target fleet average of at least 54.5 miles per gallon by 2025 was appropriate. In March 2017, President Trump ordered EPA to reopen the review and reconsider the mileage target.⁶

NHTSA and EPA issued a Final Rule for “Phase 2” for medium- and heavy-duty vehicles to improve fuel efficiency and cut carbon pollution in October 2016. The agencies estimate that the standards will save up to 2 billion barrels of oil and reduce CO₂ emissions by up to 1.1 billion metric tons over the lifetimes of model year 2018–2027 vehicles.

4.1.2 State

With the passage of legislation including State Senate and Assembly bills and executive orders, California has been innovative and proactive in addressing GHG emissions and climate change. Assembly Bill 1493, Pavley Vehicular Emissions: Greenhouse Gases, 2002: This bill requires the California Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year.

Executive Order S-3-05 (June 1, 2005): The goal of this executive order (EO) is to reduce California's GHG emissions to: (1) year 2000 levels by 2010, (2) year 1990 levels by 2020, and (3) 80 percent below year 1990 levels by 2050. This goal was further reinforced with the passage of Assembly Bill 32 in 2006 and SB 32 in 2016.

Assembly Bill 32 (AB 32), Chapter 488, 2006: Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 codified the 2020 GHG emissions reduction goals as outlined in

⁵ <https://one.nhtsa.gov/Laws-&-Regulations/CAFE-%E2%80%93-Fuel-Economy>

⁶ <http://www.nbcnews.com/business/autos/trump-rolls-back-obama-era-fuel-economy-standards-n734256> and <https://www.federalregister.gov/documents/2017/03/22/2017-05316/notice-of-intention-to-reconsider-the-final-determination-of-the-mid-term-evaluation-of-greenhouse>

EO S-3-05, while further mandating that ARB create a scoping plan and implement rules to achieve “real, quantifiable, cost-effective reductions of greenhouse gases.” The Legislature also intended that the statewide GHG emissions limit continue in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020 (Health and Safety Code Section 38551(b)). The law requires ARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

Executive Order S-01-07 (January 18, 2007): This order sets forth the low carbon fuel standard (LCFS) for California. Under this EO, the carbon intensity of California’s transportation fuels is to be reduced by at least 10 percent by the year 2020. ARB re-adopted the LCFS regulation in September 2015, and the changes went into effect on January 1, 2016. The program establishes a strong framework to promote the low-carbon fuel adoption necessary to achieve the Governor’s 2030 and 2050 GHG reduction goals.

Senate Bill 97 (SB 97), Chapter 185, 2007, Greenhouse Gas Emissions: This bill requires the Governor’s Office of Planning and Research (OPR) to develop recommended amendments to the California Environmental Quality Act (CEQA) Guidelines for addressing GHG emissions. The amendments became effective on March 18, 2010.

Senate Bill 375 (SB 375), Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires ARB to set regional emissions reduction targets for passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a “Sustainable Communities Strategy” (SCS) that integrates transportation, land-use, and housing policies to plan how it will achieve the emissions target for its region.

Senate Bill 391 (SB 391), Chapter 585, 2009, California Transportation Plan: This bill requires the State’s long-range transportation plan to meet California’s climate change goals under AB 32.

Executive Order B-16-12 (March 2012) orders State entities under the direction of the Governor, including ARB, the California Energy Commission, and the Public Utilities Commission, to support the rapid commercialization of zero-emission vehicles. It directs these entities to achieve various benchmarks related to zero-emission vehicles.

Executive Order B-30-15 (April 2015) establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 in order to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets. It also directs ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent (MMTCO_{2e}). Finally, it requires the Natural Resources Agency to update the state’s climate adaptation strategy, Safeguarding California, every 3 years, and to ensure that its provisions are fully implemented.

Senate Bill 32, (SB 32) Chapter 249, 2016, codifies the GHG reduction targets established in EO B-30-15 to achieve a mid-range goal of 40 percent below 1990 levels by 2030.

4.2 Environmental Setting

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 ([AB 32](#)), which created a comprehensive, multi-year program to reduce GHG emissions in California. AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020. The Scoping Plan was first approved by ARB in 2008 and must be updated every 5 years. The second updated plan, [California's 2017 Climate Change Scoping Plan](#), adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32.

The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions. As part of its supporting documentation for the updated Scoping Plan, ARB released the GHG inventory for California.⁷ ARB is responsible for maintaining and updating California's GHG Inventory per H&SC Section 39607.4. The associated forecast/projection is an estimate of the emissions anticipated to occur in the year 2020 if none of the foreseeable measures included in the Scoping Plan were implemented.

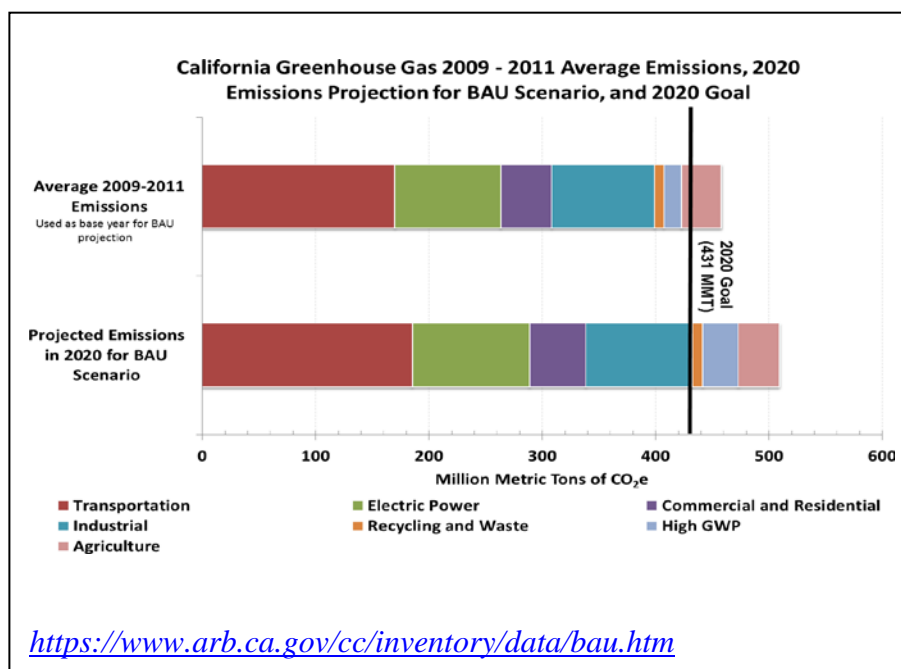
An emissions projection estimates future emissions based on current emissions, expected regulatory implementation, and other technological, social, economic, and behavioral patterns. The projected 2020 emissions provided in Figure 4-1 represent a business-as-usual (BAU) scenario assuming none of the Scoping Plan measures are implemented. The 2020 BAU emissions estimate assists ARB in demonstrating progress toward meeting the 2020 goal of 431 MMTCO_{2e}.⁸ The 2018 edition of the GHG emissions inventory ([released July 2018](#)) found total California emissions of 429 MMTCO_{2e} for 2016.

The 2020 BAU emissions projection was revisited in support of the First Update to the Scoping Plan (2014). This projection accounts for updates to the economic forecasts of fuel and energy demand as well as other factors. It also accounts for the effects of the 2008 economic recession and the projected recovery. The total emissions expected in the 2020 BAU scenario include reductions anticipated from Pavley I and the Renewable Electricity Standard (30 MMTCO_{2e} total). With these reductions in the baseline, estimated 2020 statewide BAU emissions are 509 MMTCO_{2e}.

⁷ 2018 Edition of the GHG Emission Inventory Released (July 2018):
<https://www.arb.ca.gov/cc/inventory/data/data.htm>

⁸ The revised target using Global Warming Potentials (GWP) from the IPCC Fourth Assessment Report (AR4)
Initial Study/Environmental Assessment
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

Figure 4-1. 2020 Business as Usual (BAU) Emissions Projection 2014 Edition



4.3 Project Analysis

An individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its *incremental* change in emissions when combined with the contributions of all other sources of GHG.⁹ In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130). To make this determination the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects to make this determination is a difficult, if not impossible, task.

GHG emissions for transportation projects can be divided into those produced during operations and those produced during construction. The following represents a best faith effort to describe the potential GHG emissions related to the proposed project.

4.3.1 Operational Emissions

The proposed project involves pavement rehabilitation and shoulder widening to improve safety. Because the project would not increase the number of travel lanes on SR-74, no increase in

⁹ This approach is supported by the AEP: *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), as well as the South Coast Air Quality Management District (Chapter 6: The CEQA Guide, April 2011) and the US Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

vehicle miles traveled (VMT) would occur as result of project implementation, and traffic volumes are anticipated to be the same under the Build Alternative and No-Build Alternative. Accordingly, minimal or no increase in operational GHG emissions is anticipated. GHG emissions during the construction period (as discussed below) would be unavoidable, but there could be long-term GHG benefits from improved operation with the wider shoulders and rumble strips, as well as from smoother pavement surfaces.

4.3.2 Construction Emissions

Construction GHG emissions would result from material processing, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities.

Construction-period GHG emissions were modeled using the Sacramento Metropolitan Air Quality Management District Road Construction Emissions Model, version 9.0.0. Short-term construction activities would result in GHG emissions from fuel combustion associated with off- and on-road construction equipment and vehicles, which would result in estimated emissions of 1,559 metric tons of CO₂-equivalent (CO₂e)¹⁰ over the approximately 18-month construction period.

The project would comply with all requirements of the South Coast Air Quality Management District. In addition, Caltrans Standard Specifications Section 14-9, Air Quality, a part of all construction contracts, requires contractors to comply with all federal, state, regional, and local rules, regulations, and ordinances related to air quality. Measures that reduce vehicle emissions and energy use also reduce GHG emissions. Under Avoidance and Minimization Measure TRF-1, a traffic management plan will be implemented to minimize traffic delays and associated idling emissions during construction.

4.3.3 CEQA Conclusion

While the project would result in a slight increase in GHG emissions during construction, it is anticipated that the project would not result in any increase in operational GHG emissions. While it is Caltrans' determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct impact and its contribution on the cumulative scale

¹⁰ Because GHGs differ in how much heat each traps in the atmosphere, and CO₂ is the most important GHG, amounts of other gases are expressed relative to CO₂. Measurements are then summed to yield a total in metric tons of CO₂-equivalent over a given time period. The Road Construction Emissions Model calculates only CO₂, methane, and nitrous oxide.

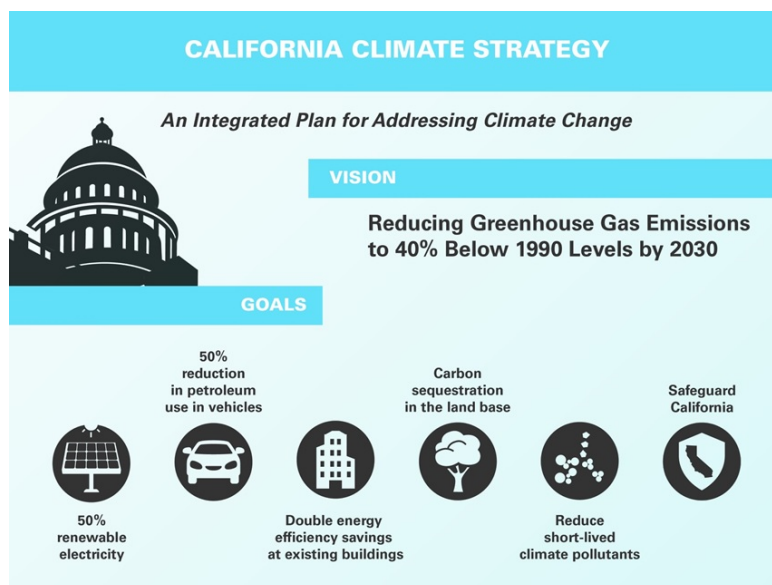
to climate change, Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measure are outline in the following section.

4.3.3.1 GREENHOUSE GAS REDUCTION STRATEGIES

Statewide Efforts

In an effort to further the vision of California’s GHG reduction targets outlined an AB 32 and SB 32, Governor Brown identified key climate change strategy pillars (concepts). These pillars highlight the idea that several major areas of the California economy will need to reduce emissions to meet the 2030 GHG emissions target. These pillars are (1) reducing today’s petroleum use in cars and trucks by up to 50 percent; (2) increasing from one-third to 50 percent our electricity derived from renewable sources; (3) doubling the energy efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of methane, black carbon, and other short-lived climate pollutants; (5) managing farm and rangelands, forests, and wetlands so they can store carbon; and (6) periodically updating the state’s climate adaptation strategy, *Safeguarding California*.

Figure 4-2. The Governor’s Climate Change Pillars: 2030 Greenhouse Gas Reduction Goals



The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that we build on our past successes in reducing criteria and toxic air pollutants from transportation and goods movement activities. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled. One of Governor Brown’s key pillars sets the ambitious goal of reducing today’s petroleum use in cars and trucks by up to 50 percent by 2030.

Governor Brown called for support to manage natural and working lands, including forests, rangelands, farms, wetlands, and soils, so they can store carbon. These lands have the ability to

remove carbon dioxide from the atmosphere through biological processes, and to then sequester carbon in above- and below-ground matter.

Caltrans Activities

Caltrans continues to be involved on the Governor's Climate Action Team as the ARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016), set a new interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

California Transportation Plan (CTP 2040)

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. The CTP defines performance-based goals, policies, and strategies to achieve our collective vision for California's future statewide, integrated, multimodal transportation system. It serves as an umbrella document for all of the other statewide transportation planning documents.

SB 391 (Liu 2009) requires the CTP to meet California's climate change goals under AB 32. Accordingly, the CTP 2040 identifies the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the state's transportation needs. While MPOs have primary responsibility for identifying land use patterns to help reduce GHG emissions, CTP 2040 identifies additional strategies in Pricing, Transportation Alternatives, Mode Shift, and Operational Efficiency.

Caltrans Strategic Management Plan

The Strategic Management Plan, released in 2015, creates a performance-based framework to preserve the environment and reduce GHG emissions, among other goals. Specific performance targets in the plan that will help to reduce GHG emissions include:

- Increasing percentage of non-auto mode share
- Reducing VMT per capita
- Reducing Caltrans' internal operational (buildings, facilities, and fuel) GHG emissions

Funding and Technical Assistance Programs

In addition to developing plans and performance targets to reduce GHG emissions, Caltrans also administers several funding and technical assistance programs that have GHG reduction benefits. These include the Bicycle Transportation Program, Safe Routes to School, Transportation Enhancement Funds, and Transit Planning Grants. A more extensive description of these programs can be found in *Caltrans Activities to Address Climate Change* (2013).

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) is intended to establish a department policy that will ensure coordinated efforts to incorporate climate change into departmental decisions and activities.

Caltrans Activities to Address Climate Change (April 2013) provides a comprehensive overview of activities undertaken by Caltrans statewide to reduce GHG emissions resulting from agency operations.

Project-Level GHG Reduction Strategies

The following measures will also be implemented in the project to reduce GHG emissions and potential climate change impacts from the project.

Caltrans Standard Specifications Section 14-9, Air Quality, a part of all construction contracts, requires contractors to comply with all federal, state, regional, and local rules, regulations, and ordinances related to air quality. South Coast Air Quality Management District regulations would apply in the project area. Measures that reduce vehicle emissions and energy use also reduce GHG emissions.

Consistent with the Program Environmental Impact Report prepared for the SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, the project will minimize GHG emissions by recycling construction debris to maximum extent feasible and using energy- and fuel-efficient vehicles and equipment that meet or exceed EPA/NHTSA/CARB standards.

TRF-1 would involve the implementation of a TMP that would reduce delays and related short-term increases in GHG emissions from disruptions in traffic flow. Also, in the event that portable changeable message signs are required as part of the TMP, these signs will be solar-powered and would not involve GHG emissions during use.

AES-1: The replacement ratio for removed oaks and non-oak trees shall be 3:1. The tree species and location for replacement shall be verified by a Biologist or Landscape Architect.

AES-2: Oak trees to be removed may be mitigated through a transfer of oak mitigation efforts for Oak Woodland protection and conservation to the California Wildlife Conservation Board (WCB).

Replacement planting of trees with more than is removed would provide long-term GHG benefits and strengthen the forests ability to remove carbon dioxide from the atmosphere and then sequester carbon in above and below-ground matter.

Adaptation Strategies

“Adaptation strategies” refer to how Caltrans and others can plan for the effects of climate change on the state’s transportation infrastructure and strengthen or protect the facilities from damage—or, put another way, planning and design for resilience. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damage to roadbeds from longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. These types of impacts to the transportation infrastructure may also have economic and strategic ramifications.

Federal Efforts

At the federal level, the Climate Change Adaptation Task Force, co-chaired by the CEQ, the Office of Science and Technology Policy (OSTP), and the National Oceanic and Atmospheric

Administration (NOAA), released its interagency task force progress report on October 28, 2011,¹¹ outlining the federal government's progress in expanding and strengthening the nation's capacity to better understand, prepare for, and respond to extreme events and other climate change impacts. The report provided an update on actions in key areas of federal adaptation, including: building resilience in local communities, safeguarding critical natural resources such as fresh water, and providing accessible climate information and tools to help decision-makers manage climate risks.

The federal Department of Transportation issued *U.S. DOT Policy Statement on Climate Adaptation* in June 2011, committing to "integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of DOT in order to ensure that taxpayer resources are invested wisely and that transportation infrastructure, services and operations remain effective in current and future climate conditions."¹²

To further the DOT Policy Statement, on December 15, 2014, FHWA issued order 5520 (*Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events*).¹³ This directive established FHWA policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. The FHWA will work to integrate consideration of these risks into its planning, operations, policies, and programs in order to promote preparedness and resilience; safeguard federal investments; and ensure the safety, reliability, and sustainability of the nation's transportation systems.

FHWA has developed guidance and tools for transportation planning that fosters resilience to climate effects and sustainability at the federal, state, and local levels.¹⁴

State Efforts

On November 14, 2008, then-Governor Arnold Schwarzenegger signed EO S-13-08, which directed a number of state agencies to address California's vulnerability to sea-level rise caused by climate change. This EO set in motion several agencies and actions to address the concern of sea-level rise and directed all state agencies planning to construct projects in areas vulnerable to future sea-level rise to consider a range of sea-level rise scenarios for the years 2050 and 2100, assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea-level rise. Sea-level rise estimates should also be used in conjunction with information on local uplift and subsidence, coastal erosion rates, predicted higher high water levels, and storm surge and storm wave data.

Governor Schwarzenegger also requested the National Academy of Sciences to prepare an assessment report to recommend how California should plan for future sea-level rise. The final report, *Sea-Level Rise for the Coasts of California, Oregon, and Washington* (Sea-Level Rise Assessment Report)¹⁵ was released in June 2012 and included relative sea-level rise projections

¹¹ <https://obamawhitehouse.archives.gov/administration/eop/ceq/initiatives/resilience>

¹² https://www.fhwa.dot.gov/environment/sustainability/resilience/policy_and_guidance/usdot.cfm

¹³ <https://www.fhwa.dot.gov/legisregs/directives/orders/5520.cfm>

¹⁴ <https://www.fhwa.dot.gov/environment/sustainability/resilience/>

¹⁵ *Sea Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future* (2012) is available at: http://www.nap.edu/catalog.php?record_id=13389.

for the three states, taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge, and land subsidence rates; and the range of uncertainty in selected sea-level rise projections. It provided a synthesis of existing information on projected sea-level rise impacts to state infrastructure (such as roads, public facilities, and beaches), natural areas, and coastal and marine ecosystems; and a discussion of future research needs regarding sea-level rise.

In response to EO S-13-08, the California Natural Resources Agency (Resources Agency), in coordination with local, regional, state, federal, and public and private entities, developed *The California Climate Adaptation Strategy* (Dec 2009),¹⁶ which summarized the best available science on climate change impacts to California, assessed California's vulnerability to the identified impacts, and outlined solutions that can be implemented within and across state agencies to promote resiliency. The adaptation strategy was updated and rebranded in 2014 as *Safeguarding California: Reducing Climate Risk (Safeguarding California Plan)*.

Governor Jerry Brown enhanced the overall adaptation planning effort by signing EO B-30-15 in April 2015, requiring state agencies to factor climate change into all planning and investment decisions. In March 2016, sector-specific Implementation Action Plans that demonstrate how state agencies are implementing EO B-30-15 were added to the Safeguarding California Plan. This effort represents a multi-agency, cross-sector approach to addressing adaptation to climate change-related events statewide.

EO S-13-08 also gave rise to the *State of California Sea-Level Rise Interim Guidance Document* (SLR Guidance), produced by the Coastal and Ocean Working Group of the California Climate Action Team (CO-CAT), of which Caltrans is a member. First published in 2010, the document provided "guidance for incorporating sea-level rise (SLR) projections into planning and decision making for projects in California," specifically, "information and recommendations to enhance consistency across agencies in their development of approaches to SLR."¹⁷

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from increased precipitation, and flooding; the increased frequency and intensity of storms and wildfires; rising temperatures; and rising sea levels. Caltrans is actively engaged in working toward identifying these risks throughout the state and will work to incorporate this information into all planning and investment decisions as directed in EO B-30-15.

The proposed project is outside the coastal zone and not in an area subject to sea-level rise. Accordingly, direct impacts on transportation facilities due to projected sea-level rise are not expected.

¹⁶ <http://www.climatechange.ca.gov/adaptation/strategy/index.html>

¹⁷ <http://www.opc.ca.gov/2013/04/update-to-the-sea-level-rise-guidance-document/>

Chapter 5 Comments and Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. Agency and tribal consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including interagency coordination meetings, public meetings, public notices, and Project Development Team (PDT) meetings. This chapter summarizes the results of Caltrans' efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

Consultation with several agencies occurred in conjunction with preparation of the proposed project technical reports and this IS/EA. These agencies are identified in the various technical reports and include the NAHC, USFS, USFWS, and CDFW.

5.1 Consultation and Coordination with Public Agencies

The following provides a summary of all meetings, correspondence, and/or coordination relevant for the development of the proposed project.

5.1.1 United States Forest Service

A meeting to discuss the project with USFS was held on January 12, 2016. Natural Resources Specialists at the Cleveland National Forest were contacted in order to receive information and process paperwork regarding permission to enter to conduct additional 2017 surveys. Additionally, Cleveland National Forest Biologists were contacted regarding biological surveys and for further information regarding Arroyo toad. Geo-technical borings studies were sent for Concurrence, Consistency, and Section 7 Consultation on August 22, 2017.

An informal request to review the approach to identify and quantify permanent impacts on Arroyo toad Critical Habitat was sent to both USFS and USFWS on November 1, 2017. USFS concurred with the approach proposal on November 8, 2017.

A request for USFS Concurrence on the NES/BA was sent on April 26, 2018 and Concurrence was received on June 20, 2018.

5.1.2 United States Fish and Wildlife Service

Coordination with USFWS was initiated in June 2015, during which Caltrans Biologists spoke to USFWS Biologists regarding survey protocol for Arroyo toad. In later meetings on November 10, 2015 and February 17, 2016, presence of Arroyo toad, Arroyo toad Critical Habitat, and determination were discussed. Geo-technical borings studies were sent to USFWS for Concurrence, Consistency, and Section 7 Consultation on August 22, 2017. A request for Western Riverside County MSHCP Consistency and DBESP Finding was submitted to USFWS

on July 3, 2018. A request for USFWS Section 7 was submitted to USFWS on July 3, 2018. USFWS confirmed receipt on August 13, 2018.

An informal request to review the approach to identify and quantify permanent impacts on Arroyo toad Critical Habitat was sent to both USFS and USFWS on November 1, 2017.

Caltrans requested a list of potentially occurring listed species at the proposed project site from USFWS. USFWS responded with a formal list of species in a letter dated February 1, 2019 via Information of Planning and Conservation (iPaC) Species List for the Proposed State Route 74 Ortega Highway, Riverside County, California.

5.1.3 California Department of Fish and Wildlife

Geo-technical borings studies were sent to CDFW for Concurrence, Consistency, and Section 7 Consultation on August 22, 2017. A request for Western Riverside County MSHCP Consistency and DBESP Finding was submitted to CDFW on July 3, 2018. CDFW confirmed receipt on August 15, 2018.

5.1.4 Native American Heritage Commission

The NAHC was contacted on February 13, 2017 requesting a Sacred Lands File Search, a response was received on February 17, 2018 along with a listing of local Native American Tribes and individuals. Subsequent letters were sent to Pechanga Band of Luiseno Indians and the Soboba Band of Luiseno Indians on February 23, 2017. Emails were also sent to Potentially Interested Tribal Authorities on September 13, 2017. The Pechanga Band replied on October 9, 2017 requesting continued consultation and monitoring. Letters were again sent to Pechanga Band of Luiseno Indians and the Soboba Band of Luiseno Indians on March 14, 2018. A reply was received from the Soboba Band on April 18, 2018 requesting continued consultation and monitoring. On July 2, 2018, a draft copy of the ASR was sent to the Pechanga and Soboba Bands for review and comment. No comments were received by either Band. In September 2018, both Bands were provided the opportunity to monitor during XPI test excavations, and no response was received from the Soboba Band. On September 19 and 20, 2018, the Pechanga Band provided a designated monitor to participate in XPI test excavation monitoring. In November 2018, both Bands were provided a draft of the HPSR and attachments for review. On November 29, 2018, the Soboba THPO requested a meeting to review the HPSR package. On December 6, 2018, a meeting was held with the Soboba THPO and comments were provided on the HPSR. The Soboba THPO requested recognition of a potential archaeological district near CA-RIV-506, along with cultural sensitivity training for construction crews and tribal monitoring during construction. Caltrans agreed to consider the possibility of an archaeological district in the vicinity of CA-RIV-506 and agreed that cultural sensitivity training and tribal monitoring is warranted and shall be implemented. On December 12, 2018, Caltrans sent a letter to the Soboba THPO concurring that a potential archaeological district may exist in the vicinity of CA-RIV-506. Caltrans noted that existing plans protecting CA-RIV-506 and CA-RIV-508/H with Environmentally Sensitive Area (ESA) fencing and monitoring, pursuant to PA Stipulations VIII.C.3 and VIII.C.4, will also protect an undefined potential archaeological district in the

vicinity. Furthermore, cultural sensitivity training and tribal monitoring shall be required and implemented as planned.

5.1.5 Agency Correspondence and Documentation

Agency correspondence letters are provided on the pages that follow this chapter.

Biological Resources:

- USFWS iPaC, NMFS Species List, CDFW California Natural Diversity Database (CNDDB) Species List.

Cultural Resources:

- State Historic Preservation Officer Concurrence (SHPO) has concurred with a **Finding of No Adverse Effect** for the undertaking.



United States Department of the Interior

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<http://www.fws.gov/carlsbad/>



In Reply Refer To:

February 01, 2019

Consultation Code: 08ECAR00-2018-SLI-0193

Event Code: 08ECAR00-2019-E-00918

Project Name: 1C850/0813000047 08-RIV-74-0.0/5.8 Shoulder Widening Project

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, and proposed species, designated critical habitat, and candidate species that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

02/01/2019

Event Code: 08ECAR00-2019-E-00918

1

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Carlsbad Fish And Wildlife Office
2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385
(760) 431-9440

02/01/2019

Event Code: 08ECAR00-2019-E-00918

2

Project Summary

Consultation Code: 08ECAR00-2018-SLI-0193

Event Code: 08ECAR00-2019-E-00918

Project Name: 1C850/0813000047 08-RIV-74-0.0/5.8 Shoulder Widening Project

Project Type: TRANSPORTATION

Project Description: The Build Alternative (proposed Project):

Is to widen existing lanes to provide 12-foot standard lanes, widen outside shoulders to four feet and add 2-foot wide median and 1-foot wide shoulder ground-in rumble strips the total width of the pavement is proposed to be 34-foot. Widening the shoulders will require constructing retaining walls with concrete barriers, cutting the rock slopes and placement of fill slopes. In some areas, the outside shoulders will require being widened to eight feet for rock catchment.

1) Proposed Engineering Features

The following engineering features are proposed to address the transportation deficiency on this segment of SR-74:

- a) Widen existing lanes to provide 12-foot standard lanes, widen outside shoulders to 4 feet each with a 1-foot ground-in rumble strip and add a 2-foot wide median. The total width of the pavement is proposed to be 34-foot. Widening the shoulders will require constructing retaining walls with concrete barriers, cutting the rock slopes and placement of fill slopes. In some areas, the outside shoulders will require being widened to eight feet for rock catchment.
 - b) Construct concrete barrier at locations where embankments are steep to prevent vehicles from running off the road.
 - c) The rumble strips will generate an audible noise and rumble effect when vehicle tires pass over them. This helps drivers take corrective actions to bring the vehicle back in the lane.
 - d) Separate the eastbound and westbound directions using a modified pavement delineation detail.
 - e) Construct side slopes, 0.5:1 (H:V) in areas of cut and 1:1 (H:V) in areas of fill, to minimize soil disturbance, grading and impacts to the environment.
 - f) Improve existing turnouts.
 - g) Replace pavement markers to enhance the visibility of pavement delineation.
 - h) Install rock catchment in areas where rock may fall into the traffic lane.
 - i) Construct retaining walls where needed.
 - j) Extend existing culvert under SR-74 to accommodate the widening.
-

- k) Overlay 0.1 feet of Open Grade Asphalt Concrete (OGAC) over 0.2 feet of Rubberized Asphalt Concrete (Type G).
- l) Onsite and offsite drainage structures will be improved and installed to facilitate the flow of storm and wastewater within the project limit.

2) Non-Standard Design Features

According to the Highway Design Manual, the followings non-standard design features were identified on this segment of SR-74:

Mandatory Standards:

- a) Stopping Sight Distance per Index 201.1
- b) Standards for Superelevation (existing) per Index 202.2
- c) Standards for Curvature-Minimum Radius per Index 203.2
- d) Cross Slopes-Resurfacing or Widening per Index 301.3
- e) Shoulder Width per Index 307.2
- f) Minimum Horizontal Clearances per Index 309.1(3)(c)

Advisory Standards:

- a) Superelevation Transition (existing) per Index 202.5(1)
- b) Superelevation Runoff (existing) per Index 202.5(2)
- c) Superelevation of Compound Curves (existing) per Index 202.6
- d) Reversing Curves - Transition Length per Index 203.6
- e) Side Slopes per Index 304.1

The above non-standard features have been conceptually approved by Headquarters Design Coordinator on March 17, 2014. Formal design fact sheets will be prepared in the Project Approval & Environmental Document (PA&ED) Phase.

3) Structures

A bridge, No. 56-169, Morrill Canyon, which is within the planned project limits, will not be included in the proposed scope of work, nor will any work be performed on either approach slab.

The proposed project area extends along a 5.8-mile distance from the Orange/Riverside County Line (PM 0.00) to Monte Vista Street (PM 5.8) in Riverside County, California. The proposed project area is located approximately 2 miles west of the City of Lake Elsinore and within of the limits of both the WRCMSHCP and USFS. The project impact footprint is mapped on the following United States Geological Survey (USGS) 7.5 minute topographic quadrangles: Sitton Peak and Alberhill.

Project Location:

02/01/2019

Event Code: 08ECAR00-2019-E-00918

4

Approximate location of the project can be viewed in Google Maps: [https://
www.google.com/maps/place/33.62360236770671N117.42492359721817W](https://www.google.com/maps/place/33.62360236770671N117.42492359721817W)



Counties: Orange, CA | Riverside, CA

Endangered Species Act Species

There is a total of 16 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Stephens' Kangaroo Rat <i>Dipodomys stephensi</i> (incl. <i>D. cascus</i>) No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/3495	Endangered

02/01/2019

Event Code: 08ECAR00-2019-E-00918

6

Birds

NAME	STATUS
Coastal California Gnatcatcher <i>Poliophtila californica californica</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8178	Threatened
Least Bell's Vireo <i>Vireo bellii pusillus</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5945	Endangered
Southwestern Willow Flycatcher <i>Empidonax traillii extimus</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6749	Endangered
Western Snowy Plover <i>Charadrius nivosus nivosus</i> Population: Pacific Coast population DPS-U.S.A. (CA, OR, WA), Mexico (within 50 miles of Pacific coast) There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8035	Threatened

Amphibians

NAME	STATUS
Arroyo (=arroyo Southwestern) Toad <i>Anaxyrus californicus</i> There is final critical habitat for this species. Your location overlaps the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3762	Endangered

Insects

NAME	STATUS
Quino Checkerspot Butterfly <i>Euphydryas editha quino</i> (=E. e. wrighti) There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5900	Endangered

Crustaceans

NAME	STATUS
Riverside Fairy Shrimp <i>Streptocephalus woottoni</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8148	Endangered
Vernal Pool Fairy Shrimp <i>Branchinecta lynchi</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/498	Threatened

02/01/2019

Event Code: 08ECAR00-2019-E-00918

7

Flowering Plants

NAME	STATUS
Encinitas Baccharis <i>Baccharis vanessae</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/3343	Threatened
Munz's Onion <i>Allium munzii</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2951	Endangered
San Diego Ambrosia <i>Ambrosia pumila</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8287	Endangered
San Diego Button-celery <i>Eryngium aristulatum</i> var. <i>parishii</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5937	Endangered
Slender-horned Spineflower <i>Dodecahema leptoceras</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4007	Endangered
Spreading Navarretia <i>Navarretia fossalis</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1334	Threatened
Thread-leaved Brodiaea <i>Brodiaea filifolia</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6087	Threatened

Critical habitats

There is 1 critical habitat wholly or partially within your project area under this office's jurisdiction.

NAME	STATUS
Arroyo (=arroyo Southwestern) Toad <i>Anaxyrus californicus</i> https://ecos.fws.gov/ecp/species/3762#crithab	Final



State of California • Natural Resources Agency

Gavin Newsom, Governor

**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Lisa Ann L. Mangat, Director

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

January 22, 2019

VIA EMAIL

In reply refer to: FHWA_2018_1218_001

Mr. David Price, Acting Section 106 Coordinator
Cultural Studies Office
Caltrans Division of Environmental Analysis
1120 N Street, PO Box 942873, MS-27
Sacramento, CA 94273-0001

Subject: Finding of No Adverse Effect for Proposed Ortega Highway Safety
Project RIV 74 PM 0.0/5.8 (EA: 1C850) near Lake Elsinore, Riverside
County, CA

Dear Mr. Price:

You are consulting with me about the subject undertaking in accordance with the January 1, 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA). As part of your documentation, Caltrans submitted a Historic Property Survey Report (HPSR), Archaeological Survey Report (ASR), a Historical Resources Evaluation Report, Extended Phase One Report, Environmentally Sensitive Area Action Plan, and a Finding of No Adverse Effect Report for the proposed project.

Caltrans proposes to widen the existing lanes (up to 12 feet) on a curving, mountainous two-lane highway, and widening the shoulders up to five feet, along with installation of median and shoulder ground-in rumble strips. The highway will remain a two-lane facility. Ortega Highway runs between the communities of San Juan Capistrano in Orange County and the community of Lake Elsinore in Riverside County. A full project description and depiction of the area of potential effects (APE) are located on pages 1-2 of the HPSR.

Based on consultation and identification efforts Caltrans is assuming that the following properties are eligible for the National Register of Historic Places (NRHP) pursuant to Stipulations VIII.C.3 and VIII.C.4 of the PA:

Mr. Price
January 29, 2019
Page 2 of 2

FHWA_2018_1218_001

- P-33-000506 El Cariso Prehistoric Habitation Site
- P-33-000508 Upper San Juan Campground and Prehistoric Habitation Site: prehistoric component only

Caltrans has also determined that the following properties are not eligible for the NRHP:

- Ortega Oaks RV Park and Campground
- P-33-000508/H Upper San Juan Campground and Prehistoric Habitation Site: Historic Component only

While I concur that the Ortega Oaks RV Park and Campground is not eligible for the NRHP, I cannot concur that the historic component of P-33-000508/H is not eligible. I can agree that the historic component for P-33-000508/H does not contribute to any potential eligibility that the overall site has for the NRHP.

Caltrans has applied the Criteria of Adverse Effect and found that pursuant to Stipulation X.B.2 of the PA a Finding of No Adverse Effect is appropriate for this undertaking.

Based on my review of the submitted documentation, I have no objection to this finding.

If you have any questions, please contact Natalie Lindquist at (916) 445-7014 with e-mail at natalie.lindquist@parks.ca.gov or Alicia Perez at (916) 445-7020 with e-mail at alicia.perez@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer

Chapter 6 List of Preparers

The following persons were principally responsible for review and preparation of this IS/EA.

6.1 California Department of Transportation

Shawn Oriaz	Senior Environmental Planner, Branch Chief
Ronn Knox	Associate Environmental Planner
Malisa Lieng	Environmental Planner
Alisha Curtis	Associate Environmental Planner (Natural Sciences)
Craig Wentworth	Senior Environmental Planner (Natural Sciences)
Tony Calvillo	Landscape Associate
Andrew Walters	Senior Environmental Planner
Dicken Everson	Associate Archaeologist
Lisa Farzana	Transportation Engineer
Meenu Chandan	Transportation Engineer
Mary Smith	Architectural Historian
Paul Phan	Senior Environmental Engineer
Bahram Karimi	Associate Environmental Planner, Paleontology
Rose Bishop	Caltrans District Landscape Architect

6.2 ICF

Brian Calvert	Project Director
Youji Yasui	Environmental Planner
Brittany Buscombe	GIS Specialist
Elizabeth Irvin	Senior Technical Specialist
Elliott Wezerek	Water Resources Specialist
Johnnie Garcia	GIS Specialist
Laura Rocha	Senior Water Resources Specialist
Rusty Whisman	Senior Associate, Air Quality

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Chapter 7 Distribution List

A compact disc copy of this Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment (IS/EA) and/or a Notice of Availability was distributed to the federal, state, regional, local agencies and elected officials. In addition, all interested groups, organizations, and individuals within a 0.5-mile radius of the project limits were provided the Notice of Availability for the Draft IS/EA.

7.1 Agencies

U.S. Forest Service, Cleveland National Forest
Natural Resources Specialist Amy L. Reid
10845 Rancho Bernardo Road, Suite 200
San Diego CA 92127

U.S. Department of Agriculture – Natural
Resources Conservation Service
430 G Street, Suite 4164
Davis, CA 95616

CAL FIRE Southern Region HQ Operations
2524 Mulberry St
Riverside CA 92501

California Highway Patrol
8118 Lincoln Avenue
Riverside, CA 92504

California Department of Water Resources
1416 9th Street
Sacramento CA 95814

California Native American Heritage Commission
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691

South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Southern California Association of Governments
3403 10th Street, Suite 805
Riverside, CA 92501

U.S. Fish and Wildlife Service
Region 8
2800 Cottage Way
Sacramento, CA 95825-1846

U. S. Forest Service, Cleveland National Forest
Special Uses, Utilities Coordinator
Attn: Brad Aughinbaugh
10845 Rancho Bernardo Road, Suite 200
San Diego CA 92127

California Department of Fish and Wildlife
South Coast Region
4949 Viewridge Avenue
San Diego, CA 92123

Department of Toxic Substances Control
P.O. Box 806
Sacramento, CA 95812-0806

California Public Utilities Commission
320 West 4th Street, Suite 500
Los Angeles, CA 90013

California State Assembly, District 73
Honorable William Brough
29122 Ranch Viejo Road, Suite #111
San Juan Capistrano CA 92675

Western Riverside Council of Governments
3390 University Avenue, Suite 450
Riverside, CA 92501

Santa Ana Regional Water Quality Control Board
3737 Main Street, Suite 500
Riverside, CA 92501-3348

Riverside County Board of Supervisors, District 1 Honorable Kevin Jeffries 4080 Lemon Street Riverside CA 92501	US Fish and Wildlife Service 777 E. Tahquitz Canyon Way, Suite 208 Palm Springs, CA 92262
California Dept. of Fish and Wildlife 3602 Inland Empire Blvd, Suite C-220 Ontario, CA 91764	U.S. Army Corps of Engineers 915 Wilshire Blvd. Suite 1101 Los Angeles, CA 90017
City of Lake Elsinore Fire Department 130 South Main Street Lake Elsinore CA 92530	City of Lake Elsinore Police Department (Captain) 333 Limited Avenue Lake Elsinore CA 92530
City of Lake Elsinore City Engineer 130 South Main Street Lake Elsinore CA 92530	Vick Knight Community Library 32593 Riverside Drive, Building 200 Lake Elsinore CA 92530
Altha Merrifield Memorial Library 600 West Graham Avenue Lake Elsinore CA 92530	Lake Elsinore Unified School District 545 Chaney Street Lake Elsinore 92530

7.2 Interested Groups, Organizations, and Individuals

ORTEGA OAKS RV PARK &
CAMPGROUND
34040 ORTEGA HIGHWAY
LAKE ELSINORE CA 92530

ORTEGA OAKS CANDY
STORE/GOODS
34950 ORTEGA HIGHWAY
LAKE ELSINORE CA 92530

HELL'S KITCHEN
MOTORSPORTS BAR AND
GRILL
32685 ORTEGA HIGHWAY
LAKE ELSINORE CA 92530

GREATER RIVERSIDE
CHAMBERS OF COMMERCE
3985 UNIVERSITY AVENUE
RIVERSIDE, CA 92501

CURRENT RESIDENT
16543 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16547 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16545 JOY ST
LAKE ELSINORE, CA 92530

ANNA T GOULD
OR CURRENT OCCUPANT
6319 DROXFORD ST
LAKEWOOD, CA 90713

NANCY B PEREZ
OR CURRENT OCCUPANT
20 VERDIN LN
ALISO VIEJO, CA 92656

F M SWIFT
OR CURRENT OCCUPANT
15216 BURBANK BLV
VAN NUYS, CA 91411

EDWARD DESSAU CLARKSON
OR CURRENT OCCUPANT
7875 BELLAKAREN PL
LA JOLLA, CA 92037

BADEI F AL MUASHER
OR CURRENT OCCUPANT
110 S ROSEMEAD BLVD #B
PASADENA, CA 91107

BADEI F AL MUASHER OR CURRENT OCCUPANT 110 S ROSEMEAD BLV #B PASADENA, CA 91107	BERTHA M HENNESSY OR CURRENT OCCUPANT 221 MONTREAL PLAYA DEL REY, CA 90293	JOSE M RODRIGUEZ OR CURRENT OCCUPANT 406 N LAUREL ST SANTA ANA, CA 92703
MOHAMMED HUSSEIN & RAMESH IZADPANAH OR CURRENT OCCUPANT 431 N ROCKBRIDGE RD DIAMOND BAR, CA 91765	MOHAMMAD HUSSEIN & MOHAMMAD H IZADPANAH OR CURRENT OCCUPANT 431 N ROCKRIDGE RD DIAMOND BAR, CA 91765	DIMITRI YU LIN OR CURRENT OCCUPANT 212 MATICH ST LAKE ELSINORE, CA 92530
EVMWD OR CURRENT OCCUPANT PO BOX 3000 LAKE ELSINORE, CA 92531	LEROY CHAVEZ OR CURRENT OCCUPANT 701 SHORE RD WILMINGTON, CA 90744	CHRISTY JOHN ESTATE OF OR CURRENT OCCUPANT 31491 PASEO CHRISTINA SAN JUAN CAPISTRANO, CA 92675
MARIO B & HENEDINA C PARILLA OR CURRENT OCCUPANT 19850 PARKWOOD DR LAKE ELSINORE, CA 92530	LILIA & CECILIA MEDINA OR CURRENT OCCUPANT 5831 PAINTER AVE WHITTIER, CA 90601	LYNN MUELLER OR CURRENT OCCUPANT PO BOX 2699 NEWPORT BEACH, CA 92659
SITL INV OR CURRENT OCCUPANT PO BOX 566 RIVERSIDE, CA 92502	GERALDINE MOUREY OR CURRENT OCCUPANT 13942 CLOSE ST WHITTIER, CA 90605	NESTOR & ALEJANDRA CAMPOS OR CURRENT OCCUPANT 2225 TREE HOUSE LN #207 CORONA, CA 92879
RAUL & CARMEN S VILLASENOR OR CURRENT OCCUPANT 12703 CROSSDALE AVE NORWALK, CA 90650	DARSHANA R KADAKIA OR CURRENT OCCUPANT 910 S EL CAM REAL #A SAN CLEMENTE, CA 92672	DARSHANA R KADAKIA OR CURRENT OCCUPANT 910 S EL CAM REAL NO A SAN CLEMENTE, CA 92672
ALEJANDRO IZARRARAZ GARCIA OR CURRENT OCCUPANT 29960 ILLINOIS ST LAKE ELSINORE, CA 92530	ALEXANDER MAXWELL DIXON OR CURRENT OCCUPANT 2856 TUBEROSE DR SAN JACINTO, CA 92582	PEDRO OTAMENDI GARCIA OR CURRENT OCCUPANT 29780 ILLINOIS ST LAKE ELSINORE, CA 92530
ERNESTO & NORA BRISENO OR CURRENT OCCUPANT 970 SOLANO ST CORONA, CA 92882	JOHN A LATIOLAIS OR CURRENT OCCUPANT 17585 STRICKLAND AVE LAKE ELSINORE, CA 92530	MOHSEN A & MARCELA D ELAYOUBI OR CURRENT OCCUPANT 17314 CAINE DR ARTESIA, CA 90701
ESTHER CIPRIANO OR CURRENT OCCUPANT 3320 BALSA CIR LAKE ELSINORE, CA 92530	PDS INV CORP OR CURRENT OCCUPANT 3216 PLEASANT ST LYNWOOD, CA 90262	MASTER BUILDERS DEV OR CURRENT OCCUPANT 12676 STAGE COACH DR VICTORVILLE, CA 92392

MICHAEL L & CRYSTAL M DAVIS OR CURRENT OCCUPANT 29940 N ILLINOIS ST LAKE ELSINORE, CA 92530	GONZALO & MARIA LETICIA ESTRADA OR CURRENT OCCUPANT 26762 VIA LINARES MISSION VIEJO, CA 92691	PATRICIA A BOGGS OR CURRENT OCCUPANT 15538 ALLINGHAM AVE NORWALK, CA 90650
MARIA FUENTES OR CURRENT OCCUPANT 49709 REDONDO PONIENTE COACHELLA, CA 92236	KARL K EVANS OR CURRENT OCCUPANT PO BOX 5 WILDOMAR, CA 92595	JOSE & BERTHA GONZALEZ OR CURRENT OCCUPANT 200 HIGH ST LAKE ELSINORE, CA 92530
INVESTMENT PROP TRUST OR CURRENT OCCUPANT PO BOX 7096 BEVERLY HILLS, CA 90212	A E & ELEANOR D BILLINGS OR CURRENT OCCUPANT 2332 W 239TH ST TORRANCE, CA 90501	SOLERA PARTNERS OR CURRENT OCCUPANT 933 WOODSIDE DR #202 CARSON CITY, NV 89701
ESMERALDA RIOS OR CURRENT OCCUPANT 1814 ILLINOIS ST RIVERSIDE, CA 92507	HABIB UDDIN & IKHLAS SHAHNAZ MALIK OR CURRENT OCCUPANT 4031 ESCUDERO DR IRVINE, CA 92720	OM YERMO OR CURRENT OCCUPANT 904 SILVER SPUR #479 ROLLING HILLS EST, CA 90274
KENNETH L & JOAN JOHNSTON OR CURRENT OCCUPANT 17172 EDGEWATER LN HUNTINGTON BEACH, CA 92649	THANG Q PHAM OR CURRENT OCCUPANT 46 E PENNINSULA CENTER ROLLING HILLS EST, CA 90274	THANG Q PHAM OR CURRENT OCCUPANT 46 E PENINSULA CENTER ROLLING HILLS EST, CA 90274
MVMA INV INC OR CURRENT OCCUPANT 5050 ROCKHAMPTON CT YORBA LINDA, CA 92887	MILLER M M ESTATE OF OR CURRENT OCCUPANT 2808 BROAD ST NEWPORT BEACH, CA 92663	YOLANDA HUERTA OR CURRENT OCCUPANT 23432 CAVANAUGH RD LAKE FOREST, CA 92630
CARMELITA SALINAS G JIMENEZ OR CURRENT OCCUPANT 33079 LIME ST LAKE ELSINORE, CA 92530	RICKY A LANGLOIS OR CURRENT OCCUPANT 30355 ILLINOIS ST LAKE ELSINORE, CA 92530	JOSHUA & ALMA R DELACRUZ OR CURRENT OCCUPANT 42364 MASQUAZ CT TEMECULA, CA 92592
CECILIA I MARTINEZ OR CURRENT OCCUPANT 9650 SEPULVEDA BLVD #7 NORTH HILLS, CA 91343	DAVID & LINDA TRAN NGUYEN OR CURRENT OCCUPANT 10250 ADOBE AVE RIVERSIDE, CA 92503	APOSTOLIC ASSEMBLY FAITH IN CHRIST JESUS OR CURRENT OCCUPANT 10807 LAUREL ST RANCHO CUCAMONGA, CA 91730
JUAN A & PATRICIA R VILLASALDO OR CURRENT OCCUPANT 1108 E 5TH ST #25 CORONA, CA 91879	JUAN A & PATRICIA R VILLASALDO OR CURRENT OCCUPANT 4177 LADRILLO ST LAKE ELSINORE, CA 92530	S & H GLOBAL TRADES OR CURRENT OCCUPANT 3645 JEPSON CIR CORONA, CA 92882

LUIS SICARI ARELLANO OR CURRENT OCCUPANT 1634 E BRIARVALE AVE ANAHEIM, CA 92805	JAY S & BARBARA HATTABAUGH OR CURRENT OCCUPANT PO BOX 1485 LAKE ELSINORE, CA 92531	TROY BROOKS OR CURRENT OCCUPANT 30103 ILLINOIS ST LAKE ELSINORE, CA 92530
ELLIOTT & SERGIO P RODRIGUEZ OR CURRENT OCCUPANT 9286 DELANO DR RIVERSIDE, CA 92503	REX E & LINDA TIPPIN OR CURRENT OCCUPANT 30110 ILLINOIS ST LAKE ELSINORE, CA 92530	VICTOR MANUEL COTA OR CURRENT OCCUPANT 28241 CROWN VALLEY PKWY LAGUNA NIGUEL, CA 92677
VICTOR MANUEL COTA OR CURRENT OCCUPANT 46 VILLA VALTELENA LAKE ELSINORE, CA 92532	ELIAS SANTILLAN OR CURRENT OCCUPANT 7512 COREY ST DOWNEY, CA 90242	JOHN G MARTINEZ OR CURRENT OCCUPANT 3740 HOLLY AVE BALDWIN PARK, CA 91706
ALFRED & JESSICA M MALDONADO OR CURRENT OCCUPANT 38317 CORTE ALEGRIA TEMECULA, CA 92592	CHAI PONG OR CURRENT OCCUPANT 5001 VIA VERDE ST ALTA LOMA, CA 91701	JOHN Z PLANTE OR CURRENT OCCUPANT PO BOX 893 HUNTINGTON BEACH, CA 92648
DAVID T WILLIAMS OR CURRENT OCCUPANT 12511 WILLIS LN SANTA ANA, CA 92705	JAVIER M & IRENE R GOMEZ OR CURRENT OCCUPANT 632 W GUAVA ST OXNARD, CA 93033	CLAUDIO BARAUNA OR CURRENT OCCUPANT 10575 SAN FERNANDO RD PACOIMA, CA 91331
FROSTMOURNE TECHNOLOGIES INC OR CURRENT OCCUPANT 5225 CANYON CREST DR #71 RIVERSIDE, CA 92507	JOHN & LUIS MORALES OR CURRENT OCCUPANT 400 N MYERS ST #3 OCEANSIDE, CA 92054	ADMA FATA OR CURRENT OCCUPANT 20647 BRANA RD RIVERSIDE, CA 92508
ASHLEY MUELLER OR CURRENT OCCUPANT 512 JOEYLE ST BAKERSFIELD, CA 93314	FRANK & MARIA C ARREDONDO OR CURRENT OCCUPANT 30498 ILLINOIS ST LAKE ELSINORE, CA 92530	ALBERT & STELLA ANCHONDO OR CURRENT OCCUPANT PO BOX 439030 SAN YSIDRO, CA 92143
LAKE ELSINORE RESIDENTIAL DEV OR CURRENT OCCUPANT PO BOX 12378 EL CAJON, CA 92022	DANNY LOZANO OR CURRENT OCCUPANT 29484 RIVERSIDE DR LAKE ELSINORE, CA 92530	AZAR MIRSHAFIEE OR CURRENT OCCUPANT 24911 STONEGATE LN LAGUNA NIGUEL, CA 92672
AZAR MIRSHAFIEE OR CURRENT OCCUPANT PO BOX 7628 LAGUNA NIGUEL, CA 92607	WILLIE CHARLES & GRACE MAE GIVENS OR CURRENT OCCUPANT PO BOX 1861 PERRIS, CA 92572	JOSE A HERNANDEZ OR CURRENT OCCUPANT 30553 ILLINOIS ST LAKE ELSINORE, CA 92530

JOE HATTAR OR CURRENT
OCCUPANT
40665 WINCHESTER RD
TEMECULA, CA 92591

JOE HATTER OR CURRENT
OCCUPANT
40665 WINCHESTER RD #B2
TEMECULA, CA 92591

PAULINDA J GREENE
OR CURRENT OCCUPANT
19831 SMITH RD
PERRIS, CA 92570

CINDY KIMDAO HOANG
OR CURRENT OCCUPANT
7254 WOODVALE CT
WEST HILLS, CA 91307

MONIKA I GREEN OR CURRENT
OCCUPANT
36755 CANYON DR
WESTLAND, MI 48186

CCF PROP INC OR CURRENT
OCCUPANT
8 PLAZA AVILA
LAKE ELSINORE, CA 92532

VINCENT J & KRISTEN
MCGUINNESS
OR CURRENT OCCUPANT
1951 PORT LAURENT
NEWPORT BEACH, CA 92660

OYSTEIN F & CELIA HUSOE
OR CURRENT OCCUPANT
33642 VALLE RD
SAN JUAN CAPISTRANO, CA
92675

JUDITH LINARES RAMIREZ
OR CURRENT OCCUPANT
17153 MCBRIDE AVE
LAKE ELSINORE, CA 92530

REYNA A LEON OR CURRENT
OCCUPANT
11534 CEDAR AVE
BLOOMINGTON, CA 92316

OSCAR & CHRISTIAN CACIANO
OR CURRENT OCCUPANT
3314 DEL REY DR
SAN BERNARDINO, CA 92404

DONALD WAYNE BOOGROVE
OR CURRENT OCCUPANT
PO BOX 787
WHITTIER, CA 90608

AEK GLOBAL INV OR CURRENT
OCCUPANT
4603 HURFORD TERRACE
ENCINO, CA 91436

NANCY A DAVIDSON
OR CURRENT OCCUPANT
3438 GARY LN
SPRING, TX 77380

TAI TAN PHAM OR CURRENT
OCCUPANT
515 N FAIRVIEW AVE
SANTA ANA, CA 92703

HERBERT W & BARBARA
CRINKLAW
OR CURRENT OCCUPANT
3819 NICHOLAS DR
SANTA CLARA, UT 84765

M & MARIA BARTON
OR CURRENT OCCUPANT
PO BOX 310986
FONTANA, CA 92331

YING X CAL OR CURRENT
OCCUPANT
11052 SWEET GUM ST
CORONA, CA 92883

AULAKH HOMES INC
OR CURRENT OCCUPANT
12005 WELLER PL
MORENO VALLEY, CA 92557

WHEA FUN & TSU WANG TENG
OR CURRENT OCCUPANT
265 TIVOLI DR
LONG BEACH, CA 90803

ANGEL B RAMOS OR
CURRENT OCCUPANT
91 1026 KAIOIO ST
EWA BEACH, HI 96706

BRANDO S & DOLORES T
AUSTRIA
OR CURRENT OCCUPANT
13537 TREASURE WAY
CHINO HILLS, CA 91709

CHRISTOPHER SCOTT
OR CURRENT OCCUPANT
1355 EUCLID AVE
LONG BEACH, CA 90804

SKIPPY CHARITABLE
REMAINDER UNITRUST OR
CURRENT OCCUPANT
PO BOX 34
EL SEGUNDO, CA 90245

RITA & JAIME CARRASCO OR
CURRENT OCCUPANT
1700 TOPAZ DR
PERRIS, CA 92571

MICHAEL UYENO OR CURRENT
OCCUPANT
PO BOX 5884
GARDEN GROVE, CA 92846

JEAN BEVERLY
CUNNINGHAM
OR CURRENT OCCUPANT
PO BOX 356
CARLOTTA, CA 95528

JOSE GUERRERO SANCHEZ OR CURRENT OCCUPANT 4 WRIGLEY IRVINE, CA 92618	DYE ELANORE M ESTATE OF OR CURRENT OCCUPANT 21842 CAMARGO MISSION VIEJO, CA 92691	BAHMAN & SHOKOOH PEYBERTH DIANATI OR CURRENT OCCUPANT 6151 PASEO LA VIS WOODLAND HILLS, CA 91367
JOUNG HAHN KIM OR CURRENT OCCUPANT 938 S HOBART BLV #8 LOS ANGELES, CA 90006	HARRIS ABRAHAM B EXEMPTION TRUST OR CURRENT OCCUPANT 8465 ROYALSTON FALLS CT LAS VEGAS, NV 89143	NGA NGUYEN OR CURRENT OCCUPANT 9315 BOLSA AVE #228 WESTMINSTER, CA 92683
DONALD A & JULIE A SUMMERS OR CURRENT OCCUPANT 30713 RIVERSIDE DR LAKE ELSINORE, CA 92530	AKOP MELIKYAN OR CURRENT OCCUPANT 11934 SHELDON ST SUN VALLEY, CA 91352	AMERICAN CERT INSTITUTE ORGANIZATION INC OR CURRENT OCCUPANT 1826 VALINDA AVE LA PUENTE, CA 91744
DOLORES TAPIA OR CURRENT OCCUPANT 12786 17TH ST CHINO, CA 91710	HABITAT FOR HUMANITY INLAND VALLEY OR CURRENT OCCUPANT 27475 YNEZ RD TEMECULA, CA 92591	ANGEL LUGO OR CURRENT OCCUPANT PO BOX 3036 ANAHEIM, CA 92803
JAMES REYNOLDS OR CURRENT OCCUPANT 269 ST BEVERLY DR #625 BEVERLY HILLS, CA 90212	DONALD G & RHIO BARNES OR CURRENT OCCUPANT 8286 GREEN VALLEY RD MOHAVE VALLEY, AZ 86440	ROBERT RYAN OR CURRENT OCCUPANT 26432 ARBOR RD SAN JUAN CAPISTRANO, CA 92675
NOBEL MANDILI OR CURRENT OCCUPANT 22431 SE 244TH ST MAPLE VALLEY, WA 98038	TRAVON OWENS OR CURRENT OCCUPANT 8605 MACOMB AVE GARFIELD HEIGHTS, OH 44105	FLOYD E & EULALIA M BLAU OR CURRENT OCCUPANT 1943 RODNEY DR #205 LOS ANGELES, CA 90027
ELSINORE VALLEY CEMETARY DIST OR CURRENT OCCUPANT 18170 COLLIER LAKE ELSINORE, CA 92530	LAKE ELSINORE SELF STORAGE OR CURRENT OCCUPANT 18152 STRATFORD CIR VILLA PARK, CA 92861	SILVERADO LEASING OR CURRENT OCCUPANT 29190 RIVERSIDE DR LAKE ELSINORE, CA 92530
ELSINORE VALLEY CEMETARY DIST OR CURRENT OCCUPANT PO BOX 0751 LAKE ELSINORE, CA 92531	HD DEV OF MARYLAND INC OR CURRENT OCCUPANT 2455 PACES FERRY RD ATLANTA, GA 30339	ELSINORE REALTY HOLDINGS OR CURRENT OCCUPANT 1445 5TH ST SANTA MONICA, CA 90401
SYLVIA ARIAN OR CURRENT OCCUPANT 503 N VICTORY BLVD BURBANK, CA 91502	STATE OF CALIF OR CURRENT OCCUPANT 464 W FOURTH ST SAN BERNARDINO, CA 92401	RSM PROP INC OR CURRENT OCCUPANT 3452 UNIVERSITY AVE RIVERSIDE, CA 92501

RSM PROP OR CURRENT OCCUPANT 1253 S LONE HILL DR GLEN DORA, CA 91740	HOKUA RIVERSIDE INV OR CURRENT OCCUPANT PO BOX 1159 DEERFIELD, IL 60015	RSM PROP OR CURRENT OCCUPANT PO BOX 460049 DEPT 501 HOUSTON, TX 77056
HFC PRP ELSINORE OR CURRENT OCCUPANT 417 29TH ST NEWPORT BEACH, CA 92663	CHARLES DALE & DEBRA JEAN SACKS OR CURRENT OCCUPANT 29126 OLD WRANGLER RD CANYON LAKE, CA 92587	LAKE ELSINORE SKYKING OR CURRENT OCCUPANT 27286 VIA INDUSTRIA #B TEMECULA, CA 92590
TORTOMASI ENTERPRISES OR CURRENT OCCUPANT 26605 MADISON AVE MURRIETA, CA 92562	YUICHIRO & SAM Y SAKURAI OR CURRENT OCCUPANT 400 W OCEAN BLVD #2702 LONG BEACH, CA 90802	VINCENT J & PEGGY S STAGLIANO OR CURRENT OCCUPANT 5501 ST ANDREWS CT PLANO, TX 75093
MURARI L & INDER J GUPTA OR CURRENT OCCUPANT 18201 EVERGREEN CIR VILLA PARK, CA 92861	TARGET CORP OR CURRENT OCCUPANT PO BOX 9456 MINNEAPOLIS, MN 55440	LUCKY KING INV OR CURRENT OCCUPANT PO BOX 2609 CARLSBAD, CA 92018
MMWR OR CURRENT OCCUPANT PO BOX 5126 SHERMAN OAKS, CA 91413	MICHAEL GRANT WEST OR CURRENT OCCUPANT 3610 CENTRAL 4TH FL NO #10 RIVERSIDE, CA 92506	RKW & MLW ELSINORE OR CURRENT OCCUPANT 1080 N BATAVIA ST #K ORANGE, CA 92867
LANIHAU LAKE ELSINORE 2 OR CURRENT OCCUPANT PO BOX 9032 KAILUA KONA, HI 96745	RIVERSIDE COUNTY FLOOD CONT OR CURRENT OCCUPANT 1995 MARKET ST RIVERSIDE, CA 92501	RODNEY D & PAULA J CARTIER OR CURRENT OCCUPANT 17425 VANDERHILL CIR PERRIS, CA 92570
TIMOTHY J & MARIAN KIMBLE OR CURRENT OCCUPANT 30525 EMPEROR DR CANYON LAKE, CA 92587	CARLOS & MARIA LARA OR CURRENT OCCUPANT 20365 TONEY ST PERRIS, CA 92570	MATSON REALTY CORP OR CURRENT OCCUPANT 1205 PACIFIC HWY #3903 SAN DIEGO, CA 92101
EDUQWEST OR CURRENT OCCUPANT 600 CENTRAL AVE C LAKE ELSINORE, CA 92530	LAKE ELSINORE GROUP INC OR CURRENT OCCUPANT 4580 UNIVERSITY AVE SAN DIEGO, CA 92105	EASTERN MUNICIPAL WATER DIST OR CURRENT OCCUPANT PO BOX 8300 PERRIS, CA 92572
DONNA M OSTERMILLER OR CURRENT OCCUPANT PO BOX 1660 SAN JUAN CAPISTRANO, CA 92693	ROSE KELLEY THUESON OR CURRENT OCCUPANT 62 E 3450 N SPANISH FORK, UT 84660	JESUS RODRIGUEZ VILICANA OR CURRENT OCCUPANT 714 S WALNUT AVE BREA, CA 92821

MARTHA DIANE GRODEMAN OR CURRENT OCCUPANT 1248 E BELMONT AVE PHOENIX, AZ 85020	MEDHEALTH SCIENCES INC OR CURRENT OCCUPANT PO BOX 2250 TEMECULA, CA 92593	RIVERSIDE COUNTY FLOOD CONT OR CURRENT OCCUPANT 1995 MARKET RIVERSIDE, CA 92501
JOHNNY M & ELENA RAY OR CURRENT OCCUPANT 17380 SHRIER DR LAKE ELSINORE, CA 92530	FRANCISCO MARTINEZ OR CURRENT OCCUPANT 332 N AVE LOS ANGELES, CA 90042	MICHAEL D OLSON OR CURRENT OCCUPANT PO BOX 1909 FLORENCE, OR 97439
MARIA KIEFER OR CURRENT OCCUPANT 8803 TWEEDY LN DOWNEY, CA 90240	HUAN SONG OR CURRENT OCCUPANT 80 BAY STREET LNDG #9B STATEN ISLAND, NY 10301	GREGORY K SMITH OR CURRENT OCCUPANT PO BOX 527 WILDOMAR, CA 92595
LAVERN SCRANTON OR CURRENT OCCUPANT PO BOX 10619 COSTA MESA, CA 92627	DAVID CAPLES OR CURRENT OCCUPANT PO BOX 618 LAKE ELSINORE, CA 92531	ROCIO NUNO SEPULVEDA OR CURRENT OCCUPANT PO BOX 436044 SAN YSIDRO, CA 92143
RAMESH GUPTA OR CURRENT OCCUPANT 31283 DEL REY RD TEMECULA, CA 92591	O K LAND PRODUCTIONS OR CURRENT OCCUPANT 1135 TERMINAL WAY #209 RENO, NV 89502	ASHRAF LOHUDDIN OR CURRENT OCCUPANT 15711 SPRINGCOURT DR HOUSTON, TX 77062
A PLUS MAJESTIC INC OR CURRENT OCCUPANT 17011 GREENTREE RIVERSIDE, CA 92503	HULA FUNDING OR CURRENT OCCUPANT 10929 FIRESTONE BLVD #121 NORWALK, CA 90650	ADEL ABUSAMRA OR CURRENT OCCUPANT 32655 RACHEL CIR DANA POINT, CA 92629
HMR & R SERVICES INC OR CURRENT OCCUPANT 23884 CONTINENTAL DR CANYON LAKE, CA 92587	CAROL ANNE HASKELL OR CURRENT OCCUPANT 1696 DURBIN LN FAIRFIELD, CA 94534	VICTORINO & JULIA F DURAN OR CURRENT OCCUPANT 31865 MACHADO ST LAKE ELSINORE, CA 92530
MIGUEL & MARTHA SOLIS OR CURRENT OCCUPANT PO BOX 4333 GARDEN GROVE, CA 92842	KENNETH M MCFARLAND OR CURRENT OCCUPANT 195 W ONTARIO AVE #102 CORONA, CA 92882	GRACIELA TORRES OR CURRENT OCCUPANT 15229 WINDJAMMER WAY LAKE ELSINORE, CA 92530
ROBERTO & BERTHA A RAMIREZ OR CURRENT OCCUPANT 17220 SHRIER DR LAKE ELSINORE, CA 92530	VICTORINO & PEDRO DURAN OR CURRENT OCCUPANT 17208 SHRIER DR LAKE ELSINORE, CA 92530	MARY K MEYERS OR CURRENT OCCUPANT 17183 SHRIER DR LAKE ELSINORE, CA 92530

JILMEN OBELD & IRMA ELUVIA
MAYCA
OR CURRENT OCCUPANT
15541 BRAYTON ST
PARAMOUNT, CA 90723

JIMMY D & DEBORAH A
LEVERETT
OR CURRENT OCCUPANT
17322 SHRIER DR
LAKE ELSINORE, CA 92530

ROBERTO C & TERESITA
SERRATO
OR CURRENT OCCUPANT
17184 SHRIER DR
LAKE ELSINORE, CA 92530

THEODORE M & EVELYN
BONNIGSON
OR CURRENT OCCUPANT
33369 SILVER SAGE WAY
WILDOMAR, CA 92595

LARRY D & LAURA JONES
OR CURRENT OCCUPANT
5820 COLORADO RIVER RD
BLYTHE, CA 92225

VINCENT & TERESA
DOMINICK
OR CURRENT OCCUPANT
30395 AINSWORTH PL
LAKE ELSINORE, CA 92530

MARK LAMERS OR CURRENT
OCCUPANT
1911 W RANDOM DR
ANAHEIM, CA 92804

EDDIE W & MICHELLE R
LEVERETT
OR CURRENT OCCUPANT
2745 VIA TULIPAN
CARLSBAD, CA 92010

MAHBUBUL MATIN
OR CURRENT OCCUPANT
1056 WALTER AVE
TUSTIN, CA 92780

CARLOS C & GUADALUPE C
MARTINEZ
OR CURRENT OCCUPANT
20360 BRYANT ST
WILDOMAR, CA 92595

JOSEPH R FITZPATRICK
OR CURRENT OCCUPANT
2807 LINCOLN BLV NO #409
SANTA MONICA, CA 90405

FRANCISCO & ESTHER
NAVARRO
OR CURRENT OCCUPANT
17281 SHRIER DR
LAKE ELSINORE, CA 92530

LINDA DEAQUINO OR CURRENT
OCCUPANT
16299 FOOTHILL BLVD
FONTANA, CA 92335

CHRISTOPHER H & PAULINE F
CROWE
OR CURRENT OCCUPANT
2501 30TH AVE #103
FARGO, ND 58103

JOHN D WILLIAMS OR
CURRENT OCCUPANT
PO BOX 2516
FALLBROOK, CA 92088

AHMAD & ZAHRA ANVARINEJAD
OR CURRENT OCCUPANT
2 VIA TUNAS
SAN CLEMENTE, CA 92673

JOVITO A & IMELDA A BONETE
OR CURRENT OCCUPANT
1216 N BERENDO ST
LOS ANGELES, CA 90029

FILIBERTO LEON ROSALES
OR CURRENT OCCUPANT
17342 SHRIER DR
LAKE ELSINORE, CA 92530

JOSE & CHRISTINA PEREZ
OR CURRENT OCCUPANT
17360 SHRIER DR
LAKE ELSINORE, CA 92530

ROBERT PEREZ OR CURRENT
OCCUPANT
15818 ANTELOPE DR
CHINO HILLS, CA 91709

MARK EDWIN WADE
OR CURRENT OCCUPANT
2542 KOTTINGBRUNN
AUSTRIA EUROPE,

ETHEL LEE FORBES
OR CURRENT OCCUPANT
1892 MCSWAIN RD
MERCED, CA 95341

MUSTAFA MOHAMED BDAIWI
OR CURRENT OCCUPANT
835 ESTANCIA
IRVINE, CA 92602

JUAN C GONZALEZ
OR CURRENT OCCUPANT
22777 RADNOR LN
MORENO VALLEY, CA 92557

JACQUELINE M HAGGERTY
OR CURRENT OCCUPANT
5611 LITTLER DR
HUNTINGTON BEACH, CA 92649

TERESA HERNANDEZ
OR CURRENT OCCUPANT
30419 RIVERSIDE DR
LAKE ELSINORE, CA 92530

JAMES S & JONI LYNN
GIORDANO
OR CURRENT OCCUPANT
3683 GARRETSON AVE
CORONA, CA 92881

WELDON ANDREW PAGE OR CURRENT OCCUPANT 2301 E SANTA FE #5 FULLERTON, CA 92831	FRANK & PAMELA RANGEL OR CURRENT OCCUPANT 30449 RIVERSIDE DR LAKE ELSINORE, CA 92530	JUDITH LINARES RAMIREZ OR CURRENT OCCUPANT 17530 MCBRIDE AVE LAKE ELSINORE, CA 92530
ARLENE M BEDO OR CURRENT OCCUPANT PO BOX 6832 BURBANK, CA 91510	CODY AARON HINES OR CURRENT OCCUPANT 17179 SHRIER DR LAKE ELSINORE, CA 92530	JOSE SANCHEZ & FATIMA MARTINEZ OR CURRENT OCCUPANT 17157 SHRIER DR LAKE ELSINORE, CA 92530
FELIPE & GUILLERMINA DENIZ OR CURRENT OCCUPANT 30001 RIVERSIDE DR LAKE ELSINORE, CA 92530	MARILYN WEIDA OR CURRENT OCCUPANT 4332 W POINT LOMA BLVD SAN DIEGO, CA 92107	STEPHANIE STEENSTRA OR CURRENT OCCUPANT PO BOX 3604 MISSION VIEJO, CA 92690
STEPHANIE STEENSTRA OR CURRENT OCCUPANT 36633 ABRIALA WAY LAKE ELSINORE, CA 92532	LORENA ARCE OR CURRENT OCCUPANT 12022 4TH AVE LYNWOOD, CA 90262	FELICITA M RODRIGUEZ OR CURRENT OCCUPANT 1171 JULIETTE PL FALLBROOK, CA 92028
WANDA E ERWIN OR CURRENT OCCUPANT 18243 W SUNNYSLOPE LN WADDELL, AZ 85355	SHARON L BRIGGS OR CURRENT OCCUPANT 3112 GRACEFIELD RD #520 SILVER SPRING, MD 20904	RAYMOND E & CAROLYN J ALLEY OR CURRENT OCCUPANT 303 MAGNOLIA LONG BEACH, CA 92651
AMELIA A KUHN OR CURRENT OCCUPANT 285 HARVARD LN SEAL BEACH, CA 90740	JOHN F & DARLENE S PROUD OR CURRENT OCCUPANT 220 DESERT HOLLY DR PALM DESERT, CA 92211	EDWARD SINGELYN OR CURRENT OCCUPANT 29499 HURSH ST LAKE ELSINORE, CA 92530
ROBERT E KELLOGG OR CURRENT OCCUPANT 666 W 19TH ST #1301 COSTA MESA, CA 92627	JACKELINE MARVELY RIVERA OR CURRENT OCCUPANT 1251 N FOXFIRE ST ANAHEIM, CA 92801	R SIDE OR CURRENT OCCUPANT 6611 ASHFORDMILL CT CORONA, CA 92880
ROBERTO ARTURO UMANA OR CURRENT OCCUPANT 9601 BEACH ST LOS ANGELES, CA 90002	JUDY P SCHULMAN OR CURRENT OCCUPANT 4055 PORTE LA PAZ NO #148 SAN DIEGO, CA 92122	JUAN PEDRO RAMIREZ OR CURRENT OCCUPANT 709 S ANAHEIM BLV ANAHEIM, CA 92805
MICAL MODULAR SOUTH OR CURRENT OCCUPANT 3385 OVERLAND AVE LOS ANGELES, CA 90034	MIKE D INCE OR CURRENT OCCUPANT PO BOX 1801 LA QUINTA, CA 92247	NEW HOPE INTERNATIONAL OR CURRENT OCCUPANT 8526 E VALLEY BLV NO A104 ROSEMEAD, CA 91770

BLUE LAKE DEV INC OR CURRENT OCCUPANT 3830 VALLEY CTR #705-1 SAN DIEGO, CA 92130	SAMI EL MASRI OR CURRENT OCCUPANT 8232 EL PESCADOR LN LA PALMA, CA 90623	PATRICK D GERMON OR CURRENT OCCUPANT PO BOX 1445 BONSALL, CA 92003
EARLY H & ANGIE L GOLDEN OR CURRENT OCCUPANT 2416 CARLTON PL RIVERSIDE, CA 92507	PATRICK D GERMON OR CURRENT OCCUPANT 2128 BUTLER AVE LOS ANGELES, CA 90025	ANTHONY ROCCO BRIENZA OR CURRENT OCCUPANT 339 E BARKLEY AVE ORANGE, CA 92867
THAI D NGUYEN OR CURRENT OCCUPANT 64 IRVING ST JERSEY CITY, NJ 7307	ELOY & CLARA R ANGUIANO OR CURRENT OCCUPANT 30181 RIVERSIDE DR LAKE ELSINORE, CA 92530	THAI D NGUYEN OR CURRENT OCCUPANT 13666 EASTRIDGE ST WESTMINSTER, CA 92683
GAIA GROUP OR CURRENT OCCUPANT 8721 SANTA MONICA BLVD #130 LOS ANGELES, CA 90069	CORNELIO MOLINA OR CURRENT OCCUPANT 956 S ANAHEIM BLV NO A112 ANAHEIM, CA 92805	HUONG VU OR CURRENT OCCUPANT 10282 COVINA PL SAN DIEGO, CA 92126
DAWN H HARJO OR CURRENT OCCUPANT 4090 NEWTON ST TORRANCE, CA 90505	BLUE LAKE DEV INC OR CURRENT OCCUPANT 3810 DURBIN ST IRVINDALE, CA 91706	JOSE ANTONIO & SANDY DELCARMEN CLAVEL OR CURRENT OCCUPANT 16049 SAN FERNANDO MISSION GRANADA HILLS, CA 91344
CHRISTINE RODRIGUEZ ODGAARD OR CURRENT OCCUPANT 103 PELICAN LAKE CT MYRTLE BEACH, SC 29588	JASON RICHARD JACQUEZ OR CURRENT OCCUPANT PO BOX 5681 RIVERSIDE, CA 92517	ADRIAN M RODRIGUEZ OR CURRENT OCCUPANT 33070 WASHINGTON ST LAKE ELSINORE, CA 92530
LUIS ENRIQUE TREJOS OR CURRENT OCCUPANT 28761 ESCALONA DR MISSION VIEJO, CA 92692	BIBLE MISSIONARY CH OF SANTA FE SPRINGS INC OR CURRENT OCCUPANT 30830 RIVERSIDE DR LAKE ELSINORE, CA 92530	BIBLE MISSIONARY CH OF SANTA FE SPRINGS INC OR CURRENT OCCUPANT 30830 RIVERSIDE ST LAKE ELSINORE, CA 92530
JOSEPH A LACAYO OR CURRENT OCCUPANT PO BOX 1301 WILDOMAR, CA 92595	CHARLES E & EDITH C BRAY OR CURRENT OCCUPANT 10051 SIGNET CIR HUNTINGTON BEACH, CA 92646	Y & K MANAGEMENT CO OR CURRENT OCCUPANT 12365 CENTRAL AVE CHINO, CA 91710
SAUL BRANDMAN FOUNDATION OR CURRENT OCCUPANT 9595 WILSHIRE BLV #511 BEVERLY HILLS, CA 90212	AGNES ANN MADRIGAL OR CURRENT OCCUPANT 30900 WISCONSIN ST LAKE ELSINORE, CA 92530	DANNY CARL CORYELL OR CURRENT OCCUPANT 418 E 22ND ST SANTA ANA, CA 92706

DAVID SCHIRO OR CURRENT OCCUPANT 30820 WISCONSIN ST LAKE ELSINORE, CA 92530	ROBERT B SMITH OR CURRENT OCCUPANT 30800 WISCONSIN ST LAKE ELSINORE, CA 92530	JAMES L & ROSA ELIA HUNT OR CURRENT OCCUPANT 30760 WISCONSIN ST LAKE ELSINORE, CA 92530
AMORE ENTERPRISES INC OR CURRENT OCCUPANT PO BOX 10 TEMECULA, CA 92593	DSGS INC OR CURRENT OCCUPANT 16820 LAKESHORE DR LAKE ELSINORE, CA 92530	ABS CA O OR CURRENT OCCUPANT PO BOX 990 MINNEAPOLIS, MN 55440
SUNWOOD LAKEVIEW OR CURRENT OCCUPANT 10035 CARROLL CANYON NO A SAN DIEGO, CA 92313	SOUTHERN CALIFORNIA EDISON CO OR CURRENT OCCUPANT 2 INNOVATION WAY POMONA, CA 91768	HINES NURSERIES INC OR CURRENT OCCUPANT 22941 MILL CREEK DR LAGUNA HILLS, CA 92653
LAKE ELSINORE UNIFIED SCHOOL DIST OR CURRENT OCCUPANT 420 E LAKESHORE DR LAKE ELSINORE, CA 92530	PROFESSIONAL SMALL BUSINESS INV CO OR CURRENT OCCUPANT PO BOX 480534 LOS ANGELES, CA 90048	BUTTERFIELD VILLAGE ASSET PARTNERS OR CURRENT OCCUPANT PO BOX 2308 LAGUNA HILLS, CA 92654
CP LAKE ELSINORE 130 OR CURRENT OCCUPANT 10232 DONNER PASS #4 TRUCKEE, CA 96161	JUNFENG ZHU OR CURRENT OCCUPANT 23650 JUSTICE ST WEST HILLS, CA 91304	EBRAHIM & GILA MAHGEREFTEH OR CURRENT OCCUPANT 9671 NETHERWAY DR HUNTINGTON BEACH, CA 92646
MARK A & FAITH M KELSEY OR CURRENT OCCUPANT 32905 MACY ST LAKE ELSINORE, CA 92530	CHIN PI WU OR CURRENT OCCUPANT 34221 TRAMPINI COMMON FREMONT, CA 94555	GLENN & JENNIE OSMENT OR CURRENT OCCUPANT 30872 VIA BONICA LAKE ELSINORE, CA 92530
ELSINORE LAKE SHORE OR CURRENT OCCUPANT PO BOX 118 SAN JUAN CAPISTRANO, CA 92693	ROADRUNNER RV PARK OR CURRENT OCCUPANT PO BOX 86 LAKE ELSINORE, CA 92531	LAKESHORE PLAZA OR CURRENT OCCUPANT 8558 CHALMIN DR #401 LOS ANGELES, CA 90035
LAKESIDE POINTE OR CURRENT OCCUPANT 27708 JEFFERSON #200 TEMECULA, CA 92590	CITY OF LAKE ELSINORE OR CURRENT OCCUPANT 130 S MAIN ST LAKE ELSINORE, CA 92530	JENNIFER CHIENG FEN CHEN OR CURRENT OCCUPANT 606 N 1ST ST SAN JOSE, CA 95112
LUMOS COMM OR CURRENT OCCUPANT 2618 SAN MIGUEL NO #503 NEWPORT BEACH, CA 92660	OUTHOUSE INC OR CURRENT OCCUPANT 9140 ROSE ST BELLFLOWER, CA 90706	MANHONG & CAROLINE YOUNG HEE HAN OR CURRENT OCCUPANT 22 PARMA IRVINE, CA 92602

LMV I AFFORDABLE OR CURRENT
OCCUPANT
100 SPECTRUM CENTER DR
IRVINE, CA 92618

MICHAEL & AMY NEJAD OR
CURRENT OCCUPANT
36353 PASEO DEL SOL
CATHEDRAL CITY, CA 92234

RICHARD H WESSELINK OR
CURRENT OCCUPANT
26400 LA ALAMEDA NO #207
MISSION VIEJO, CA 92691

LAKE PARK RV RESORT OR
CURRENT OCCUPANT
900 SKOKIE BLVD
NORTHBROOK, IL 60062

CHARLES H & PATRICIA A
PEARSON OR CURRENT
OCCUPANT
17075 MULTIVIEW
PERRIS, CA 92570

BROOKSTONE LANDING INC
OR CURRENT OCCUPANT
171 B AVENIDA VAQUERO
SAN CLEMENTE, CA 92672

WILLIAM & HELEN RAHE OR
CURRENT OCCUPANT
42820 JOSHUA TREE CT
MURRIETA, CA 92562

CIRCLE K STORES INC OR
CURRENT OCCUPANT
255 E RINCON #100
CORONA, CA 92879

TSAI CAPITAL GROUP OR
CURRENT OCCUPANT
1110 FULLERTON RD
CITY OF INDUSTRY, CA 91748

KATIE SHOVERS OR CURRENT
OCCUPANT
1420 IROQUOIS AVE
LONG BEACH, CA 90815

MARK & LARRY MAC SMITH OR
CURRENT OCCUPANT
PO BOX 1229
WILDOMAR, CA 92595

THANIK & PLOY
NITHIPHANTHAWONG OR
CURRENT OCCUPANT
772 ROBIN DR
LAKE ELSINORE, CA 92530

MIGUEL ANGEL & RUBY FLORES
OR CURRENT OCCUPANT
16919 BELLE AVE
LAKE ELSINORE, CA 92530

JOSE ANGEL S GUTIERREZ OR
CURRENT OCCUPANT
782 ROBIN DR
LAKE ELSINORE, CA 92530

JUAN MANUEL MERCADO OR
CURRENT OCCUPANT
784 ROBIN DR
LAKE ELSINORE, CA 92530

ROBERT & KAYLEAN MAY OR
CURRENT OCCUPANT
31308 DURNEY CT
TEMECULA, CA 92591

CUONG DINH NGUYEN OR
CURRENT OCCUPANT
12071 MYRON TRAPP DR
GARDEN GROVE, CA 92840

ROY B & KRISTY A NEILSON
OR CURRENT OCCUPANT
1237 S VICTORIA AVE #442
OXNARD, CA 93035

CORY C HOOVER OR CURRENT
OCCUPANT
804 ROBIN DR
LAKE ELSINORE, CA 92530

SELWAN J & NATALEE
MAKSOOD OR CURRENT
OCCUPANT
2274 STONYBROOK WAY
PERRIS, CA 92571

GILDARDO SERNA OR
CURRENT OCCUPANT
814 ROBIN DR
LAKE ELSINORE, CA 92530

ADRIAN HERNANDEZ OR
CURRENT OCCUPANT
10570 SPRUCE AVE
BLOOMINGTON, CA 92316

ROBERT H & LAI QING LIU
ZMYEWSKI OR CURRENT
OCCUPANT
PO BOX 1361
LAKE ELSINORE, CA 92531

LUIS M & MARIA E SERRATO
OR CURRENT OCCUPANT
832 ROBIN DR
LAKE ELSINORE, CA 92530

XENIA M JARAMILLO OR
CURRENT OCCUPANT
834 ROBIN DR
LAKE ELSINORE, CA 92530

EDGAR DELCID OR CURRENT
OCCUPANT
842 ROBIN DR
LAKE ELSINORE, CA 92530

JUAN ANTONIO & ADRIANA
GARCIA OR CURRENT
OCCUPANT
29051 PALM VIEW ST
LAKE ELSINORE, CA 92530

WARREN D & MARY E GADDY OR
CURRENT OCCUPANT
4642 KIMBERWICK CIR
IRVINE, CA 92604

MANUEL SOTO OR CURRENT
OCCUPANT
862 ROBIN DR
LAKE ELSINORE, CA 92530

YSABEL NAETZEL OR
CURRENT OCCUPANT
864 ROBIN DR
LAKE ELSINORE, CA 92530

FREDY BAJO OR CURRENT
OCCUPANT
872 ROBIN DR
LAKE ELSINORE, CA 92530

GUILLERMO ROBLES NUNEZ OR
CURRENT OCCUPANT
874 ROBIN DR
LAKE ELSINORE, CA 92530

JOSE A NARANJO OR
CURRENT OCCUPANT
882 ROBIN DR
LAKE ELSINORE, CA 92530

AGUSTIN MONGE OR CURRENT
OCCUPANT
884 ROBIN DR
LAKE ELSINORE, CA 92530

JUDITH D RAMOS OR CURRENT
OCCUPANT
16523 MANGO WAY
LAKE ELSINORE, CA 92530

NADEEM & SALEHA A SYED
OR CURRENT OCCUPANT
894 ROBIN DR
LAKE ELSINORE, CA 92530

MAZEN & ARSHAD M HAMIDEH
OR CURRENT OCCUPANT
641 SPRING BAYOU RD
MARKSVILLE, LA 71351

NELSON FAMILY LLC OR
CURRENT OCCUPANT
2425 GARRETSON AVE
CORONA, CA 92881

TUYEN & AI LIEN VAN
NGUYEN OR CURRENT
OCCUPANT
8171 E MARBLEHEAD WAY
ANAHEIM, CA 92808

MARK GORE OR CURRENT
OCCUPANT
CHILLIWACK BC
CANADA V2P6H5,

HEDGEMON REAL OR CURRENT
OCCUPANT
PO BOX 5232
RIVERSIDE, CA 92517

TOM CHEN OR CURRENT
OCCUPANT
15155 CAMPHOR WAY
LAKE ELSINORE, CA 92530

J C TUCKMAR OR CURRENT
OCCUPANT
27475 YNEZ RD #392
TEMECULA, CA 92591

PEGASUS FUND 3 OR CURRENT
OCCUPANT
1620 N PLACENTIA #100
PLACENTIA, CA 92870

LETICIA & RAUL RAMIREZ OR
CURRENT OCCUPANT
1495 MATEO ST
LOS ANGELES, CA 90021

RAMON A HERNANDEZ OR
CURRENT OCCUPANT
16693 JOY AVE
LAKE ELSINORE, CA 92530

ESPEY REALTY OR CURRENT
OCCUPANT
31120 RIVERSIDE DR
LAKE ELSINORE, CA 92530

JUAN J DE LA CRUZ OR
CURRENT OCCUPANT
211 S BIRCH ST
SANTA ANA, CA 92701

MIGUEL G & THEDORA S DIAZ OR
CURRENT OCCUPANT
31170 RIVERSIDE DR
LAKE ELSINORE, CA 92530

MIGUEL G & THEODORA S DIAZ
OR CURRENT OCCUPANT
31170 RIVERSIDE ST
LAKE ELSINORE, CA 92530

SAMIA PETER SABAT OR
CURRENT OCCUPANT
19511 TYLER RD
PERRIS, CA 92570

LUPE SEPULVEDA ROSAS OR
CURRENT OCCUPANT
2869 ARLINGTON AVE
RIVERSIDE, CA 92506

RALPH A & ELVIRA A
SEPULVEDA OR CURRENT
OCCUPANT
3593 BOND ST
SAN BERNARDINO, CA 92405

LUIS G LEON OR CURRENT
OCCUPANT
31179 WISCONSIN ST
LAKE ELSINORE, CA 92530

MIGUEL A ANGELES OR CURRENT
OCCUPANT
31193 WISCONSIN ST
LAKE ELSINORE, CA 92530

EVMWD OR CURRENT
OCCUPANT
31315 CHANEY ST
LAKE ELSINORE, CA 92530

MATTHEW R & CAROLINA
BURCHETTE OR CURRENT
OCCUPANT
31116 S WISCONSIN ST
LAKE ELSINORE, CA 92530

GRAHAM R & YVETTE A
BARDWELL OR CURRENT
OCCUPANT
31118 WISCONSIN ST
LAKE ELSINORE, CA 92530

AMANDA THIELHART OR
CURRENT OCCUPANT
31170 WISCONSIN ST
LAKE ELSINORE, CA 92530

ARAMPATH
GUNAWARDHANA OR
CURRENT OCCUPANT
4521 CAMPUS DR #377
IRVINE, CA 92612

TOM BAO & LINDA NGUYEN OR
CURRENT OCCUPANT
9542 ARELENE AVE
GARDEN GROVE, CA 92841

TOM BAO & LINDA NGUYEN OR
CURRENT OCCUPANT
9542 ARLENE AVE
GARDEN GROVE, CA 92841

RONALD W & OMA I SLAVICK
OR CURRENT OCCUPANT
1399 E VERSAILLES CT
BOISE, ID 83706

CHIN FU CHEN OR CURRENT
OCCUPANT
12 BAYPORTE
IRVINE, CA 92614

CATALINO R & DELPHINE C
VELASCO OR CURRENT
OCCUPANT
513 ELLIS ST
LAKE ELSINORE, CA 92530

DENNIS DEMONTIGNY OR
CURRENT OCCUPANT
32931 BLACKWELL BLVD
LAKE ELSINORE, CA 92530

DENNIS DEMONTIGNY OR
CURRENT OCCUPANT
32931 BLACKWELL BLV
LAKE ELSINORE, CA 92530

GAVISH ITZHAK MIDA OR
CURRENT OCCUPANT
36280 LIBERTY RD
MURRIETA, CA 92563

ROBERT S ROSAS OR
CURRENT OCCUPANT
31099 WISCONSIN ST
LAKE ELSINORE, CA 92530

PARMJIT S RANDHAWA OR
CURRENT OCCUPANT
3245 GARRETSON CIR
CORONA, CA 92881

ANDRES VELAZQUEZ OR
CURRENT OCCUPANT
31054 WISCONSIN ST
LAKE ELSINORE, CA 92530

ROBERT & ROSEMARY
HELLING OR CURRENT
OCCUPANT
343 WHITE FOX RUN
FALLBROOK, CA 92028

PAGE ANN CRAVEN OR CURRENT
OCCUPANT
31084 WISCONSIN ST
LAKE ELSINORE, CA 92530

SALVADOR SEPULVEDA OR
CURRENT OCCUPANT
31094 WISCONSIN ST
LAKE ELSINORE, CA 92530

LINO D & GENUINA
LOURENCO OR CURRENT
OCCUPANT
35752 JACK RABBIT LN
MURRIETA, CA 92563

JERRY & ANGELA SULLIVAN OR
CURRENT OCCUPANT
44625 SANDIA CREEK DR
TEMECULA, CA 92590

COLE FD PORTFOLIO V OR
CURRENT OCCUPANT
PO BOX 1017
CHARLOTTE, NC 28201

RUSSELL W & ROGER P MAY
OR CURRENT OCCUPANT
30371 SPRAY DR
CANYON LAKE, CA 92587

SCOTT C & ANITA M HADLEY OR
CURRENT OCCUPANT
31902 AVENIDA EVITA
SAN JUAN CAPISTRANO, CA 92675

MOHAMMED NAZRUL & MARIA
ISLAM OR CURRENT OCCUPANT
4637 GRAVEL ROCK ST
LAS VEGAS, NV 89031

GILBERT & MONICA L
RODRIGUEZ OR CURRENT
OCCUPANT
31120 FRASER DR
LAKE ELSINORE, CA 92530

FOUR CORNERS PLAZA OR CURRENT OCCUPANT 20651 PALOMAR ST LAKE ELSINORE, CA 92595	FOUR CORNERS PLAZA OR CURRENT OCCUPANT PO BOX 1649 WILDOMAR, CA 92595	BUNKEY VENTURES II OR CURRENT OCCUPANT 137 VIA HAVRE NEWPORT BEACH, CA 92663
STEVEN A & VICKI L HARTMAN OR CURRENT OCCUPANT 29052 NAVEL CT LAKE ELSINORE, CA 92530	DANIEL T & ROXANNE LONGTIN OR CURRENT OCCUPANT 16791 LAKESHORE DR LAKE ELSINORE, CA 92530	GUSTAVO ORTIZ CUEVAS OR CURRENT OCCUPANT 3501 EISENHOWER DR LAKE ELSINORE, CA 92530
RSC MARKETING & SALES INC OR CURRENT OCCUPANT PO BOX 310856 FONTANA, CA 92331	NORINE E MAY OR CURRENT OCCUPANT 29880 LONGHORN DR CANYON LAKE, CA 92587	JEFFREY T WHITE OR CURRENT OCCUPANT 3507 EISENHOWER DR LAKE ELSINORE, CA 92530
ELEAZAR & MARIA S RAMIREZ OR CURRENT OCCUPANT 3509 EISENHOWER DR LAKE ELSINORE, CA 92530	JUDITH G MADRIGAL OR CURRENT OCCUPANT 35885 TRABUCO RD #52 LAKE FOREST, CA 92630	GILBERT S & HENRIETTA H CARMONA OR CURRENT OCCUPANT 5286 NORCRIS LN YORBA LINDA, CA 92886
IMELDA GONZALEZ OR CURRENT OCCUPANT 1149 E 1ST ST TUSTIN, CA 92780	PAUL MERIPOL OR CURRENT OCCUPANT PO BOX 1022 SUNSET BEACH, CA 90742	ABEL & CINDY VARELA OR CURRENT OCCUPANT 3609 EISENHOWER DR LAKE ELSINORE, CA 92530
JENNIFFER RIVERA OR CURRENT OCCUPANT 3606 EISENHOWER DR LAKE ELSINORE, CA 92530	ARNOLDO LEONEL & MARIA ESTRADA OR CURRENT OCCUPANT 3604 EISENHOWER DR LAKE ELSINORE, CA 92530	ALEX GANG LI OR CURRENT OCCUPANT 4115 LIVE OAK LN YORBA LINDA, CA 92886
DANIELLE FRANCINE VICTOR OR CURRENT OCCUPANT 4645 CASSIOPE CT HEMET, CA 92545	JOSE DE JESUS & MARIA L ACEVEDO GODOY OR CURRENT OCCUPANT 3508 EISENHOWER DR LAKE ELSINORE, CA 92530	MEDARDO OSWALDO MONGE OR CURRENT OCCUPANT 3502 EISENHOWER DR LAKE ELSINORE, CA 92530
MARIO DELATORRE OR CURRENT OCCUPANT 15209 GRAND AVE LAKE ELSINORE, CA 92530	SMART OPTICS MEDITECH OR CURRENT OCCUPANT 40993 DIANA LN LAKE ELSINORE, CA 82532	JUAN CARLOS & MARIA GARCIA OR CURRENT OCCUPANT 3504 LAKE CREST DR LAKE ELSINORE, CA 92530
NORBERT BOGNER OR CURRENT OCCUPANT 3502 LAKE CREST DR LAKE ELSINORE, CA 92530	WILFREDO SANCHEZ OR CURRENT OCCUPANT 3500 LAKE CREST DR LAKE ELSINORE, CA 92530	ANDREW R & AUDREY L HURTADO OR CURRENT OCCUPANT 3498 LAKE CREST DR LAKE ELSINORE, CA 92530

DAVID R HICKS OR CURRENT OCCUPANT 3496 LAKE CREST DR LAKE ELSINORE, CA 92530	ROGELIO D & GRACIELA SANCHEZ OR CURRENT OCCUPANT 2425 S RITA WAY SANTA ANA, CA 92704	STEVEN W PRADO OR CURRENT OCCUPANT 3499 LAKE CREST DR LAKE ELSINORE, CA 92530
JAVIER L & ISIDRA D NAVA OR CURRENT OCCUPANT 3501 LAKE CREST DR LAKE ELSINORE, CA 92530	PAMELA A CONLEY OR CURRENT OCCUPANT 3503 LAKE CREST DR LAKE ELSINORE, CA 92530	HENRY & MARIA DELANO OR CURRENT OCCUPANT 3505 LAKE CREST DR LAKE ELSINORE, CA 92530
LAKE FRONT PARK VIEW PLAZA INC OR CURRENT OCCUPANT PO BOX 217 MONTEREY PARK, CA 91754	ALFONSO & HILDA BARAJAS OR CURRENT OCCUPANT 534 QUAIL DR LAKE ELSINORE, CA 92530	WEI LIANG OR CURRENT OCCUPANT 1005 HOLIDAY DR WEST COVINA, CA 91791
JAMES R & RENATE C WHITE OR CURRENT OCCUPANT 654 S OAK TREE DR COVINA, CA 91723	FELIX ROCHA LUNA OR CURRENT OCCUPANT 522 QUAIL DR LAKE ELSINORE, CA 92530	RICHARD GALL OR CURRENT OCCUPANT 514 QUAIL DR LAKE ELSINORE, CA 92530
LAURA H GONZALEZ OR CURRENT OCCUPANT 512 QUAIL DR LAKE ELSINORE, CA 92530	DAVID K KIDD BARRON OR CURRENT OCCUPANT 504 QUAIL DR LAKE ELSINORE, CA 92530	LAKE FRONT ELSINORE PLAZA OR CURRENT OCCUPANT 555 N VULCAN AVE ENCINITAS, CA 92024
SUNIL J & SONIA S SHAH OR CURRENT OCCUPANT 915 W LAS PALMAS DR FULLERTON, CA 92835	LAVONNE N CYPERT OR CURRENT OCCUPANT PO BOX 636 CORONA, CA 92878	JOHN E GAMBLE OR CURRENT OCCUPANT 20091 MT ISRAEL PL ESCONDIDO, CA 92029
LUIS M INGELS OR CURRENT OCCUPANT 15796 GRAND AVE LAKE ELSINORE, CA 92530	STEPHEN D & MARGARET J CESCOLINI OR CURRENT OCCUPANT 17615 FAN PALM LN RIVERSIDE, CA 92503	NICHOLE WILSON OR CURRENT OCCUPANT 32965 SERENA WAY LAKE ELSINORE, CA 92530
MARK ARTHUR MONY OR CURRENT OCCUPANT 32975 SERENA WAY LAKE ELSINORE, CA 92530	JEFFRIES LAKESIDE OR CURRENT OCCUPANT 17668 GRAND AVE LAKE ELSINORE, CA 92530	DOUGLAS E & CATHLEEN C LAUNCHBAUGH OR CURRENT OCCUPANT PO BOX 393 CAYUCOS, CA 93430
STEPHEN J & CINDY L DRISCOLL OR CURRENT OCCUPANT 32975 KEVIN PL LAKE ELSINORE, CA 92530	MADELENE LESIE OR CURRENT OCCUPANT 32976 SERENA WAY LAKE ELSINORE, CA 92530	STRONG FORT GROUP INC OR CURRENT OCCUPANT 567 MEADOW GROVE ST LA CANADA, CA 91011

ZAIREY INC OR CURRENT OCCUPANT 45 CINCH RD BELL CANYON, CA 91307	ORTEGA PLAZA OR CURRENT OCCUPANT 10665 WEATHER HILL CT SAN DIEGO, CA 92131	CLOVA JACKSON LASHA OR CURRENT OCCUPANT 15780 LAKE TERRACE DR LAKE ELSINORE, CA 92530
CHRIS A DARDEN OR CURRENT OCCUPANT 15790 LAKE TERRACE DR LAKE ELSINORE, CA 92530	KENNETH P & PATRICIA C FERGUSON OR CURRENT OCCUPANT 15800 LAKE TERRACE DR LAKE ELSINORE, CA 92530	JERRY F & MYRA G MATHER OR CURRENT OCCUPANT 1157 CAROWIND LN SAN DIEGO, CA 92131
DAVID & KATHLEEN LINDEMAN OR CURRENT OCCUPANT 33160 TRABUCO DR LAKE ELSINORE, CA 92530	TYJAE M SUMNER OR CURRENT OCCUPANT 33150 TRABUCO DR LAKE ELSINORE, CA 92530	RAFAEL & ANGELICA JIMENEZ OR CURRENT OCCUPANT 33140 TRABUCO DR LAKE ELSINORE, CA 92530
WILLIAM E & TARAH PEARGIN OR CURRENT OCCUPANT 33130 TRABUCO DR LAKE ELSINORE, CA 92530	MOISES LUNA SANCHEZ OR CURRENT OCCUPANT 33120 TRABUCO DR LAKE ELSINORE, CA 92530	FRANCISCO J & VIRGINIA R LEON OR CURRENT OCCUPANT 15781 LAKE TERRACE DR LAKE ELSINORE, CA 92530
JULIO BRAVO OR CURRENT OCCUPANT 5239 KLONDIKE AVE LAKE ELSINORE, CA 90712	JOSE VICENTE OCHOA OR CURRENT OCCUPANT 26435 WOODCREST LN SAN JUAN CAPISTRANO, CA 92675	RAUL & MARIA RAMIREZ OR CURRENT OCCUPANT 15800 LAGUNA AVE LAKE ELSINORE, CA 92530
JORGE & LORENA SORIA OR CURRENT OCCUPANT 15790 LAGUNA AVE LAKE ELSINORE, CA 92530	CBO OPERATIONS OR CURRENT OCCUPANT 1170 MARINE DR LAGUNA BEACH, CA 92651	CURRENT RESIDENT 16541 JOY ST LAKE ELSINORE, CA 92530
SIERRA REY OR CURRENT OCCUPANT 23361 EL TORO RD #202 LAKE FOREST, CA 92630	PLAZA MESA OR CURRENT OCCUPANT 23361 EL TORO #202 LAKE FOREST, CA 92630	LAZY E RANCH OR CURRENT OCCUPANT 20142 RIVERSIDE DR NEWPORT BEACH, CA 92660
STATE SCHOOL LANDS OR CURRENT OCCUPANT 1807 13TH ST SACRAMENTO, CA 95814	JEFFREY WANG OR CURRENT OCCUPANT 2026 S 6TH AVE ARCADIA, CA 91006	ALVARO GUILLEN OR CURRENT OCCUPANT 28471 LA PRADERA LAGUNA NIGUEL, CA 92677
HECTOR SALINAS OLIVERA OR CURRENT OCCUPANT PO BOX 1334 SAN JUAN CAPISTRANO, CA 92693	WILLIAM REED NICHOLS OR CURRENT OCCUPANT 32391 ORTEGA HWY LAKE ELSINORE, CA 92530	JACQUELINE AYER OR CURRENT OCCUPANT 2010 W AVE LANCASTER, CA 93536

DONNA J KIRK OR CURRENT
OCCUPANT
27703 ORTEGA HWY #108
SAN JUAN CAPISTRANO, CA 92675

CLAUDETTE J POOLE OR
CURRENT OCCUPANT
32540 EL CARISO RD
LAKE ELSINORE, CA 92530

TROY HAMPSON OR
CURRENT OCCUPANT
32451 EL CARISO RD
LAKE ELSINORE, CA 92530

CLAUDETTE J POOLE OR
CURRENT OCCUPANT
32450 EL CARISO RD
LAKE ELSINORE, CA 92530

MICHAEL JOHN MUENZER OR
CURRENT OCCUPANT
20891 RAINTREE LN
TRABUCO CANYON, CA 92679

CLARKE DEV INC OR
CURRENT OCCUPANT
PO BOX 2607
CAPISTRANO BEACH, CA
92624

MATTHEW R HOWE OR CURRENT
OCCUPANT
32443 ORTEGA HIGHWAY
LAKE ELSINORE, CA 92630

ROBERT & LINDA E G HOFFMAN
OR CURRENT OCCUPANT
32471 ORTEGA HWY
LAKE ELSINORE, CA 92530

SCOTT A BROWNSON OR
CURRENT OCCUPANT
32550 EL CARISO RD
LAKE ELSINORE, CA 92530

MARK & DAPHNE PRITIKIN
SHIPKEY OR CURRENT
OCCUPANT
32487 EL CARISO
LAKE ELSINORE, CA 92530

JAMES ROBERT GORSKI OR
CURRENT OCCUPANT
18 SAINT KITTS
DANA POINT, CA 92629

GAIL GASPAROVICH
WARNER OR CURRENT
OCCUPANT
32840 ORTEGA HWY
LAKE ELSINORE, CA 92530

DAVID ELMER FILLIS OR
CURRENT OCCUPANT
13770 MONTE VISTA RD
LAKE ELSINORE, CA 92530

GEORGE MELARA OR CURRENT
OCCUPANT
32693 ORTEGA HIGHWAY
LAKE ELSINORE, CA 92530

WILLIAM THOMAS & DIANA
CAROLINE POWELL OR
CURRENT OCCUPANT
1 SEPULVEDA
RANCHO SANTA
MARGARITA, CA 92688

CAPE VENTURES OR CURRENT
OCCUPANT
1585 TAHITI AVE
LAGUNA BEACH, CA 92651

HT PROP OR CURRENT
OCCUPANT
31902 AYD EVITA
SAN JUAN CAPISTRANO, CA
92675

CLARKE DEV INC OR
CURRENT OCCUPANT
32371 ALIPAZ ST #12
SAN JUAN CAPISTRANO, CA
92675

PAUL MCGINNIS OR CURRENT
OCCUPANT
32476 EL CARISO RD
LAKE ELSINORE, CA 92530

E V M W D OR CURRENT
OCCUPANT
33751 MISSION TRL
WILDOMAR, CA 92595

WILLIAM R & LUZ GLORIA P
LEVRIER OR CURRENT
OCCUPANT
32737 ORTEGA HWY
LAKE ELSINORE, CA 92530

KENNETH JAMES & POLENA B
SACKETT OR CURRENT
OCCUPANT
34799 ORTEGA
LAKE ELSINORE, CA 92530

GEORGE MELARA OR CURRENT
OCCUPANT
32693 EL CARISO RD
LAKE ELSINORE, CA 92530

RICHARD R ROBERTS OR
CURRENT OCCUPANT
32673 EL CARISO RD
LAKE ELSINORE, CA 92530

SHERI LOUISE & DANIEL EDWARD
WALDERMAN OR CURRENT
OCCUPANT
32535 EL CARISO RD
LAKE ELSINORE, CA 92530

ROBERT G & SANDRA Z
NICHOLSON OR CURRENT
OCCUPANT
13633 MONTE VISTA ST
LAKE ELSINORE, CA 92530

PATRICIA J & STEVEN C J
LOCKHART OR CURRENT
OCCUPANT
1828 AUTUMN SAGE AVE
NORTH LAS VEGAS, NV 89031

SABRINA NICOLICH OR CURRENT OCCUPANT 32694 ORTEGA HWY LAKE ELSINORE, CA 92530	JUAN ANTONIO REYNOSO OR CURRENT OCCUPANT 26541 VIA CUERVO MISSION VIEJO, CA 92691	PATRICIA F BEAUCHAMP OR CURRENT OCCUPANT 417 SHORE ACRES AVE NORTH KINGSTOWN, RI 2852
DONALD L & ANGELA BRISCO OR CURRENT OCCUPANT 32780 ORTEGA HWY LAKE ELSINORE, CA 92530	NICHOLAS BILLY OR CURRENT OCCUPANT 32764 ORTEGA HIGHWAY LAKE ELSINORE, CA 92530	SHANE TYSON WOOD OR CURRENT OCCUPANT 32750 ORTEGA HWY LAKE ELSINORE, CA 92530
SHANE WOOD OR CURRENT OCCUPANT 32750 ORTEGA HIGHWAY LAKE ELSINORE, CA 92530	REAL PHOENIX EXPERIMENT OR CURRENT OCCUPANT PO BOX 541 SAN JUAN CAPISTRANO, CA 92693	WARREN & JANIE MCLEAN OR CURRENT OCCUPANT 32522 ORTEGA HWY LAKE ELSINORE, CA 92530
HUNT INV OR CURRENT OCCUPANT 510 DOROTHY DR FULLERTON, CA 92831	KATHLEEN KWAN LAI PAYNE OR CURRENT OCCUPANT 4601 HAMPDEN RD CORONA DEL MAR, CA 92625	HELEN & DARYOUSH YAMTOOBIAN OR CURRENT OCCUPANT 2510 VISTA BAYA NEWPORT BEACH, CA 92660
WALLACE F NILSON OR CURRENT OCCUPANT 32895 ORTEGA HIGHWAY LAKE ELSINORE, CA 92530	J M & R WASKO OR CURRENT OCCUPANT 10203 OVERHILL DR SANTA ANA, CA 92705	GARY & ELENA MORRIS OR CURRENT OCCUPANT 31115 LANCASHIRE DR LAKE ELSINORE, CA 92530
JARNETTE JONES OLSEN OR CURRENT OCCUPANT 21700 OXNARD ST #400 WOODLAND HILLS, CA 91367	MICHAEL A LEIDELMEIJER OR CURRENT OCCUPANT 23409 ROGUE RIVER MURRIETA, CA 92562	STEPHEN L HUMPHREY OR CURRENT OCCUPANT 2186 MEYER PL COSTA MESA, CA 92627
BENJAMIN DEVORE OR CURRENT OCCUPANT 31975 ORTEGA HWY LAKE ELSINORE, CA 92530	JACQUELINE C BROWN OR CURRENT OCCUPANT 30959 DEL REY RD TEMECULA, CA 92591	EMMET T SHEAHAN OR CURRENT OCCUPANT 32107 ORTEGA HWY LAKE ELSINORE, CA 92530
AHMAD ANVARINEJAD OR CURRENT OCCUPANT 31984 ORTEGA HWY LAKE ELSINORE, CA 92530	WESTERN TEMPLE OR CURRENT OCCUPANT 853 E VALLEY BLV #200 SAN GABRIEL, CA 91776	CHARLES E LUCAS OR CURRENT OCCUPANT 3180 ORTEGA HWY LAKE ELSINORE, CA 92530
CHARLES EDWARD LUCAS OR CURRENT OCCUPANT 54 VIA DI ROMA WALK LONG BEACH, CA 90803	CHIH PING HSU OR CURRENT OCCUPANT 730 CANYON GARDEN LN ANAHEIM, CA 92808	RICHARD CARDIEL OR CURRENT OCCUPANT 22766 LA VINA DR MISSION VIEJO, CA 92691

RALPH A SCHWEITZER OR CURRENT OCCUPANT 2709 HARTWOOD DR FORT WORTH, TX 76109	TRIPOD INV OR CURRENT OCCUPANT 1718 WESTWOOD BLVD LOS ANGELES, CA 90024	THABARWA CENTER USA OR CURRENT OCCUPANT 16235 SOAPERRY LN FONTANA, CA 92336
ELSNORE NAVAL & MILITARY SCHOOL OR CURRENT OCCUPANT PO BOX 444 WILDOMAR, CA 92595	MOUNTAINSIDE MINISTRIES OR CURRENT OCCUPANT 30515 ORTEGA HIGHWAY LAKE ELSINORE, CA 92530	CARBON CANYON CHURCH OR CURRENT OCCUPANT 30515 ORTEGA HWY LAKE ELSINORE, CA 92530
FAR EASTERN GROUP PARTNERSHIP IV OR CURRENT OCCUPANT 20350 BICKFORD DR WALNUT, CA 91789	ALICE DING SAXON OR CURRENT OCCUPANT 2750 PLANO DR ROWLAND HEIGHTS, CA 91748	LAKE ELSINORE 133 OR CURRENT OCCUPANT 1 CORNSILK IRVINE, CA 92614
CASEY M & THERESA A GORDON OR CURRENT OCCUPANT 33325 BLANCHE DR LAKE ELSINORE, CA 92530	JUDITH ANN GUGLIELMANA OR CURRENT OCCUPANT 33367 BLANCHE DR LAKE ELSINORE, CA 92530	PUTHEAR V & SREYLACK C SOM OR CURRENT OCCUPANT 10406 CHESTNUT ST BELLFLOWER, CA 90706
JAMES M & BETTY A MARTIN OR CURRENT OCCUPANT 31103 RANCHO VIEJO #2175 SAN JUAN CAPISTRANO, CA 92675	STATE DEPT OF TRANSPORTATION OR CURRENT OCCUPANT 464 W 4TH ST SAN BERNARDINO, CA 92401	DOUGLAS MONTEITH OR CURRENT OCCUPANT 32150 ORTEGA HWY LAKE ELSINORE, CA 92530
JOHANN H & DARLENE J OUTHUIJSE OR CURRENT OCCUPANT 33410 GREENWOOD DR LAKE ELSINORE, CA 92530	GRAND AVENUE STORAGE OR CURRENT OCCUPANT 33033 RIVERSIDE DR LAKE ELSINORE, CA 92530	EMERICK M & SANDRA E MARZICOLA OR CURRENT OCCUPANT 855 BRADLEY ST RIVERSIDE, CA 92506
DAVID & ANA LILIA HERNANDEZ OR CURRENT OCCUPANT 1503 BENSON AVE ONTARIO, CA 91762	GABRIEL ALVAREZ GARCIA OR CURRENT OCCUPANT 542 3RD ST LAKE ELSINORE, CA 92530	GENERAL TELEPHONE CO OF CALIF OR CURRENT OCCUPANT PO BOX 152206 IRVING, TX 75015
ESVIN L AMBROCIO OR CURRENT OCCUPANT 270 E HILL ST LAKE ELSINORE, CA 92530	ROBERTO A DIAZ OR CURRENT OCCUPANT 33045 JAMIESON ST A LAKE ELSINORE, CA 92530	RUTH E SMITH OR CURRENT OCCUPANT 16390 GRAND AVE LAKE ELSINORE, CA 92530
RAUL C & LIDIA CORVERA OR CURRENT OCCUPANT 2430 VIA PACIFICA CORONA, CA 92882	ROBERT N CHADE OR CURRENT OCCUPANT PO BOX 7058 CAPISTRANO BEACH, CA 92624	RIVERSIDE COMMUNITY HOUSING CORP OR CURRENT OCCUPANT 5555 ARLINGTON AVE RIVERSIDE, CA 92504

PAUL DAVID KVERNES OR CURRENT OCCUPANT 5600 W LOVERS LN #377 DALLAS, TX 75209	BRIAN & MICHELE HURLEY OR CURRENT OCCUPANT 33040 JAMIESON ST LAKE ELSINORE, CA 92530	RAYMOND C & GAYLE J BRASGA OR CURRENT OCCUPANT 28779 BLUE LARKSPUR CT MURRIETA, CA 92563
JOSE MOLINA CORIA OR CURRENT OCCUPANT 26975 E RETIRO MISSION VIEJO, CA 92692	FRANCES T BOOTHE OR CURRENT OCCUPANT 4651 BROWNDER LN ROLLING HILLS EST, CA 90275	YANIRA ELIZABETH RAMIREZ OR CURRENT OCCUPANT 33011 FAIRVIEW ST LAKE ELSINORE, CA 92530
TED E & HELEN S LACY OR CURRENT OCCUPANT 2941 VIA DEL ROBLES FALLBROOK, CA 92028	LE INV OR CURRENT OCCUPANT 2618 SAN MIGUEL #503 NEWPORT BEACH, CA 92660	AZAM NAGEER OR CURRENT OCCUPANT 33075 HILL ST LAKE ELSINORE, CA 92530
STEVE & JEAN LIU EILERSEN OR CURRENT OCCUPANT PO BOX 2094 TEMECULA, CA 92593	PATRICIA GARCIA OR CURRENT OCCUPANT 29237 N POINTE ST LAKE ELSINORE, CA 92530	JORGE & GABRIELLA SALDANA OR CURRENT OCCUPANT PO BOX 277 MURRIETA, CA 92564
JORGE MORENO OR CURRENT OCCUPANT 33076 HILL ST LAKE ELSINORE, CA 92530	JOHN T RANKINS OR CURRENT OCCUPANT 2654 W HORIZON RIDGE HENDERSON, NV 89052	JUDY A LIPPOLD OR CURRENT OCCUPANT 33063 MACY ST LAKE ELSINORE, CA 92530
RUDY & MARY JO RAMIREZ OR CURRENT OCCUPANT 33051 MACY ST LAKE ELSINORE, CA 92530	J & R PIKOVER FAMILY TRUST OR CURRENT OCCUPANT 10171 BAYWOOD CT LOS ANGELES, CA 90077	JESSICA & OFELIA MARTINEZ OR CURRENT OCCUPANT 33050 LIME ST LAKE ELSINORE, CA 92530
WESTERN INTERNATIONAL DEV OR CURRENT OCCUPANT 6984 OVERLOOK TER ANAHEIM HILLS, CA 92807	PAUL A CARUSO OR CURRENT OCCUPANT PO BOX 616 WILDOMAR, CA 92595	HYUNG JIN JUNG OR CURRENT OCCUPANT 5551 MONTICELLO AVE BUENA PARK, CA 90621
AKBAR MOHAMMAD POUR OR CURRENT OCCUPANT 29 BEECHWOOD IRVINE, CA 92604	GREGORY & WENDY HUNTER OR CURRENT OCCUPANT 127 S RIOS AVE SOLANA BEACH, CA 92075	BETTY R PEREBZAK OR CURRENT OCCUPANT 24193 HARBOR RIDGE LN LAKE FOREST, CA 92630
WILLIAM T & AUDREY D COSTON OR CURRENT OCCUPANT 33480 MEGAN CT LAKE ELSINORE, CA 92530	DONNA A DAPREMONT OR CURRENT OCCUPANT 33470 MEGAN CT LAKE ELSINORE, CA 92530	DAVID C JOHNSON OR CURRENT OCCUPANT 33460 MEGAN CT LAKE ELSINORE, CA 92530

BRENT V & DIANE E DAHLITZ OR
CURRENT OCCUPANT
33450 MEGAN CT
LAKE ELSINORE, CA 92530

SUSANNA THAM OR CURRENT
OCCUPANT
33440 MEGAN CT
LAKE ELSINORE, CA 92530

PHUONG T PHAM OR
CURRENT OCCUPANT
7955 E CHESHIRE RD
ORANGE, CA 92867

SHARON RAUSTADT OR CURRENT
OCCUPANT
33420 MEGAN CT
LAKE ELSINORE, CA 92530

MARIO & PATRICIA OROPEZA OR
CURRENT OCCUPANT
33425 MARIA CT
LAKE ELSINORE, CA 92530

JOSEPH EGAN OR CURRENT
OCCUPANT
33435 MARIA CT
LAKE ELSINORE, CA 92530

JOSE LUIS & ANA M HERNANDEZ
OR CURRENT OCCUPANT
33445 MARIA CT
LAKE ELSINORE, CA 92530

TONY M & EDITH J BARNES OR
CURRENT OCCUPANT
33455 MARIA CT
LAKE ELSINORE, CA 92530

PAUL D AYER OR CURRENT
OCCUPANT
2131 ENTRADA PARAISO
SAN CLEMENTE, CA 92672

ESTHER PEREZ OR CURRENT
OCCUPANT
33475 MARIA CT
LAKE ELSINORE, CA 92530

NING KANG OR CURRENT
OCCUPANT
33485 MARIA CT
LAKE ELSINORE, CA 92530

BINH V NGUYEN OR
CURRENT OCCUPANT
33495 MARIA CT
LAKE ELSINORE, CA 92530

MPM CONST SERVICES OR
CURRENT OCCUPANT
PO BOX 1136
CAMARILLO, CA 93011

DAVID G KINCER OR CURRENT
OCCUPANT
33470 MARIA CT
LAKE ELSINORE, CA 92530

MARVELLA LOUISE WATERS
OR CURRENT OCCUPANT
7731 TRASK AVE #711
WESTMINSTER, CA 92683

MARIA C LOZA OR CURRENT
OCCUPANT
33450 MARIA CT
LAKE ELSINORE, CA 92530

ERIC R & ANA LAURA MENDOZA
OR CURRENT OCCUPANT
33440 MARIA CT
LAKE ELSINORE, CA 92530

ARMANDO G & ALICIA
CONTRERAS OR CURRENT
OCCUPANT
33430 MARIA CT
LAKE ELSINORE, CA 92530

EUGENE BLAKE & CHRISTINE
MARIE FAMBROUGH OR
CURRENT OCCUPANT
33420 MARIA CT
LAKE ELSINORE, CA 92530

NARCISO MEDRANO OR
CURRENT OCCUPANT
33410 MARIA CT
LAKE ELSINORE, CA 92530

ELVIRA OLIVIA HUNTSMAN
OR CURRENT OCCUPANT
15800 HALF MOON DR
LAKE ELSINORE, CA 92530

ROBERT P & BRENDA S STOCK OR
CURRENT OCCUPANT
15790 HALF MOON DR
LAKE ELSINORE, CA 92530

PATRICIA R BLINN OR CURRENT
OCCUPANT
1647 RICHARD PL
ANAHEIM, CA 92802

DALE S BENSON OR
CURRENT OCCUPANT
33080 MOLLY CT
LAKE ELSINORE, CA 92530

MARTIN GUILLERMO & JOHANNA
JOBETH MONTOYA OR CURRENT
OCCUPANT
33090 MOLLY CT
LAKE ELSINORE, CA 92530

GINA MCNEIL OR CURRENT
OCCUPANT
32221 ALIPAZ ST #161
SAN JUAN CAPISTRANO, CA
92675

CLAUDE C & BETTY F DAVIS
OR CURRENT OCCUPANT
33110 MOLLY CT
LAKE ELSINORE, CA 92530

KATHLEEN L SILLA OR CURRENT OCCUPANT 33465 MEGAN CT LAKE ELSINORE, CA 92530	JOSEPH S & MARIA ELENA ESGUERRA OR CURRENT OCCUPANT 33105 TRABUCO DR LAKE ELSINORE, CA 92530	BRIAN TIOSECO OR CURRENT OCCUPANT 33095 TRABUCO DR LAKE ELSINORE, CA 92530
BRIAN C JOHNSON OR CURRENT OCCUPANT 33085 TRABUCO DR LAKE ELSINORE, CA 92530	DAVID THOMAS & LUCY A MORRIS OR CURRENT OCCUPANT 33080 TRABUCO DR LAKE ELSINORE, CA 92530	CARMEL DYER OR CURRENT OCCUPANT 1403 E BAY AVE NEWPORT BEACH, CA 92661
FELIPE & LUCIA GALINDO OR CURRENT OCCUPANT 33100 TRABUCO DR LAKE ELSINORE, CA 92530	RYAN & DANIELLE L CATTON OR CURRENT OCCUPANT 33110 TRABUCO DR LAKE ELSINORE, CA 92530	AT & SF RR OR CURRENT OCCUPANT 740 E CARNEGIE DR SAN BERNARDINO, CA 92408
CURRENT OCCUPANT 39251 ORTEGA HW SAN JUAN CAPISTRANO, CA	CURRENT OCCUPANT 29960 RIVERSIDE ST LAKE ELSINORE, CA 92530	CURRENT OCCUPANT 29940 ILLINOIS ST LAKE ELSINORE, CA 92530
CURRENT OCCUPANT 2990 ILLINOIS ST LAKE ELSINORE, CA 92530	CURRENT OCCUPANT 29920 ILLINOIS ST LAKE ELSINORE, CA 92530	CURRENT OCCUPANT 30170 RIVERSIDE ST LAKE ELSINORE, CA 92530
CURRENT OCCUPANT 30345 ILLINOIS ST LAKE ELSINORE, CA 92530	CURRENT OCCUPANT 30097 ILLINOIS ST LAKE ELSINORE, CA 92530	CURRENT OCCUPANT 30115 ILLINOIS ST LAKE ELSINORE, CA 92530
CURRENT OCCUPANT 30109 ILLINOIS ST LAKE ELSINORE, CA 92530	CURRENT OCCUPANT 12531 PALM ST LAKE ELSINORE, CA 92530	CURRENT OCCUPANT 29151 RIVERSIDE DR LAKE ELSINORE, CA 92530
CURRENT OCCUPANT 18282 COLLIER AVE LAKE ELSINORE, CA 92530	CURRENT OCCUPANT 18248 COLLIER AVE LAKE ELSINORE, CA 92530	CURRENT OCCUPANT 18284 COLLIER AVE LAKE ELSINORE, CA 92530
CURRENT OCCUPANT 18288 COLLIER AVE LAKE ELSINORE, CA 92530	CURRENT OCCUPANT 18296 COLLIER AVE LAKE ELSINORE, CA 92530	CURRENT OCCUPANT 18289 COLLIER AVE LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18294 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
22674 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18171 COLLIER ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18301 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
29370 HUNCO WAY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18261 COLLIER AVE
LAKE ELSINORE, CA 92532

CURRENT OCCUPANT
18285 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18283 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18287 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18295 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18291 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18123 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
17666 STRICKLAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
600 CENTRAL AVE #H
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
600 CENTRAL AVE #G
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
600 CENTRAL AVE #F
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
600 CENTRAL AVE #E
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
600 CENTRAL AVE #D
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
600 CENTRAL AVE #C
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
29301 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
17999 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
17201 SHRIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
17185 SHRIER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
17200 SHRIER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
17259 SHRIER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
17359 SHRIER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
16921 HOLBOROW AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30713 RIVERSIDE DR #202
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30801 WISCONSIN ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30850 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
16898 RICE RD
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30880 WISCONSIN ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30840 WISCONSIN ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
16830 LAKESHORE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30901 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32900 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15524 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15562 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32989 MACY ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15410 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32700 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32500 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32391 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32310 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32209 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32211 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15209 LINCOLN ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31750 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31650 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31461 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31495 RIVERSIDE DR
LAKE ELSINORE, CA 92532

CURRENT OCCUPANT
31401 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31361 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
774 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
792 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
794 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
802 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
812 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
822 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
824 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
844 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
852 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
854 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
892 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31741 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31737 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31735 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31733 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31510 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31502 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31628 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31140 RIVERSIDE ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
16774 LEHR ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31109 WISCONSIN ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31116 WISCONSIN ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31172 WISCONSIN ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31064 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
16873 LAKESHORE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
16881 LAKESHORE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31057 WISCONSIN ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
16851 LAKESHORE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31078 WISCONSIN ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31176 FRASER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31253 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31255 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31257 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31140 FRASER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31121 RIVERSIDE ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31115 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31089 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31151 RIVERSIDE AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
16790 SAINT CHARLES PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3503 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3505 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3601 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3603 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3605 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3607 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3602 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3600 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3506 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3504 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3500 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32281 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3497 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31725 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
532 QUAIL DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
524 QUAIL DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31681 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31701 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15658 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15682 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15712 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15788 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32985 SERENA WAY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15890 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33170 TRABUCO DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15791 LAKE TERRACE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15801 LAKE TERRACE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
34421 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
34040 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
34421 ORTEGA HIGHWAY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32403 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32405 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32411 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33700 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32470 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32443 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32457 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32464 EL CARISO RD
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32485 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32463 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32699 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32493 EL CARISO RD
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32490 EL CARISO
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32507 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32597 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32685 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32692 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32696 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32738 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32800 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32536 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32640 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32770 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32895 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31805 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31835 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31991 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31840 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30751 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30700 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31973 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31981 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31989 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31997 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32005 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32017 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32029 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32041 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32053 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32065 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32077 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32089 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32101 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32113 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32125 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32137 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32149 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32161 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32173 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32185 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32197 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32209 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32221 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32233 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32245 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32257 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32269 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32281 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32293 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32305 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32317 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32329 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
16032 RHONDA RD
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32324 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32312 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32288 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32276 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32341 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32353 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32365 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32337 SHORELINE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33037 EL CONTENTO DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33041 EL CONTENTO DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33047 EL CONTENTO DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33053 EL CONTENTO DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33113 EL CONTENTO DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33050 EL CONTENTO DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15353 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33045 JAMIESON ST #A
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33051 JAMIESON ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33035 JAMIESON ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33025 JAMIESON ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15373 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33091 FAIRVIEW ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33050 JAMIESON ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33033 FAIRVIEW ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15403 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33027 HILL ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33033 HILL ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33057 HILL ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15485 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15519 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33033 LIME ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33032 HILL ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33056 HILL ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33055 LIME ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15573 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33027 MACY ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33062 LIME ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32170 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32194 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33430 MEGAN CT
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33465 MARIA CT
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33460 MARIA CT
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15780 HALF MOON DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33100 MOLLY CT
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33115 TRABUCO DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33090 TRABUCO DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31275 FRASER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17415 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17380 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17370 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17341 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17345 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17333 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17276 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17266 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17032 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17249 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17201 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17200 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
30181 RIVERSIDE DR APT B
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
30181 RIVERSIDE DR APT C
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
30181 RIVERSIDE DR APT A
LAKE ELSINORE, CA 92530

BUSINESS OWNER
30713 RIVERSIDE DR STE 101
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3506 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3508 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3510 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3512 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3514 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3516 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3518 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3520 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3522 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3524 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3526 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3528 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3530 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3532 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3534 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3536 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3538 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3540 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3550 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3570 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3580 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3590 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3608 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3700 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3702 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3704 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3706 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3708 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3709 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3707 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3705 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3703 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3701 EISENHOWER DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32391 RIVERSIDE DR STE 6
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32391 RIVERSIDE DR STE 8
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32391 RIVERSIDE DR STE 9
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32391 RIVERSIDE DR STE 13
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32391 RIVERSIDE DR STE 17
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32391 RIVERSIDE DR STE 14
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32391 RIVERSIDE DR STE 15
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32391 RIVERSIDE DR STE 16
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32397 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32593 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33077 EL CONTENTO DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33025 JAMIESON ST APT A
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33025 JAMIESON ST APT B
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33035 JAMIESON ST APT A
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33035 JAMIESON ST APT B
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33045 JAMIESON ST APT A
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33045 JAMIESON ST APT B
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33060 JAMIESON ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33050 JAMIESON ST APT B
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33050 JAMIESON ST APT A
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33040 JAMIESON ST APT A
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33040 JAMIESON ST APT B
LAKE ELSINORE, CA 92530

BUSINESS OWNER
15403 GRAND AVE STE 9
LAKE ELSINORE, CA 92530

BUSINESS OWNER
15403 GRAND AVE STE 10
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33051 FAIRVIEW ST APT A
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33051 FAIRVIEW ST APT B
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33051 FAIRVIEW ST APT C
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33051 FAIRVIEW ST APT D
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33051 FAIRVIEW ST APT E
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33051 FAIRVIEW ST APT F
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33051 FAIRVIEW ST APT G
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33051 FAIRVIEW ST APT H
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33084 HILL ST
LAKE ELSINORE, CA 92530

BUSINESS OWNER
15572 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15546 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 89
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 88
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 87
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 86
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 85
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 84
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 83
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 102
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 100
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 98
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 96
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 94
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 92
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 90
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 91
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 93
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 95
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 97
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 99
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 101
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 103
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 134
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 132
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 130
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 128
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 126
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 124
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 122
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 146
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 144
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 142
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 140
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 138
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 136
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 105
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 107
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 109
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 111
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 113
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 116
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 114
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 112
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 110
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 108
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 106
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 104
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 82A
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32900 RIVERSIDE DR OFC
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 120
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 119
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 117
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 77
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 78
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 79
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 80
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 81
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 82
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 115
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 76
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 75
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 74
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 73
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 72
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 71
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 70
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 69
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 68
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 67
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 21
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 20
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 18
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 14
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 16
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 66
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 46
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 65
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 47
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 64
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 48
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 63
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 62
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 61
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 49
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 50
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 60
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 51
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 59
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 52
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 54
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 53
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 58
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 57
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 55
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 56
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 36
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 37
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 35
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 38
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 33
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 34
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 39
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 40
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 31
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 32
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 41
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 42
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 30
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 29
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 43
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 44
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 45
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 8
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 13
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 12
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 10
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 28
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 7
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 5
LAKE ELSINORE, CA 92530

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LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 3
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 2
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 1
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 6
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 27
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 26
LAKE ELSINORE, CA 92530

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LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 22
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 1
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 2
LAKE ELSINORE, CA 92530

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32310 RIVERSIDE DR SPC 3
LAKE ELSINORE, CA 92530

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32310 RIVERSIDE DR SPC 4
LAKE ELSINORE, CA 92530

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32310 RIVERSIDE DR SPC 5
LAKE ELSINORE, CA 92530

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32310 RIVERSIDE DR SPC 6
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32310 RIVERSIDE DR SPC 7
LAKE ELSINORE, CA 92530

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32310 RIVERSIDE DR SPC 8
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32310 RIVERSIDE DR SPC 9
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32310 RIVERSIDE DR SPC 10
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32310 RIVERSIDE DR SPC 11
LAKE ELSINORE, CA 92530

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32310 RIVERSIDE DR SPC 12
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32310 RIVERSIDE DR SPC 13
LAKE ELSINORE, CA 92530

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32310 RIVERSIDE DR SPC 14
LAKE ELSINORE, CA 92530

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32310 RIVERSIDE DR SPC 15
LAKE ELSINORE, CA 92530

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32310 RIVERSIDE DR SPC 29
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 30
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 31
LAKE ELSINORE, CA 92530

BUSINESS OWNER
15887 GRAND AVE
LAKE ELSINORE, CA 92530

BUSINESS OWNER
15883 GRAND AVE
LAKE ELSINORE, CA 92530

BUSINESS OWNER
15891 GRAND AVE STE C
LAKE ELSINORE, CA 92530

BUSINESS OWNER
15891 GRAND AVE STE D
LAKE ELSINORE, CA 92530

BUSINESS OWNER
15891 GRAND AVE STE B
LAKE ELSINORE, CA 92530

BUSINESS OWNER
15891 GRAND AVE STE A
LAKE ELSINORE, CA 92530

BUSINESS OWNER
15891 GRAND AVE STE 2
LAKE ELSINORE, CA 92530

BUSINESS OWNER
15891 GRAND AVE STE 3
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15758 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15754 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32966 SERENA WAY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32956 SERENA WAY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32946 SERENA WAY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32936 SERENA WAY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32926 SERENA WAY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32916 SERENA WAY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32906 SERENA WAY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15798 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15816 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15814 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15812 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15716 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 1
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 4
LAKE ELSINORE, CA 92530

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15682 GRAND AVE SPC 5
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15682 GRAND AVE SPC 38
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15682 GRAND AVE SPC 39
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15682 GRAND AVE SPC 40
LAKE ELSINORE, CA 92530

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15682 GRAND AVE SPC 41
LAKE ELSINORE, CA 92530

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15682 GRAND AVE SPC 42
LAKE ELSINORE, CA 92530

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15682 GRAND AVE SPC 43
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15682 GRAND AVE SPC 44
LAKE ELSINORE, CA 92530

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15682 GRAND AVE SPC 45
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 46
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 47
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 48
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 50
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32333 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32451 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32693 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32487A ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32487 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
13820 LOS ROBLES RD
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32490 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32673 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32476 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32550 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32840 ORTEGA HWY APT A
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32840 ORTEGA HWY APT B
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32840 ORTEGA HWY APT C
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32675 ORTEGA HWY
LAKE ELSINORE, CA 92530

BUSINESS OWNER
39251 ORTEGA HWY
LAKE ELSINORE, CA 92530

BUSINESS OWNER
34950 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
35728 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33295 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33294 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33293 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33291 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33289 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33285 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33280 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33281 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33283 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33288 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32690 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32692 1/2 ORTEGA HWY
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32353 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32140 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33088 LIME ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33074 LIME ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33075 MACY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33089 MACY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33103 MACY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33115 MACY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33129 MACY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33137 MACY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15770 LAKE TERRACE DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15760 LAKE TERRACE DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15750 LAKE TERRACE DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15780 LAGUNA AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15770 LAGUNA AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15760 LAGUNA AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15750 LAGUNA AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
803 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
805 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
813 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
815 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
823 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
825 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
833 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
835 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
883 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
885 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
893 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
895 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15193 LINCOLN ST APT A
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15193 LINCOLN ST APT B
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15193 LINCOLN ST APT C
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15193 LINCOLN ST APT D
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15193 LINCOLN ST APT E
LAKE ELSINORE, CA 92530

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15193 LINCOLN ST APT F
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15193 LINCOLN ST APT G
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15193 LINCOLN ST APT H
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15193 LINCOLN ST APT I
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15193 LINCOLN ST APT J
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15193 LINCOLN ST APT K
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15193 LINCOLN ST APT L
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15193 LINCOLN ST APT M
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15193 LINCOLN ST APT N
LAKE ELSINORE, CA 92530

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15193 LINCOLN ST APT O
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15193 LINCOLN ST APT P
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15191 LINCOLN ST APT A
LAKE ELSINORE, CA 92530

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15191 LINCOLN ST APT B
LAKE ELSINORE, CA 92530

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15191 LINCOLN ST APT C
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15191 LINCOLN ST APT O
LAKE ELSINORE, CA 92530

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15191 LINCOLN ST APT P
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15189 LINCOLN ST APT A
LAKE ELSINORE, CA 92530

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15189 LINCOLN ST APT B
LAKE ELSINORE, CA 92530

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15189 LINCOLN ST APT C
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LAKE ELSINORE, CA 92530

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15189 LINCOLN ST APT M
LAKE ELSINORE, CA 92530

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15189 LINCOLN ST APT N
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15189 LINCOLN ST APT O
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15189 LINCOLN ST APT P
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
961 FLANNERY ST APT A
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
961 FLANNERY ST APT B
LAKE ELSINORE, CA 92530

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961 FLANNERY ST APT C
LAKE ELSINORE, CA 92530

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961 FLANNERY ST APT O
LAKE ELSINORE, CA 92530

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961 FLANNERY ST APT P
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
951 FLANNERY ST APT A
LAKE ELSINORE, CA 92530

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951 FLANNERY ST APT B
LAKE ELSINORE, CA 92530

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951 FLANNERY ST APT C
LAKE ELSINORE, CA 92530

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951 FLANNERY ST APT D
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951 FLANNERY ST APT E
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951 FLANNERY ST APT F
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951 FLANNERY ST APT G
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951 FLANNERY ST APT H
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951 FLANNERY ST APT I
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951 FLANNERY ST APT J
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951 FLANNERY ST APT K
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951 FLANNERY ST APT L
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951 FLANNERY ST APT M
LAKE ELSINORE, CA 92530

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951 FLANNERY ST APT N
LAKE ELSINORE, CA 92530

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951 FLANNERY ST APT O
LAKE ELSINORE, CA 92530

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951 FLANNERY ST APT P
LAKE ELSINORE, CA 92530

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941 FLANNERY ST APT A
LAKE ELSINORE, CA 92530

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941 FLANNERY ST APT B
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941 FLANNERY ST APT C
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LAKE ELSINORE, CA 92530

CURRENT RESIDENT
941 FLANNERY ST APT G
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
941 FLANNERY ST APT H
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT A1
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT A2
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT A3
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT A4
LAKE ELSINORE, CA 92530

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32209 RIVERSIDE DR APT A5
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT A6
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT A7
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT A8
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT B1
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT B2
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LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT K8
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32209 RIVERSIDE DR OFC
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
30885 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
30801 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
30769 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
30754 ILLINOIS ST
LAKE ELSINORE, CA 92530

BUSINESS OWNER
30870 RIVERSIDE DR STE B3
LAKE ELSINORE, CA 92530

BUSINESS OWNER
30870 RIVERSIDE DR STE B1
LAKE ELSINORE, CA 92530

BUSINESS OWNER
30850 RIVERSIDE DR STE A1
LAKE ELSINORE, CA 92530

BUSINESS OWNER
30850 RIVERSIDE DR STE A3
LAKE ELSINORE, CA 92530

BUSINESS OWNER
30850 RIVERSIDE DR STE A5
LAKE ELSINORE, CA 92530

BUSINESS OWNER
30850 RIVERSIDE DR STE A6
LAKE ELSINORE, CA 92530

BUSINESS OWNER
30850 RIVERSIDE DR STE A7
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
30170 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
30040 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
30070 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
29960 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
29900 ILLINOIS ST
LAKE ELSINORE, CA 92530

BUSINESS OWNER
16831 LAKESHORE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
16800 LAKESHORE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31085 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31087 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
16790 SAINT CHARLES STE A
LAKE ELSINORE, CA 92530

BUSINESS OWNER
16790 SAINT CHARLES STE B
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31281 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31401 RIVERSIDE DR STE B
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31401 RIVERSIDE DR STE A
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31385 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31375 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31461 RIVERSIDE DR STE A
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31461 RIVERSIDE DR STE D
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31681 RIVERSIDE DR STE E
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31681 RIVERSIDE DR STE J
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31681 RIVERSIDE DR STE M
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BUSINESS OWNER
31701 RIVERSIDE DR STE E
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BUSINESS OWNER
31703 RIVERSIDE DR
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31731 RIVERSIDE DR
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31733 RIVERSIDE DR STE A
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31733 RIVERSIDE DR STE B
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BUSINESS OWNER
31739 RIVERSIDE DR STE A1
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BUSINESS OWNER
31741 RIVERSIDE DR STE A
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32040 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32000 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31616 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16681 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16693 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16672 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16658 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
31140 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
16921 LAKESHORE DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
31065 ILLINOIS ST
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CURRENT RESIDENT
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Appendix A Section 4(f) Evaluation

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 United States Code (USC) 303, declares that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”

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 December 23, 2016 and executed by FHWA and Caltrans.

This section of the document discusses parks, recreational facilities, wildlife refuges, and historic properties found within or next to the project area that do not trigger Section 4(f) protection because: 1) they are not publicly owned, 2) they are not open to the public, 3) they are not eligible historic properties, or 4) the project does not permanently use the property and does not hinder the preservation of the property.

A.1 Resources Evaluated Relative to the Requirements of Section 4(f)

This section analyzes all public and private parks, recreational facilities, and wildlife refuges within approximately 0.5 mile of the project to determine if they are protected Section 4(f) properties. The list below includes all public and private parks and recreational facilities within 0.5 mile of the proposed project. There are no wildlife refuges within 0.5 mile of the proposed project.

- **Ortega Oaks RV Park & Campground** – The Ortega Oaks RV Park & Campground is privately owned and operated. As such, it is not protected by Section 4(f).
- **San Juan Trailhead** – The San Juan Trailhead is a hiking trail used for day hikes. It connects to the San Juan Loop Trail and the Chiquito Trail, and it is adjacent to SR-74 across from the Ortega Oaks Candy Store. Access to this trailhead would not be affected by the proposed project and would be maintained during the normal hours the trailhead is open to the public during proposed construction activities. Any construction-related traffic impacts that may affect access to the trailhead are anticipated to be minor and temporary because of the nature of disturbance and the short-term construction timeframe. A Transportation Management Plan (TMP) will be prepared and will include a public information and public awareness campaign, motorist information strategies, and incident management information. The proposed project would not require right of way from the San Juan Trailhead, as all improvements would be completed within the existing right of way. The property is a Section 4(f) property, but no “use” would occur. Therefore, the State provisions of Section 4(f) do not apply. There would be no temporary occupancy of any portion of the San Juan Trailhead for construction, staging, storage, or other purposes. In addition, the project would not result in adverse constructive use effects (“proximity” impacts)(e.g., air quality, noise, visual), that

would substantially impair the activities, features, and/or attributes that qualify this facility for protection under Section 4(f).

- **El Cariso North Picnic Site** – The El Cariso North Picnic Site is a picnicking area with restrooms and is adjacent to SR-74, 0.5 mile east of the project site. Access to the picnic site would not be affected by the proposed project and would be maintained during the normal hours the picnic site is open to the public during proposed construction activities. Any construction-related traffic impacts that may affect access to the picnic site are anticipated to be minor and temporary because of the nature of disturbance and the short-term construction timeframe. A TMP will be prepared and will include a public information and public awareness campaign, motorist information strategies, and incident management information. The proposed project would not require right of way from the El Cariso North Picnic Site, as all improvements would be completed within the existing right of way. The property is a Section 4(f) property, but no “use” would occur. Therefore, the State provisions of Section 4(f) do not apply. There would be no temporary occupancy of any portion of the El Cariso North Picnic Site for construction, staging, storage, or other purposes. In addition, the project would not result in adverse constructive use effects (“proximity” impacts) (e.g., air quality, noise, visual), that would substantially impair the activities, features, and/or attributes that qualify this facility for protection under Section 4(f).
- **El Cariso Info Site Interpretive Site (Minor)** – The El Cariso Info Interpretive Site (Minor) is an outdoor learning and interpretive site located near the El Cariso North Picnic Site. Access to the interpretive site would not be affected by the proposed project and would be maintained for the normal interpretive site operating hours during proposed construction activities. Any construction-related traffic impacts that may affect access to the interpretive site are anticipated to be minor and temporary because of the nature of disturbance and the short-term construction timeframe. A TMP will be prepared and will include a public information and public awareness campaign, motorist information strategies, and incident management information. The proposed project would not require right of way from the El Cariso Info Site Interpretive Site (Minor), as all improvements would be completed within the existing right of way. The property is a Section 4(f) property, but no “use” would occur. Therefore, the State provisions of Section 4(f) do not apply. There would be no temporary occupancy of any portion of the El Cariso Info Interpretive Site for construction, staging, storage, or other purposes. In addition, the project would not result in adverse constructive use effects (“proximity” impacts)(e.g., air quality, noise, visual), that would substantially impair the activities, features, and/or attributes that qualify this facility for protection under Section 4(f).
- **El Cariso Campground** – The El Cariso Campground is a campground providing 25 campsites with access to restrooms and nearby hiking and picnicking areas located 0.5 mile east of the project site, adjacent to SR-74. Access to the campground would not be affected by the proposed project and would be maintained for the normal campground operating hours during proposed construction activities. Any construction-related traffic impacts that may affect access to the campground are anticipated to be minor and temporary because of the nature of disturbance and the short-term construction timeframe. A TMP will be prepared and will include a public information and public awareness campaign, motorist information strategies, and incident management information. The proposed project would not require right of way from the El Cariso Campground, as all improvements would be

completed within the existing right of way. The property is a Section 4(f) property, but no “use” would occur. Therefore, the State provisions of Section 4(f) do not apply. There would be no temporary occupancy of any portion of the El Cariso Campground for construction, staging, storage, or other purposes. In addition, the project would not result in adverse constructive use effects (“proximity” impacts)(e.g., air quality, noise, visual), that would substantially impair the activities, features, and/or attributes that qualify this facility for protection under Section 4(f).

- **Bridge No. 56 0169 (Morrill Canyon)** – The bridge was built in 1931 and located at PM 3.08. The bridge is an earth filled masonry closed spandrel span with a concrete-lined arch. The resource is on a state highway and is state-owned and maintained. The structure was previously determined eligible for inclusion in the National Register of Historic Places (NRHP). No “use” would occur on this bridge and there would be no temporary occupancy or work performed on this bridge structure. The project would not result in adverse constructive use effects that would substantially impair this facility for protection under Section 4(f).
- **CA-RIV-508/H Prehistoric Habitation Site Pre-historic Component only, located in Upper San Juan Campground, not state owned)** – As indicated in the HPSR prepared for the project, this archaeological site is within the APE and considered eligible for inclusion in the NRHP for the purposes of this project only because they will be protected in their entirety from any potential effects through the establishment of an Environmentally Sensitive Area (ESA).
- **CA-RIV-506 Prehistoric Habitation Site and Unnamed Archaeological District in proximity to CA-RIV-506** – As indicated in the HPSR prepared for the project, the two sites are within the APE and considered eligible for inclusion in the NRHP for the purposes of this project only because evaluation was not possible.

Appendix B Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
FAX (916) 653-5776
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

April 2018

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Related federal statutes and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, please visit the following web page:
http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14th Street, MS-79, Sacramento, CA 95811. Telephone (916) 324-8379, TTY 711, email Title.VI@dot.ca.gov, or visit the website www.dot.ca.gov.

A handwritten signature in blue ink, appearing to read "Laurie Berman".

LAURIE BERMAN
Director

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Appendix C Avoidance, Minimization and/or Mitigation Summary

In order to be sure that all of the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as articulated on the proposed Environmental Commitments Record [ECR] which follows) would be implemented. During project design, avoidance, minimization, and /or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in this ECR are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring will take place, as applicable. As the following ECR is a draft, some fields have not been completed, and will be filled out as each of the measures is implemented. Note: Some measures may apply to more than one resource area. Duplicative or redundant measures have not been included in this ECR.

Permit Type	Agency	Date Submitted	Date Received	Expiration	Fee	Notes	Permit Requirement Completed	
							Name	Date
1602	California Department of Fish & Wildlife							
401	Regional Water Quality Control Board							
404	US Army Corps of Engineers							
Section 7 Consultation	US Fish and Wildlife Service	July 3, 2018						
MSHCP Consistency Review	California Department of Fish and Wildlife	July 3, 2018						

Date of ECR: **March 2019**Date of ED: **March 2019****CEQA – Initial Study (IS)****NEPA – Environmental Assessment (EA)**

ENVIRONMENTAL COMMITMENTS RECORD

(SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project)

08-RIV-74

PM 0.0/5.8

EA 08-1C8500

PN 0813000047

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal _____ %☐ Construction☐ CEC/CCA**Environmental Generalist:****Malisa Lieng****(909) 383-6442****Environmental****Const. Liaison:****John Stanton****(951)232-7585**

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc. Or Permit	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Completed	Construction Task Completed	Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
<u>Aesthetics/Visual</u>										
AES-1: The replacement ratio for removed oaks and non-oak trees shall be 3:1. The tree species and location for replacement shall be verified by a Biologist or Landscape Architect.	p.2-9	Environmental Document	Landscape Architect/ Maintenance/ Design/ Resident	Final Design, Construction, After Construction						

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AES-2: Oak trees to be removed may be mitigated through a transfer of oak mitigation efforts for Oak Woodland protection and conservation to the California Wildlife Conservation Board (WCB).	p.2-9	Environmental Document	Landscape Architect/ Maintenance/ Design/ Resident Engineer / Contractor	Final Design, Construction, After Construction						
<u>Biological Resources</u>										
BIO-1: Materials and Spoils Control. Project materials will not be cast from the project site and project-related debris, spoils, and trash will be contained and removed to a proper disposal facility.	App. O	Natural Environmental Study [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident	Final Design, Construction						

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BIO-2: Equipment Staging. Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project-related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, USFWS, CDFW, and RWQCB	App. O	NES [June 2018]	Environmental biological Studies/ Maintenance/ Design/ Resident Engineer / Contractor	Final Design, Construction						

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and shall be cleaned up immediately, and contaminated soils shall be removed to approved disposal areas.										
BIO-3: Restoration of Vegetation. Temporarily affected areas will be restored with appropriate native vegetation, as determined by the habitat type prior to impacts and by the surrounding vegetation.	App. O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident Engineer / Contractor	Final Design, Construction						
BIO-4: Vehicle Washing. It will be required in the project specifications that the contractor will wash equipment prior to entering vegetated	App. O	NES [June 2018]	Environmental biological Studies/ Contractor	Final Design, Construction						

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areas and the Cleveland National Forest. The qualified biologist will coordinate with the resident engineer, National Forest Staff, and contractor in order to inspect the vehicles and equipment prior to the initiation of work to verify that they have been washed.			Supplied biologist/ Maintenance/ Design/ Resident Engineer / Contractor							
BIO-5: ESA Fencing. Prior to vegetation clearing or construction, highly visible barriers (such as orange construction fencing) will be installed, providing a no-work buffer around riparian and riverine communities adjacent to the project footprint and flagged as Environmentally Sensitive Areas (ESAs) to be preserved. Refer to the	App. O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident	Final Design, Pre-Construction, Construction						

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NES, Appendix G, sub-appendix A for locations of riparian/riverine resources. The ESAs will serve as an exclusionary buffer delineating areas where no work shall be performed. More specifically, no grading or fill activity of any type will be permitted within these ESAs. In addition, heavy equipment, including motor vehicles, will not be allowed to operate within the ESAs. All construction equipment will be operated in a manner so as to prevent accidental damage to nearby preserved areas. No structure of any kind, or incidental storage of equipment or supplies, shall be allowed within these protected zones. Silt fence barriers will be installed at the ESA boundary to prevent			Engineer / Contractor							

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accidental deposition of fill material in areas where vegetation is adjacent to planned grading activities.										
BIO-6: Clear and Grub Pre-Construction Surveys. Once the orange construction fencing and Arroyo toad exclusionary fencing have been installed, vegetation removal including clearing, grubbing, or trimming activities using chainsaws, string trimmers, and other mechanized or non-mechanized hand tools will be the next step of construction. Vegetation clearing and grubbing shall occur outside bird nesting season (February 15–September 1). If clearing and grubbing is required during nesting	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident Engineer / Contractor	Final Design, Pre-Construction, Construction						

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season, pre-construction nesting bird surveys will be conducted by a qualified biologist.										
BIO-7: WRCMSHCP BMPs. Compliance with best management practices (BMPs), as applicable, as detailed in WRCMSHCP Volume 1, Section 7.5.3, and Appendix C. USACE, CDFW and RWQCB. Riparian habitat will fall under the regulatory authority of the USACE, CDFW, and RWQCB. To the extent riparian areas are permanently affected by the project, compensatory mitigation for this habitat will likely be required where it is associated with jurisdictional waters that are subject to USACE regulatory	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident Engineer / Contractor	Final Design, Pre-Construction, Construction						

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authority under the Section 404 permitting requirements and CDFW under the Section 1600 permitting requirements. Mitigation ratios for permanent impacts to these resources will be determined during the regulatory agency permits processing period.										
BIO-8: Biological Monitor. The biologist will monitor all construction-related activities to ensure that all conservation measure are being implemented and that there are no unanticipated impacts. These activities include, but are not limited to, blasting work, clearing and grubbing, and staging/storage of equipment.	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident	Construction						

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BIO-9: Biological Resource Information Program. An education program will be developed and presented by the qualified biologist to all on-site personnel who will be in the project limits for longer than 30 minutes prior to the onset of ground-disturbing activities. At a minimum, the program will include the following topics: distribution, general behavior, and ecology of the Arroyo toad; sensitivity of the species to human activities; legal protection afforded to the species; penalties for violations of federal and state laws; notification procedures by workers or contractors if a toad is found in a	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident Engineer / Contractor	Pre-Construction, Construction						

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construction area; and project features designed to reduce the impacts on the species and promote continued successful occupation of the project area. The program will consists of a class presented by a qualified biologist or a video, provided qualified biologist is present to answer questions. Handout materials will be distributed for workers with important information about the regulated species for future reference and as a reminder of the program's content. Following the education program, the handouts will be posted in the contractor and resident engineer office, where they will remain through the duration of the project. The contractor, resident										

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engineer, and qualified biologist will be responsible for ensuring that employees are aware of the listed species. If additional employees are added to the project after initiation, they will receive instruction prior to working on the project.										
BIO-10: Pre-Construction Surveys. The pre-construction surveys will be conducted by a USFWS-approved qualified Biologist (i.e., one with Arroyo toad surveying/handling experience) to determine their presence or absence within the construction footprint. The Biologist will walk the impact area to search for any potential breeding areas. A report documenting the pre-	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident Engineer / Contractor	Pre-Construction						

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construction survey results and measures that will be required during construction will be provided to Caltrans and the Wildlife Agencies. The surveys and the relocation of Arroyo toads shall be conducted as directed by the relocation plan and approved by USFWS.										
BIO-11: Exclusion Fence. Prior to any ground-disturbing activities, exclusionary fencing (i.e., silt fence or other suitable non-penetrable fencing) will be installed along the boundary to prevent any construction activities from encroaching into adjacent areas and to prevent Arroyo toad from moving into the construction area.	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident	Pre-Construction						

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BIO-12: Fence Monitoring. Daily fence and enclosure (on-site cleared areas) inspections shall occur throughout the duration of the project by the monitor and/or project personnel trained by the monitor prior to commencing construction activities and after construction activities are completed. If during construction the fence fails, work will cease until it is repaired and the biological monitor inspects (and l clears) the site for Arroyo toads.	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident Engineer / Contractor	Construction						
BIO-13: Control of Work. No construction work within Arroyo toad habitat shall occur until the area is	App.O	NES [June 2018]	Environmental biological Studies/	Construction						

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cleared of the species. No work will be allowed if any of the exclusionary devices are not installed in accordance with respective specifications.			Contractor Supplied biologist/ Maintenance/ Design/ Resident Engineer / Contractor							
BIO-14: Arroyo Toad in Project Area. If during construction activities an Arroyo toad is discovered within the project site, all construction activities shall stop and the Biologist shall be notified. The Biologist shall relocate the Arroyo toad as directed in the relocation plan.	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident Engineer / Contractor	Construction						

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BIO-15: Arroyo Toad Relocation Plan. A relocation plan for the Arroyo toad shall be prepared by an approved authorized USFWS-permitted Arroyo toad Biologist and submitted to USFWS for approval prior to commencing construction activities.	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident Engineer / Contractor	Pre-Construction, Construction						
BIO-16: Water Diversion. A water diversion, if necessary, shall be installed once the project area is determined to be cleared of Arroyo toad. The water diversion shall ensure that the existing hydrology values are maintained downstream and upstream from the project site. The water	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/	Construction						

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							Date / Initials	Date / Initials	YES	NO
diversion will be approved by USFWS prior to its installation.			Resident Engineer / Contractor							
BIO-17: Construction Window. No blasting will occur within drainage areas during Arroyo toad breeding season (recognized as March 1 to June 30).	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident Engineer / Contractor	Construction						
BIO-18: Lighting. In order to minimize and avoid the effects of lighting on wildlife, construction lighting during nighttime construction activities shall be shielded and/or	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied	Construction						

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(SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project)

08-RIV-74
PM 0.0/5.8

EA 08-1C8500
PN 0813000047

Project Phase:
☒ PA/ED (DED/FED)
☐ PS&E Submittal _____ %
☐ Construction
☐ CEC/CCA

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directed away from adjacent habitats, as feasible.			biologist/ Maintenance/ Design/ Resident Engineer / Contractor							
BIO-19: Fence Removal. All fencing shall be removed as a last order of work. During removal, a biological monitor familiar with Arroyo toad and authorized to handle and relocate Arroyo toad should be present.	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident Engineer / Contractor	Construction						

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BIO-20: Pre-Construction Riparian Bird Surveys. If construction activities cannot be avoided between March 15 and September 1 within post miles 0.91–2.29, 2.93–3.28, and 4.88–5.39, then a pre-construction riparian bird (least Bell's vireo and southwestern willow flycatcher) survey will be conducted before the start of construction activities. The surveys will be conducted by a qualified Biologist in order to locate and avoid nesting birds. If an active avian nest is located, a 500-foot, no construction buffer will be put in place until nesting has ceased or the young have fledged. A consultation with USFWS and/or CDFW may be initiated.	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident Engineer / Contractor	Pre-Construction, Construction						

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							Date / Initials	Date / Initials	YES	NO
BIO-21: Pre-construction Nesting Bird Survey. If construction occurs within nesting bird season (February 15–September 1), then the pre-construction surveys will be conducted by a qualified biologist to locate and avoid nesting birds. If an active avian nest is located, a 100-foot, no construction buffer (300-foot for raptors) will be put in place until nesting has ceased or the young have fledged.	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident Engineer / Contractor	Pre-Construction,						
BIO-22: Avoidance of Tree Trimming/Removal and Rock Outcrop Removal During Bat Maternity Season. If trimming or removal of mature trees and snags or rock outcrop is necessary for project	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/	Construction						

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construction, removal activities will be performed outside of the bat maternity season, recognized as April 1–August 31, to avoid direct impacts on nonvolant (flightless) young that may roost in trees within the study area, to the extent feasible, or BIO-23 will be implemented.			Maintenance/ Design/ Resident Engineer / Contractor							
BIO-23: Pre-construction Survey and Monitoring by a Qualified Bat Biologist. If trimming or removal of trees/rock outcrops during the bat maternity season (April 1–August 31) cannot be avoided, a qualified Biologist will monitor tree/rock removal unless a nighttime survey is conducted within on week of removal indicate no tree-roosting or crevice-	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident	Pre-Construction						

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							Date / Initials	Date / Initials	YES	NO
roosting bat activity within the study area.			Engineer / Contractor							
BIO-24: USFS. The USFS requires mitigation for impacts in Riparian Conservation Area associated with San Juan Creek by control of Spanish broom outside of ARTO breeding season, in which ARTO breeding season is recognized at March 1-June 30.	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident Engineer / Contractor	Pre-Construction						
Cultural Resources										
CR-1: If cultural materials are discovered during construction, all earthmoving activity within and	p.2-15	Environmental Document	Environmental Cultural Studies/ Maintenance/	Final Design, Construction						

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around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.			Design/ Resident Engineer/ Contractor							
CR-2: If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the county coroner shall be contacted. Pursuant to PRC Section 5097.98, if the remains are thought to be Native American, the coroner will notify the NAHC, which will then notify the most likely descendent. At that time, the person who discovered the remains will contact Gary Jones,	p.2-15	Environmental Document	Environmental Cultural Studies/ Maintenance/ Design/ Resident Engineer/ Contractor	Final Design, Construction						

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Principal Investigator, Prehistoric Archaeology, so that he can work with the most likely descendent on the respectful treatment and disposition of the remains. Further provisions of PRC Section 5097.98 are to be followed as applicable.										
CR-3: Environmentally Sensitive Areas (ESAs) and Archaeological Monitoring Areas (AMAs) exist at both site locations. ESAs are set at the limits of the ADI in proximity to CA-RIV-506, and are generally set at the existing right of way limits in proximity to CA-RIV-508/H, as shown on the APE Map, in the Appendix of the Cultural Report, and in the ESA/AMA Monitoring and	p.2-15	Environmental Document	Environmental Cultural Studies/ Maintenance/ Design/ Resident Engineer/ Contractor	Pre-Construction, Construction						

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Discovery Plan. ESAs are closed and may not be entered. AMAs cover the ADI and the ESA boundaries at both sites and in both travel directions.										
CR-4: Archaeological monitors shall be present during any construction or preconstruction-related activity in all areas designated as Archaeological Monitoring Areas (AMA). Tribal monitoring is also authorized. In the event that cultural deposits are uncovered, the archaeological monitor shall be empowered to implement protective measures outline above in CR-1, and as defined in Caltrans SSPs (2015), Section 14-2. Details of the monitoring plan are	p.2-15	Environmental Document	Environmental Cultural Studies/ Maintenance/ Design/ Resident Engineer/ Contractor	Pre-Construction, Construction						

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located in the Monitoring and Discovery Action Plan.										
CR-5: The National Register-eligible Morrill Canyon Bridge (56-0169) at PM 3.08 is located within the limits of the APE established for the project. However, project plans indicate that there is no work proposed at this location, including work on the pavement and adjacent shoulder areas on either side of the structure. No impacts to this bridge are anticipated as part of the project. Periodic monitoring during construction, and plan review will take place to ensure no impacts to the bridge. However, if work results in impacts or inadvertent damage to the	p.2-15	Environmental Document	Environmental Cultural Studies/ Maintenance/ Design/ Resident Engineer/ Contractor	Pre-Construction, Construction						

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historic structure, plans will be developed and implemented, with the assistance of Caltrans PQS, that will allow repair of the structure following the Secretary of the Interior's Standards for the Treatment of Historic Properties.										
Transportation/Traffic										
TMP-1 A TMP would be prepared and will be implemented during construction of the project. Public information and awareness campaigns, motorist information strategies, and incident management strategies in the TMP would inform the public of the proposed project.	p.2-7	Environmental Document	Caltrans	Pre-Construction						

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<u>Timberland</u>										
TMB-1 In accordance with USFS guidelines, trees that are cut will remain on site and be used as mulch within the project limits.	p.2-6	Environmental Document	Landscape Architect/ Maintenance/ Design/ Resident Engineer / Contractor	During Construction						

Appendix D List of Technical Studies

- Archaeological Survey Report
- Historic Property Survey Report
- Initial Site Assessment Checklist
- Location Hydraulics Study
- Natural Environment Study
- Scenic Resource Evaluation and Visual Assessment Memorandum
- Scoping Questionnaire for Water Quality Issues
- Summary Floodplain Encroachment Report

Appendix E FTIP Listing

#17-22 RIV RIVLS01 SHOPP COLLISION

RIVLS01 Exempt Grouped Projects for Safety Improvements SHOPP Collision Reduction Program 2017 FTIP Amendment Modification #17-22								
Agency	County	District EA	Notes	Project Description	Program Year (FFY)	Federal Funds	State Funds	Total Project Cost (in \$1000's)
Caltrans	Riverside	1C850	Carryover 2018 SHOPP Amendment #18H-000 approved by CTC March 21- 22, 2018. Update: SHOPP Amendment #16H-012 approved by CTC May 17- 18, 2017.	On SR-74 near Lake Elsinore, from Orange County Line to Monte Vista Street. Widen for standard lane widths and shoulders and construct ground-in rumble strips. PS&E and R/W Support Funding Only. Financial Allocation Resolution FP-17- 47 approved by CTC May 16-17, 2018 PS&E \$2.59M and R/W Support \$20K.	2018/19	\$ 2,610	\$ -	\$ 2,610
Caltrans	Riverside	1F372	Carryover 2018 SHOPP Amendment #18H-000 approved by CTC March 21- 22, 2018. New: 2016 SHOPP CTC Approved 3/18/16 Amendment 16H-000. Not on HQ SHOPP list 7/27/16. G13 Contingency Project HQ list 8/23/16.	On I-10 in Riverside County, on Routes 10, 15, 71 and 215 at various locations. Replace existing guide signs with Type XI reflectivity. (PA&ED, PS&E & R/W programmed by CTC, but not on HQ G13 list 8/23/16, have to program construction support/capital in FFY 2020/21 per HQ direction to SCAG.) Construction Support/Capital and R/W Capital Funding Only.	2018/19	\$10,293	\$ -	\$10,293