

State Route 74 Lake Elsinore Median Buffer and Widen Shoulders

RIVERSIDE COUNTY, CALIFORNIA
DISTRICT 08-RIV-74 (PM 5.7-11.8)
EA 08-1K690 PN 0819000090

Initial Study **[with Proposed] Mitigated Negative Declaration**



Prepared by the
State of California Department of Transportation



June 2022

General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project located in Riverside County, California. The document describes the project, the existing environment that could be affected by the project, potential impacts from the project, and proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- We welcome your comments. If you have any concerns about the project, please send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to Caltrans at the following address:

Shawn Oriaz, Senior Environmental Planner

California Department of Transportation

464 W. 4th Street, MS 827

San Bernardino, CA 92401-1400

Submit comments via email to: shawn.oriaz@dot.ca.gov

- Submit comments by the deadline: July 25, 2022

What happens next:

After comments are received from the public and reviewing agencies, Caltrans 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 appropriated, Caltrans could design and build all or part of the project.

For individuals with sensory disabilities, this document is available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Shawn Oriaz, Senior Environmental Planner, 464 W. 4 th Street, MS 827, San Bernardino, CA 92401 (909) 501-5743; or call the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice), or 711

Improve the safety performance of a portion of State Route 74 (Ortega Highway) by constructing shoulders and median buffers with rumble strips in the County of Riverside, near the city of Lake Elsinore from Monte Vista Street to Grand Avenue (Postmile 5.7 to 11.8).

INITIAL STUDY with (Proposed) Mitigated Negative Declaration

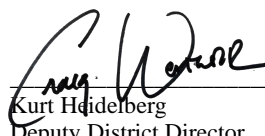
Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

Responsible Agencies: California Transportation Commission

6/10/2022

Date



For

Kurt Heidelberg
Deputy District Director
District 8, Division of Environmental Planning
California Department of Transportation

The following persons may be contacted for more information about this document:

Shawn Oriaz
464 W. 4th Street, MS 827
San Bernardino, CA 92401
(909) 501-5743

Proposed Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to provide two feet wide median buffer and four feet wide outside shoulders including median and shoulder rumble strips on the two-lane conventional highway. State Route 74 (SR-74), also known as Ortega Highway, is located in the County of Riverside, near the city of Lake Elsinore from Monte Vista Street to Grand Avenue (Postmile 5.7 to 11.8).

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 a MND for this project. This does not mean that Caltrans' decision on the project is final. This Mitigated Negative Declaration 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 project would have no effect on: air quality, cultural resources, energy, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, paleontology, population and housing, public services, recreation, traffic and transportation, tribal cultural resources, utilities and service systems, and wildfires.

The proposed project would have less than significant effects to: aesthetics, agriculture and forestry resources, geology and soils, and greenhouse gas emissions.

In addition, the proposed project would have no significantly adverse effect on biological resources because the following mitigation measures would reduce potential effects to insignificance:

Compensatory Mitigation

Compensatory mitigation for permanent impacts is potentially anticipated, with Resource Agency approval, through permittee-responsible mitigation, suitable mitigation/conservation bank credits, suitable in-lieu fee program credits and/or other mitigation acceptable to the resource agencies involved.

Kurt Heidelberg
Deputy District Director
District 8, Division of Environmental Planning
California Department of Transportation

Date

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Chapter 1 Introduction

1.1 Introduction

The California Department of Transportation (Caltrans) proposes to provide two feet wide median buffer and four feet wide outside shoulders including median and shoulder rumble strips on the two-lane conventional highway. State Route 74 (SR-74), also known as Ortega Highway, is located in the County of Riverside, near the city of Lake Elsinore from Monte Vista Street to Grand Avenue at Postmile (PM) 5.7 to 11.8. The cut-slopes are proposed to be 0.5:1 or flatter and some locations will require the installation of retaining walls.

This project is included in the 2019 Federal Transportation Improvement Program (FTIP) and is proposed for funding from the SHOPP (State Highway Operation and Protection Program) Collision Reduction Program under 201.010/HB1 Program for delivery in the 2023/2024 Fiscal Year.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of the proposed project is to improve the safety performance and reduce collisions occurring along SR-74 (Ortega Highway) from PM 5.7 to 11.8 in Riverside County.

1.2.2 Need

The need for the project is to improve the safety on 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. Double yellow lines with rumble strips are the only existing features used to separate eastbound and westbound traffic. This segment was identified in the 2015 Two- and Three-Lane Cross-Median Collision Monitoring System report that identified the number of collisions. Between July 1, 2018 and June 30, 2021, the Traffic Accident Surveillance and Analysis System (TASAS) Transportation Systems Network (TSN) data indicated several collisions were reported and identified as run off the road type collisions.

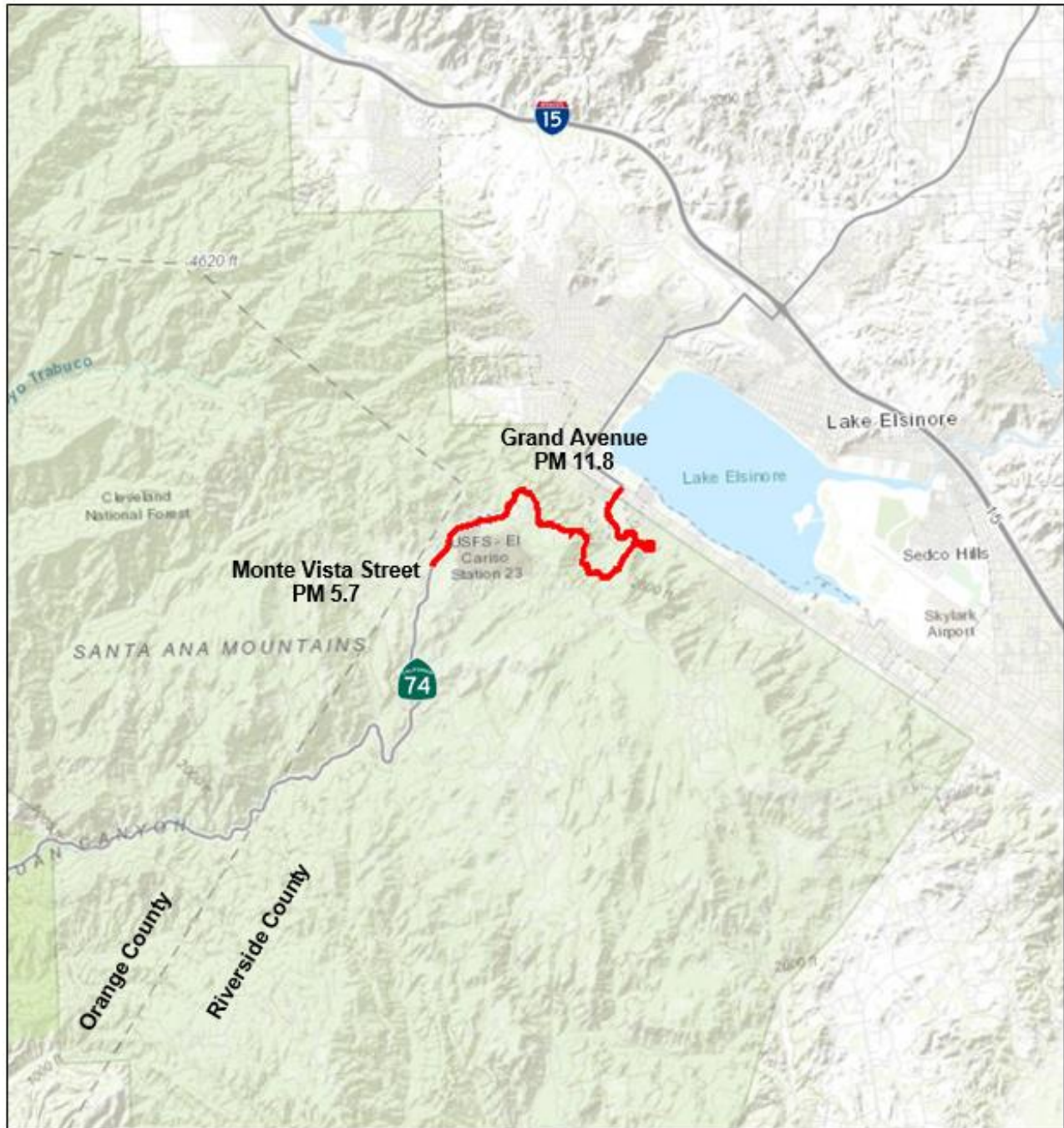
1.3 Alternatives

This section describes the project alternatives that were studied. The alternatives are the Proposed Build Alternative and the No-Build Alternative.

1.3.1 No Build Alternative

Under the No Build Alternative, the existing facility would remain as it exists now. No improvement to the safety of the traveling public would be constructed. This alternative would not satisfy the purpose and need.

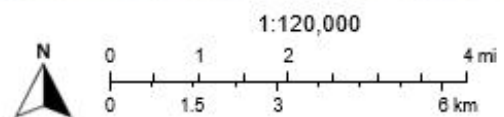
State Route 74 Lake Elsinore Median Buffer and Widen Shoulders



March 4, 2022

PM Segment

— PM 5.7 to PM 11.8



Project Vicinity Map

EA 08-1K690

PN: 0819000090

1.3.2 Proposed Build Alternative

Construct Shoulders and Median Buffers with Rumble Strips

This alternative proposes to construct shoulders and median buffers with rumble strips on SR-74 from Monte Vista Street (PM 5.7) to Grand Avenue (PM 11.8). There would be a minor realignment to an existing centerline (yellow stripe) to minimize the number of retaining walls proposed.

Under this alternative, the following improvements are included:

- Widen pavement to provide standard 12-foot lanes, 2-foot median buffer and four-foot outside shoulders. The total width of the pavement is proposed to be 34 feet.
- Install ground-in rumble strips along median and shoulders to preserve full outside shoulder width for bicycle traffic.
- Improve superelevation rates wherever is feasible.
- Cold plane existing pavement to a maximum depth of 0.2 feet and overlay with 0.2 feet of RHMA (Type G).
- Construct side slopes, 0.5:1 (H:V) or flatter in areas of cut (blasting is needed in some areas) and 1.5:1 (H:V) or flatter in areas of fill, to minimize soil disturbance, grading and impacts to the environment. In areas with potential rock fall, a system of cable net drapery system would be installed; the embankment slopes shall be reinforced based on recommendations from the Preliminary Geotechnical Report.
- Construct retaining walls.
- Extend and/or upsize the existing culverts under SR-74 and add new on-site drainage systems to satisfy the 5-minute time of concentration.
- Along the cut slope, beyond the shoulder, a bench, up to 6 feet in width, is proposed to accommodate temporary pavement, storm drain, rock catchment and to improve stopping sight distance.
- Construct concrete barrier and/or Midwest Guardrail System (MGS) at steep embankment locations.
- Replace existing Metal Beam Guard Rail Systems (MBGR) with MGS.
- Replace and install recessed pavement markers to enhance the visibility of pavement delineation.
- Construct water quality treatment Best Management Practices (BMP) to treat on-site and off-site stormwater during and after construction.

- Repave all paved turnouts that are impacted by the widening to meet/match the grade and elevation of the improvements.

Improvements may require right of way (ROW) acquisition from twenty-two parcels, one parcel from the United States Forest Service (USFS) and seven temporary construction easements (TCE) for cut slopes, drainages and reconstructing existing driveways. The proposed project would not increase the traffic capacity. The proposed project would also result in the removal of approximately 300 trees and would be replaced at a 3:1 ratio.

Stage construction includes night and 55-hour weekend closures to remove existing steep cut slopes along the eastbound roadbed. This operation would require rock excavation with control blasting. Night closures would be used to construct temporary pavement from existing edge of travel way to proposed edge of shoulder.

The capital cost for this alternative is estimated at \$72,328,185. The estimated number of working days would be 425. 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.

1.4 Permits and Approvals

Table 2. Permits and Approvals

Agency	Permits	Status
California Department of Fish & Wildlife (CDFW)	Section 1602 Streambed Alteration Agreement	Application for the 1602 Agreement will occur during the Final Design phase of the project. The project will not proceed to construction before receiving the 1602 Agreement.
State Water Resources Control Board (SWRCB)	401 Permit	The 401 Permit will be determined during the Final Design phase of the project. The project will not proceed to construction before receiving the Waste Discharge Permit.
US Army Corps of Engineers (USACE)	404 Nationwide Verification	The 404 Nationwide Verification will be approved during the Final Design phase of the project. The project will not proceed to construction before approval.
CDFW and USFWS	Western Riverside County Multiple Species Habitat Conservation Plan Consistency (WRCMSHCP) and Determination of Biologically Equivalent or Super Preservation Finding (DBESP)	The approval of the WRMSCHP Consistency and DBESP Finding will be approved during the Project Approval and Environmental Document (PA&ED) phase of the project.

Chapter 2 CEQA Environmental Checklist

08-RIV-74

Dist.-Co.-Rte.

5.7-11.8

P.M/P.M.

0819000090

Project ID#

2.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:

Question	CEQA Determination
a) Have a substantial adverse effect on a scenic vista?	Less Than Significant with Mitigation Incorporated
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Less Than Significant with Mitigation Incorporated
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No Impact

Regulatory Setting

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” (CA Public Resources Code [PRC] Section 21001[b]).

California Streets and Highways Code Section 92.3 directs Caltrans to use drought resistant landscaping and recycled water when feasible and incorporate native wildflowers and native and climate-appropriate vegetation into the planting design when appropriate.

CEQA Significance Determinations for Aesthetics

a) Less Than Significant with Mitigation Incorporated: The proposed project is located within the project limits of an Eligible State Scenic Highway. As the proposed project would increase safety along SR-74, the project would not have a substantial adverse impact to the visual environment. Implementation of measure AES-1 would replace removed oaks and non-oak trees at a 3:1 ratio. The proposed project would have less than significant impacts with mitigation incorporated.

b) Less Than Significant with Mitigation Incorporated: The proposed project is in a pristine rural mountainous rock formation area heavily covered by natural vegetation. The proposed project would remove approximately 300 trees. As a requirement by the jurisdictional agency, the trees would be chipped and used as wood mulch within the project limits. The trees affected by this project would be replaced at a ratio of 3:1. The plants in the disturbed areas would be hydroseeded with native plant seeds. The replanting would be prioritized within the project ROW. Where insufficient space, locations, or water limits the plantings, then every effort will be made to find other locations in Caltrans ROW at other highways in the area. Consideration would also be given to coordinating with adjacent communities and partnering agencies to explore possibilities of plantings beyond the ROW. The project would have less than significant impacts with mitigation incorporated.

c) No Impact: The existing visual character or quality of the site and its surroundings would remain the same as existing conditions; therefore, the project would not substantially degrade the area.

d) No Impact: The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Avoidance, Minimization, and/or Mitigation Measures

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

AES-2: The replanting would be prioritized within the project ROW. Where insufficient space, locations, or water limits the plantings, then every effort will be made to find other locations in Caltrans ROW at other highways in the area. Consideration would also be given to coordinating with adjacent communities and partnering agencies to explore possibilities of plantings beyond the ROW.

2.2. 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:

Question	CEQA Determination
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?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact
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))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	Less Than Significant with Mitigation Incorporated
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?	No Impact

Regulatory Setting

The California Environmental Quality Act (CEQA) requires the review of projects that would convert Williamson Act contract land to non-agricultural uses. The main purposes of the Williamson Act are to preserve agricultural land and to encourage open space preservation and efficient urban growth. The Williamson Act provides incentives to landowners through reduced property taxes to discourage the early conversion of agricultural and open space lands to other uses.

CEQA Significance Determinations for Agriculture and Forest Resources

a) No Impact: According to the California Department of Conservation Map, 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.

b) No Impact: There are no Williamson Act parcels located within the project area.

c) No Impact: There are no timberlands or timberland production areas adjacent to or within the project site. The proposed project transverses the Cleveland National Forest the project but would not conflict with the existing zoning for, or cause rezoning of forest land, timberland, or timberland zoned Timberland Production. Therefore, there would be no impact.

d) Less Than Significant Impact with Mitigation: The proposed project transverses the 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. The project would remove approximately 300 trees. With the vegetation replacement at a 3:1 ratio, hydroseeding and the implementation of AES-2, there would be less than significant impact with mitigation incorporated.

e) No Impact: The project would not result in the conversion of farmland to non-agricultural use or forest land to non-forest use.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required for agricultural and forest resources.

2.3. Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

Question	CEQA Determination
a) Conflict with or obstruct implementation of the applicable air quality plan?	No Impact
b) 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?	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No Impact

Regulatory Setting

The Federal Clean Air Act (FCAA), as amended, is the primary federal law that governs air quality while the California Clean Air Act (CCAA) is its companion state law. These laws, and related regulations by the United States Environmental Protection Agency (U.S. EPA) and the California Air Resources Board (ARB), set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). NAAQS and state ambient air quality standards have been established for six transportation-related criteria pollutants that have been linked to potential health concerns: carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM)—which is broken down for regulatory purposes into particles of 10 micrometers or smaller (PM₁₀) and particles of 2.5 micrometers and smaller (PM_{2.5})—and sulfur dioxide (SO₂). In addition, national and state standards exist for lead (Pb), and state standards exist for visibility reducing particles, sulfates, hydrogen sulfide (H₂S), and vinyl chloride. The NAAQS and state standards are set at levels that protect public health with a margin of safety, and are subject to periodic review and revision. Both state and federal regulatory schemes also cover toxic air contaminants (air toxics); some criteria pollutants are also air toxics or may include certain air toxics in their general definition.

CEQA Significance Determinations for Air Quality

a) No Impact: The proposed project is located in the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) has responsibility for managing the Basin's air resources and is responsible for bringing the Basin into attainment for federal and state air quality standards. To achieve this goal, SCAQMD prepares plans for the attainment of air quality standards, as well as maintenance of those standards once achieved. This project is not a capacity-increasing transportation project. It will 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. The project is listed in Table 1, Carbon Monoxide (CO) Protocol and is exempt from all air emissions analysis. Therefore, the proposed project will not conflict with the Air Quality Management Plan (AQMP), violate any air quality standard, result in a net increase of any criteria pollutant, or expose sensitive receptors to substantial pollutant concentrations. No mitigation is required.

The proposed project is included in the 2019 Federal Transportation Improvement Program (FTIP) from the *2019 Grouped Project Detailed Backup Listings* on the Southern California Associated of Governments (SCAG) website.

As such, the proposed project would have no impacts.

b) No Impact: As discussed above, project construction would generate criteria pollutants and their precursors. However, such emissions would be short term and transitory, and fugitive dust would be limited. No net increase in operational emissions would occur, traffic volumes would be the same under the Project Alternative and No-Build Alternative. The project would result in short-term generation of emissions, but no increases would occur for project operation and no impacts related to a cumulatively considerable net increase of any criteria pollutant.

c) No Impact: No impacts related to exposure of sensitive receptors to substantial pollutant concentration would occur. California Air Resources Board (CARB) characterizes sensitive land uses as simply as possible by using the example of residences, playgrounds, and medical facilities. However, there are none of these sensitive receptors in the nearby vicinities¹.

d) No Impact: According to the CARB, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting areas, refineries, landfills, dairies, and fiberglass molding facilities. Because the project would not include any of these types of uses, and no sensitive land uses are located along the alignment, no impacts would occur.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required for agricultural and forest resources.

¹ California Environment Protection Agency, California Air Resources Board, Air Quality and Land Use Handbook: A Community Health Perspective (2005), Page 2. www.arb.ca.gov/ch/landuse.htm

2.4. Biological Resources

Would the project:

Question	CEQA Determination
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, U.S. Fish and Wildlife Service, or NOAA Fisheries?	Less Than Significant 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 U.S. Fish and Wildlife Service?	Less Than Significant with Mitigation Incorporated
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Less Than Significant with Mitigation Incorporated
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?	Less Than Significant Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
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?	Less Than Significant with Mitigation Incorporated

WETLANDS AND OTHER WATERS

Regulatory Setting

Wetlands and other waters are protected under a number of laws and regulations. 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.

PLANT SPECIES

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).

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 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.

ANIMAL SPECIES

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

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.

State laws and regulations relevant to wildlife include the following:

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

THREATENED AND ENDANGERED SPECIES

Regulatory Setting

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 2080 of the California 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 California 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 CDFW. For species listed under both FESA and CESA requiring a Biological Opinion under Section 7 of 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.

CEQA Significance Determinations for Biological Resources

a) Less than Significant Impact: Caltrans has determined that the project will pose “no effect” and “no take” to all species listed under federal and California Endangered Species Acts and will not cause species of special concern or rare species to trend towards becoming listed.

Regional Species

A total of 44 special-status species were identified as those with the potential for occurrence within the vicinity of the proposed project corridor.

A total of 32 additional special-status appeared within the database searches, 30 special-status plant species also appear on the USFS Region 5 Regional Forester’s 2013 Sensitive Plant species list, and 6 species listed and protected by their association with riparian/riverine areas and vernal pools in the Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP). However, after review of the California Natural Diversity Database (CNDDB) and California Native Plant Society Inventories (CNPS), the records for

the additional aforementioned species were either too far from the Project Area and/or the habitat for that species was either very limited or not observed within the BSA.

The review of the CNDDB, WRCMSHCP, and the United States Forest Service (USFS) for the Cleveland National Forest (CNF) yielded 50 records of special-status bird species occurrences within 5 miles of the Project boundary. There were 21 in the CNDDB review, 43 of which are covered under the WRCMSHCP, and six are protected under the USFS for the CNF.

Special-Status Plant Species

Three focused special-status plant surveys were conducted during April, June, and August of 2021 based on the expected blooming periods of the target plant species. Special-status plant species are those listed under the California or federal ESAs considered sensitive by CNF, Narrow Endemic Plant Species Survey Area 9 (NEPSSA) under the WRCMSHCP. There were no observations of federally or state-listed plants during the 2021 botanical surveys. The following special-status plant species were found within the Biological Study Area (BSA): Coulter's Matilija poppy (*Romneya coulteri*), Engelmann oak (*Quercus robur*), paniculate tarplant (*Deinandra paniculate*), and southern black walnut (*Juglans californica*).

Based on the current project footprint, the proposed project is not expected to directly impact Southern black walnut; however, an estimated 220 individuals of Coulter's matilija poppy, 5 individuals of Engelmann Oak, and 125 paniculate tarplant could be directly affected by the Project. In addition, Project-related indirect impacts could occur to 0.42 acre of occupied Coulter's matilija poppy habitat and 0.01 acre of occupied paniculate tarplant habitat.

In order to minimize the effects during construction, the following avoidance and minimization measures will be implemented: Bio-General-1, Bio-General-9, Bio-General-10, Bio-Plant-2, and Bio-General-PSM-17.

Special-Status Animal Species

Animals are considered to be of special concern based on (1) federal, state, or local laws regulating their development; (2) limited distributions; and/or (3) the habitat requirements of special-status animals occurring on site.

Fairy shrimp species are not anticipated to be impacted by the proposed project due to the lack of suitable habitat within the study area. The Santa Rosa Plateau fairy shrimp and its microhabitat are only known to occur on the Santa Rosa Plateau, approximately 10.5 miles southeast of the Project. The closest CNDDB record for vernal pool fairy shrimp is approximately 10.3 miles south of the Project at the Santa Rosa Plateau.

Least Bell's vireo is not anticipated to be impacted by the proposed project due to the lack of suitable habitat within the survey area. The closest designated critical habitat for least Bell's vireo is located approximately 18 miles southeast of the BSA.

The southwestern willow flycatcher was California state listed as endangered in 1991. The BSA is not located within any designated critical habitat for the southwestern willow

flycatcher. The closest designated critical habitat for southwestern willow flycatcher is located approximately 20 miles northwest of the BSA. No suitable foraging or nesting habitat for southwestern willow flycatcher was observed within the BSA during the habitat assessment survey. None of the vegetation communities within the BSA have the habitat characteristics to support southwestern willow flycatcher foraging, dispersal, or breeding activities.

Caltrans standard best management practices (BMPs), the BMPs in the anticipated stormwater pollution prevention plan (SWPPP), and 2018 Standard Specifications (or latest version) must implement the following avoidance and minimization measures to minimize the effects during construction to fairy shrimp species, Least Bell's vireo and southwestern flycatcher: BIO-General-1.

Monarch butterfly

The Monarch butterfly is an iconic pollinator species, whereby its wings feature an easily recognizable black, orange, and white pattern, with a wingspan of 8.9–10.2 cm. In North America, the geographical range encompasses breeding areas, migration routes including staging areas, and winter roosts. During the spring and summer breeding season, *D. p. plexippus* disperses throughout the United States and southern Canada when successive generations migrate and expand north with the availability of suitable host larval plants such as milkweed. During winter, butterflies that primarily originate from east of the Rockies converge on specific locations in Mexico.

Caltrans is a participant in the Monarch Butterfly Nationwide Candidate Conservation Agreement with Assurance with integrated Candidate Conservation Agreement (CCAA/CCA or Agreement). Implementation of this Agreement is directed by the two integrated conservation agreements consisting of the CCAA for activities conducted on non-Federal lands and an integrated CCA for conservation measures and covered activities implemented on Federal lands (ERC 2019). Federal lands may be enrolled only to the extent that the non-Federal Partners maintain easements, leases, or permits on Federal lands for energy or transportation infrastructure that allow for conservation measure implementation. The CCAA/CCA is a formal, voluntary agreement under which participating landowners or easement holders agree to undertake management activities on enrolled lands to conserve species that are a) proposed for listing under the ESA, b) candidates for listing, or c) that may become candidates, and when the proposed activities enhance the survival of the species. The Agreement provides participants regulatory assurances that additional conservation measures will not be required if the Monarch is protected under the ESA. USFWS has determined that a 10(a)(1)(A) Enhancement of Survival Permit (EOS Permit) can be issued to persons or entities that enter into a CCAA with USFWS. If the species addressed in the Agreement is later listed under the ESA, the EOS Permit becomes effective, and authorizes take of the species that is incidental to otherwise lawful activities on enrolled lands as specified in the Agreement, provided the activities are performed in accordance with the Agreement's terms. Incidental take includes the unintentional harming, harassing, or killing of a listed species and is prohibited under the ESA unless a permit is issued.

The BSA contains suitable habitat for Monarch host plants. The Western Monarch Milkweed Mapper has reported milkweed occurrences near Decker Canyon Road, approximately 0.5 miles from the Project limits (Xerces Society, et al. 2022). Monarch butterflies have not been recorded near the Project site. Botanical surveys conducted for the Project incidentally observed Indian milkweed (*Asclepias eriocarpa*) (ECORP 2021a).

The Project has the potential to directly and indirectly impact the species through Project activities including vegetation removal. Project equipment and vehicles may also import invasive plant materials and seed into the Project area. Importing invasive species into the BSA could pose a risk to the native plant species due to competitive exclusion. Furthermore, adding more trash and debris to the Project site would reduce the quality of the soil conditions, preventing native plant species from colonizing the site.

The Project is within an enrolled highway per the CCAA/CCA; therefore, Caltrans is required to adhere to the conservation measures listed in the Agreement. With the implementation of avoidance and minimization measures, the Project is compliant with the Agreement.

Caltrans standard BMPs, the BMPs in the anticipated SWPPP, and 2018 Standard Specifications (or latest version) must implement the following avoidance and minimization measures to minimize the effects during construction to the Monarch butterfly: BIO-General-1 and BIO-Anthropod-PSM-2.

Avian Species

The review of the CNDDDB, WRCMSHCP, and the U.S. Forest Service (USFS) for the Cleveland National Forest yielded 50 records of special-status bird species occurrences within 5 miles of the Project boundary. There were 21 in the CNDDDB review, 43 of which are covered under the WRCMSHCP, and six are protected under the USFS for the Cleveland National Forest. These species include Cooper's hawk, northern goshawk, sharp skinned hawk, tricolored blackbird, southern California rufous crowned sparrow, grasshopper sparrow, golden eagle, great blue heron, Bell's sage sparrow, long eared owl burrowing owl, ferruginous hawk, American bittern, Swainson's hawk, turkey vulture, mountain plover, northern harrier, olive sided flycatcher, black swift, yellow warbler, white tailed kite, California horned lark, prairie falcon, American peregrine falcon, loggerhead shrike, Lincoln's sparrow, mountain quail, osprey, double crested cormorant, downy woodpecker, William's sapsucker, California spotted owl, tree swallow, Nashville warbler, gray vireo, and Wilson's warbler.

Direct impacts to habitats that support foraging and nesting habitat for breeding, migratory, and/or overwintering special-status bird species habitat may occur as a result of the Project. Other direct impacts that may occur to special-status bird species include injury or mortality during construction activities, injury by vehicles and equipment using the roadway, and/or loss of nest or nest occupants if habitat is cleared during the breeding season. Indirect impacts to special-status bird species' foraging, nesting, migratory, or overwintering activities may also occur as a result of Project construction in the form of increased human

and vehicular activity, noise, dust, ground vibrations, and habitat degradation. These changes in the existing environment may result in altered adult bird behavior that could lead to lower fitness due to decreased foraging activities, loss of shelter or protective cover, or abandonment of young or a nest with eggs in it. Increased levels of special-status bird species mortality may occur if predators or nest parasites (i.e., brown-headed cowbird [*Molothrus ater*]) are attracted to the site due to an increase in anthropogenic food (e.g., trash) and water subsidies.

Caltrans BMPs, the BMPs in the anticipated SWPPP, and 2018 Standard Specifications (or latest version) must implement the following avoidance and minimization measures to minimize the effects during construction to avian species: BIO-General-1 and BIO-Avian-1.

Coastal California gnatcatcher

The coastal California gnatcatcher (CAGN) (*Polioptila californica californica*) is a small, non-migratory songbird that occurs along the Pacific coastal regions of southern California and northern Baja California, Mexico. The range and distribution of the CAGN is closely aligned with coastal scrub vegetation. This vegetation is typified by low (less than 1 m), shrub and sub-shrub species that are often drought deciduous. The species generally occurs at elevations below 914 m (3,000 ft) (USFS).

There is potentially suitable habitat present adjacent to the impact limits and within the lower elevations of the BSA on the eastern extent of the Project limits. Project-related activities could deter individuals from nesting and/or foraging within identified suitable habitat; however, due to fragmented habitat and the lack of USFWS, USFS, and CNDDB occurrences, it is not anticipated that this species will be within the project vicinity. This species is also considered fully covered under the WRCMSHCP. In order to prevent potential impacts to this species within USFS lands, the Project will implement avoidance and minimization measures.

Project impacts resulting from implementation of the proposed Project include temporary impacts (including noise, surface disturbance and vegetation removal) and permanent impacts (including cut and fill activities, addition of new pavement and/or retaining walls) on both EB and WB SR-74.

Caltrans BMPs, the BMPs in the anticipated SWPPP, and 2018 Standard Specifications (or latest version) must implement the following avoidance and minimization measures to minimize the effects during construction to the coastal California gnatcatcher: BIO-General-1, BIO-Avian-1, and BIO-Avian-PSM-4.

Fish Species

The project area is outside of the National Oceanic and Atmospheric Administration. (NOAA) Fisheries jurisdictional area. There is no suitable aquatic habitat for special-status fish species in the BSA. Therefore, the proposed project has no potential to impact special-status fish species or NOAA Fisheries-protected resources.

Mammalian Species

Bat Species

Of the 25 bat species that reside in 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 bats have a status indicating sensitive or species of special concern by USFS or CDFW.

Roosting habitat includes hollow trees, loose slabs of bark, bridges, culverts, fissures of cliffs, and rock outcrop. Riparian areas and their associated insect fauna may provide foraging habitat for a large number of bat species.

Impacts to 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 (Collins 2016; Caltrans 2016; Harvey 2004). 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 (i.e., riparian/riverine vegetation) in the vicinity.

While there is a potential for bat species to utilize bridges, no bridge work will occur and therefore will not impact suitable roosting habitat for this species. There is a possibility for bats to roost in trees or within rock crevices and thus 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 to bats for 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; since 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 roadway, rather than along the right-of-way. However, since bats are a highly mobile species and roost switching is a common behavior for tree roosting bats, it should not be assumed that bats are absent from suitable tree roosts along the ROW. 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. Tree removal is currently proposed and impacts to mature trees are only anticipated immediately adjacent to the roadway and are not expected to be extensive. Therefore, no substantial loss of tree roosting habitat is anticipated.

The widening and modification of culverts will more likely increase future potential roosting habitat. Because of this, the 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 current knowledge of bat behavior and the limited bat data available, Project impacts will be addressed by the following avoidance and minimization measures. A Bat Management Plan is proposed; however, it is anticipated during the design phase when additional information regarding tree and rock removal is available.

Caltrans standard BMPs, the BMPs in the anticipated SWPPP, and 2018 Standard Specifications (or latest version) must implement the following avoidance and minimization measures to minimize the effects during construction to bat species: BIO-General-1 and BIO-Bat-1.

Mountain Lion

Mountain lions (*Puma concolor*) are habitat generalists, utilizing many brushy or forested habitats if adequate cover is present. They use rocky cliffs, ledges, and vegetated ridgetops that provide cover when hunting prey, which most frequently consists of mule deer. Den sites may be located on cliffs, rocky outcrops, caves, in dense thickets, or under fallen logs. In southern California, most cubs are reared in thick brush. They prefer vegetated ridgetops and stream courses as travel corridors and hunting routes. Home range size varies by sex, age, and the distribution of prey. Mountain lions are capable of long-distance movements, and often move in response to changing prey densities (CDFW 2020).

At its February 2020 meeting in Sacramento, the California Fish and Game Commission (Commission) took action on a number of issues affecting California's natural resources. The Commission received a petition evaluation in which CDFW recommended that listing an evolutionarily significant unit (ESU) of mountain lion (southern and central coastal) as threatened under the California Endangered Species Act may be warranted. At its April 2020 meeting, the California Fish and Game Commission voted unanimously that listing of an evolutionarily significant unit of mountain lions may be warranted (CDFW 2020). This commences a one-year status review by the CDFW. During the status review, the mountain lion is protected under CESA as a candidate species. "Take" of mountain lion will be prohibited unless there is authorization pursuant to CESA. Under CFGC Section 86, "take" means to hunt, pursue, catch, capture, or kill, or to attempt to hunt, pursue, catch, capture, or kill.

Direct impacts to habitats that support wildlife movement may occur as a result of the Project with the proposed vegetation removal. Indirect impacts may also occur as a result of Project

construction in the form of increased human and vehicular activity, light, noise, dust, ground vibrations, and habitat degradation. Based on the information available, culverts may be extended/upsized to accommodate the scope of work; however, locations are unknown until the design phase is complete.

Caltrans standard BMPs, the BMPs in the anticipated SWPPP, and 2018 Standard Specifications (or latest version) must implement the following avoidance and minimization measures to minimize the effects during construction to mountain lions: BIO-General-1 and BIO-General-2.

Northwestern San Diego Pocket Mouse and San Diego black-tailed jackrabbit

Northwestern San Diego pocket mouse is associated with sandy herbaceous areas in southwestern California. Elevational range is from sea level to 1,828 m (6,000 ft). Habitat includes coastal scrub, chamise-redshank chaparral, mixed chaparral, sagebrush, desert wash, desert scrub, desert succulent shrub, pinyon-juniper, and annual grasslands. They forage on seeds or forbs, grasses, and shrubs. They excavate their burrows in gravelly or sandy soils and use them for daytime resting, predator escape, and for the care of young. Breeding occurs chiefly from March to May. An average of four [4] young comprises a litter while gestation ranges 24-26 days.

Suitable habitat for northwestern San Diego pocket mouse occurs in sage scrub (coastal sage scrub and chaparral) and nonnative grasslands and generally exhibits a strong microhabitat affinity for moderately gravelly and rocky substrates. Loss and fragmentation of coastal sage scrub habitat as a result of agricultural and urban expansion; introduction of invasive nonnative plants and animals; and the use of pesticides, including bait and trap stations for pocket gopher eradication, have been identified as potential threats to this species. Conversion of coastal sage scrub habitats to chaparral resulting from increased fire frequency could also negatively affect populations of this species. CNDDB reported occurrences of northwestern San Diego pocket mouse between Lake Elsinore and Canyon Lake (1994) (CDFW 2022a). The WRCMSHCP Monitoring Program surveys the existing and proposed core areas, in which the nearest areas are located north and south of Lake Elsinore, approximately 6 – 11 miles from the Project area (WRCMSHCP 2014).

San Diego black-tailed jackrabbit is commonly abundant at lower elevations in herbaceous and desert-shrub areas and open, early stages of forest and chaparral habitats. This diurnal species is strictly herbivorous and home ranges have estimated between 10-194 acres (Zeiner).

Suitable habitat for San Diego black-tailed jackrabbit exists within the foothills of the Santa Ana Mountains and associated floodplain. In southern California, loss of habitat on private lands to urban development and agriculture has reduced the amount of available habitat and fragmented the remaining habitat. CNDDB reported occurrences of San Diego black-tailed jackrabbit near Lake Elsinore (2001), Canyon Lake (2001), and Wildomar (1998) (CDFW 2022a).

Direct impacts to habitats that support habitat for both northwestern San Diego pocket mouse and San Diego black-tailed jack rabbit may occur as a result of the Project. Other direct impacts that may occur to special-status mammal species include injury or mortality during construction activities, injury by vehicles and equipment using the roadway, and/or loss of burrow or burrow occupants. Indirect impacts to these species' activities may also occur as a result of Project construction in the form of increased human and vehicular activity, light, noise, dust, ground vibrations, and habitat degradation.

Caltrans standard BMPs, the BMPs in the anticipated SWPPP, and 2018 Standard Specifications (or latest version) must implement the following avoidance and minimization measures to minimize the effects during construction: BIO-General-1, BIO-General-2 and BIO-General-7.

Herpetological Species

The BSA provides potentially suitable habitat for special status herpetological species. These species include California glossy snake (*Arizona elegans occidentalis*), coast horned lizard (*Phrynosoma coronatum*), coast patch-nosed snake (*Salvadora hexalepis*), coastal rosy boa (*Lichanura orcutti*), orange throated whiptail (*Aspidoscelis hyperythra*), red diamond rattlesnake (*Crotalus ruber*), San Diego mountain kingsnake (*Lampropeltis zonata pulchra*), and southern California legless lizard (*Anniella stebbinsi*).

Direct impacts to habitats that support habitat for special-status herpetological species may occur as a result of the Project. Other direct impacts that may occur to special-status herpetological species include injury or mortality during construction activities, injury by vehicles and equipment using the roadway, and/or loss of burrow or burrow occupants. Indirect impacts to special-status herpetological species' activities may also occur as a result of Project construction in the form of increased human and vehicular activity, light, noise, dust, ground vibrations, and habitat degradation, which can potentially reduce soil moisture and, in turn, reduce prey populations.

Caltrans standard BMPs, the BMPs in the anticipated SWPPP, and 2018 Standard Specifications (or latest version) must implement the following avoidance and minimization measures to minimize the effects during construction to mammalian species: BIO-General-1, BIO-General-2 and BIO-General-7.

Therefore, the project would have less than significant impacts.

b) Less than Significant with Mitigation: The proposed project has impacts to jurisdictional areas which may be mitigated and coordinated with USACE, SWRCB, and CDFW during the permitting process. Compensatory mitigation for permanent impacts is potentially anticipated, with Resource Agency approval, through permittee-responsible mitigation, suitable mitigation/conservation bank credits, suitable in-lieu fee program credits, and/or other mitigation acceptable to the resource agencies involved.

CDFW Sensitive Natural Communities

CDFW Sensitive Natural Communities were not found within the Project survey areas. Therefore, the project would not impact Sensitive Natural Communities of Concern.

USFS Riparian Conservation Areas

USFS CNF has designated Riparian Conservation Areas within their boundaries. Project impacts resulting from implementation of the proposed Project include temporary impacts (including surface disturbance, vegetation removal, and spread of invasive species) and permanent impacts (including cut and fill activities, addition of new pavement and/or retaining walls, and drainage improvements) on both EB and WB SR-74.

WRCMSHCP Determination of Biologically Equivalent or Superior Preservation (DBESP) Finding

Preparation of a DBESP report is required under the WRCMSHCP for projects that involve impacts to riparian/riverine resources and/or vernal pools. Preliminary Project design indicates permanent and temporary impacts to 0.14 acres (ac) to non-wetland WUS, 0.42 ac to WSC and 1.12 ac to CDFW jurisdiction and riparian/riverine areas.

CDFW Riparian Habitat

The proposed Project contains jurisdictional riparian habitat associated with off-site drainages pursuant to Section 1602 of the California Fish and Game Code. Riparian vegetation present on the banks includes but is not limited to Fremont cottonwood (*Populus fremontii*), red willow (*Salix laevigata*), western sycamore (*Platanus racemosa*), coast live oak (*Quercus agrifolia*). Preliminary project design indicates permanent and temporary impacts to 1.12 ac to CDFW jurisdiction.

For impacts associated with USFS Riparian Conservation Areas, CDFW Riparian areas, and WRCMSHCP DBESP the following is proposed:

During construction, the Project proposes to monitor and remove invasive species within Caltrans Right of Way project limits. A habitat management plan will be developed to include detailed locations and type of actions, duration, timing, and reporting.

Therefore, the project has less than significant impacts with mitigation incorporated.

c) Less Than Significant with Mitigation Incorporated: The NESMI indicates that the study area contains 80 drainages. A number of the drainage features within the BSA are managed or engineered systems constructed to convey stormwater across SR-74 and correspond to natural drainages in the area. The hydrologic regime for the area consists mostly of ephemeral streams that convey flows during and immediately after storm events. A few of the larger streams in the general area would be considered intermittent.

The western half of the BSA falls within the Aliso-San Onofre Watershed and Waterboard Region 9 (San Diego) and the eastern portion of the BSA falls within the San Jacinto Watershed and Waterboard Region 8 (Santa Ana) (NRCS et al. 2021). The Aliso-San Onofre Watershed encompasses more than 600 square miles and stretches across California. This

watershed begins in the Santa Ana mountains and drains west to the Pacific Ocean, a TNW. The San Jacinto River Watershed, upstream of Canyon Lake and Lake Elsinore, covers 780 square miles in the western half of Riverside County. It begins in the San Jacinto Mountains and runs west through Canyon Lake, ending in Lake Elsinore, a TNW. The nearest TNW to the BSA within this watershed is Lake Elsinore, located just over 1,000 ft to the northeast.

Potentially jurisdictional Waters of the USACE, potentially jurisdictional Waters of the RWQCB, and habitat potentially jurisdictional to CDFW have been mapped within the BSA, consisting of both ephemeral, intermittent, and stormwater features. Preliminary Project design indicates permanent and temporary impacts to 0.14 acres (ac) to non-wetland WUS, 0.42 ac to WSC and 1.12 ac to CDFW jurisdiction and riparian/riverine areas.

Proposed Project impacts to jurisdictional areas may be mitigated and coordinated with USACE, RWQCB, and CDFW during the permitting process. Compensatory mitigation for permanent impacts is potentially anticipated, with Resource Agency approval, through permittee-responsible mitigation, suitable mitigation/conservation bank credits, suitable in-lieu fee program credits, and/or other mitigation acceptable to the resource agencies involved.

Caltrans standard BMPs, the BMPs in the anticipated SWPPP, and 2018 Standard Specifications (or latest version) must implement the following avoidance and minimization measures to minimize the effects during construction: BIO-General-1 and BIO-General-PSM-17.

The proposed project would have less than significant impacts with mitigation incorporated.

d) Less Than Significant Impact: The project area is outside of the NOAA Fisheries jurisdictional area. There is no suitable aquatic habitat for special-status fish species in the BSA. Therefore, the proposed project has no potential to impact special-status fish species or NOAA Fisheries-protected resources.

While the Project area is not within an identified wildlife connectivity corridor, the Santa Ana Mountains have been identified as critical to support wildlife movement for mountain lions. Long term studies by UC Davis and mounting evidence support the theory of an isolated genetic population within the Santa Ana Mountains that may soon become extirpated if wildlife connectivity does not improve (Yap, et al. 2019). Direct impacts to habitats that support wildlife movement may occur as a result of the Project with the proposed vegetation removal. Indirect impacts may also occur as a result of Project construction in the form of increased human and vehicular activity, light, noise, dust, ground vibrations, and habitat degradation. Based on the information available, culverts may be extended/upsized to accommodate the scope of work; however, locations are unknown until the design phase is complete.

Caltrans standard BMPs, the BMPs in the anticipated SWPPP, and 2018 Standard Specifications (or latest version) must implement the following avoidance and minimization measures to minimize the effects during construction: BIO-General-1 and BIO-General-2.

Therefore, the proposed project would have less than significant impacts.

e) No Impact: The proposed project would not conflict with any local policies or ordinances protecting biological resources. Therefore, the proposed project would have no impact.

f) Less Than Significant with Mitigation: The proposed project is within the Forest Service Trabuco Habitat Management Unit and Santa Ana Mountains Unit in Rough Step 9 of the WRCMSHCP. The BSA falls outside of any criteria cells or special linkage areas. WRCMSCHP survey areas within the BSA include narrow endemic plant species and those required for riparian/riverine resources.

In compliance with the WRCMSHCP, habitat assessments were conducted for NEPSSA species within the identified survey area as well as species identified in Vol 1 Sec 6.1.2 of the Plan. Suitable habitat was found to be present for narrow endemic plant species. However, focused surveys for these species were conducted and NEPSSA species were not present.

Preparation of a DBESP report is required under the WRCMSHCP for projects that involve impacts to riparian/riverine resources and/or vernal pools. The purpose of the DBESP report is to ensure replacement of any lost functions and values of habitat as it relates to covered species. To ensure consistency with the WRCMSHCP, wildlife agencies (i.e., USFWS, CDFW) would review the documents and a consistency letter would be provided to the permittee (Caltrans) via the State Permittee Process.

Proposed Project impacts to jurisdictional areas may be mitigated and coordinated with Resource Agencies during the permitting process. Compensatory mitigation for permanent impacts is potentially anticipated, with Resource Agency approval, through permittee-responsible mitigation, suitable mitigation/conservation bank credits, suitable in-lieu fee program credits, and/or other mitigation acceptable to the Resource Agencies involved.

For impacts associated with WRCMSHCP DBESP the following is proposed: During construction, the Project proposes to monitor and remove invasive species within Caltrans Right of Way project limits. A habitat management plan is proposed to include detailed locations and type of actions, duration, timing, and reporting.

Caltrans standard BMPs, the BMPs in the anticipated stormwater pollution prevention plan (SWPPP), and 2018 Standard Specifications (or latest version) must implement the following avoidance and minimization measures to minimize the effects during construction: BIO-General-1 and BIO-General-PSM-17

Therefore, the proposed project would have less than significant impacts with mitigation.

Avoidance and Minimization Measures

Bio-General-1 Equipment Staging, Storing & Borrow Sites: All staging, storing, and borrow sites require the approval of the Caltrans biologist.

Bio-General-2 **Temporary Artificial Lighting Restrictions:** To address impacts to bat species, mountain lions, and small mammal and herpetological species, artificial lighting must be directed at the job site to minimize light spillover onto adjacent areas if Project activities occur at night.

Bio-General-7 **Worker Environmental Awareness Program (WEAP):** A qualified biologist must present a biological resource information program/WEAP for herpetological species prior to project activities to all personnel that will be present within the project limits for longer than 30 minutes at any given time.

Bio-General-9 **Environmentally Sensitive Area (ESA):** To address impacts to Coulter's matilija, paniculate tarplant, and southern black walnut, delineate this area as an ESA as shown on the plans and/or described in the specifications.

Bio-General-10: **Environmentally Sensitive Area (ESA) Fence Monitoring:** Integrity inspections of special-status plant species fencing and enclosures (onsite cleared areas) must occur throughout the duration of the project, as needed, and prior to commencing project activities and after activities are completed. If during construction the fence fails, work must stop until it is repaired and the qualified biologist inspects (and clears) the job site.

Bio-General-PSM-17 **Restoration of Vegetation:** Temporary impacted areas must be restored, as feasible, with appropriate native vegetation, as determined by the habitat type prior to impacts and by the surrounding vegetation.

Bio-Anthropod-PSM-2 **Plant Seed Mix:** Seed mixes must contain a diversity of native pollinator plant species including milkweed.

Bio-Avian-1 **Preconstruction Nesting Bird Survey:** If project activities cannot avoid the nesting season, generally regarded as Feb 1 – Sept 30, then preconstruction nesting bird surveys must be conducted 3 days prior to construction by a qualified biologist to locate and avoid nesting birds. If an active avian nest is located, a no construction buffer may be established and monitored by the qualified biologist.

Bio-Avian-PSM-4 **Coastal Sage Scrub Removal:** To address impacts to the coastal California gnatcatcher, coastal sage scrub must be removed prior to the nesting bird season, generally regarded as Feb 1 – Sept 30.

Bio-Bat-1 **Bat Management & Mitigation Plan (BMMP).** A Bat Management Plan must be developed and implemented in accordance with CDFW guidelines.

Bio-Plant-2 **Rare Plant Translocation:** If a rare plant is found within the job site and cannot be fenced but can survive transplantation, the qualified biologist must contact the Caltrans biologist to determine the time and suitable translocation area for the plant species to be moved. Additional requirements and actions must be determined at the time such a situation occurs.

2.5. Cultural Resources

Would the project:

Question	CEQA Determination
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No Impact

Regulatory Setting

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. California Public Resources Code (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, and AB 52 is commonly referenced instead of CEQA when discussing the process to identify tribal cultural resources (as well as identifying measures to avoid, preserve, or mitigate effects to them). Defined in PRC Section 21074(a), a tribal cultural resource is a CRHR or local register eligible site, feature, place, cultural landscape, or object which 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 National Register Historic Places (NRHP) listing criteria. It further requires the Department to inventory state-owned structures in its rights-of-way.

CEQA Significance Determinations for Cultural Resources

a) No Impact: According to the *Historic Property Survey Report* for 1K690, completed on June 6, 2022, field verification concluded that the Area of Potential Effect (APE) lacks archaeological or historic period-built environment resources, aside from Ortega Highway, a non-NRHP-eligible road. This was determined through consultation with State Historic Preservation Officer (SHPO) in May 2018.

Therefore, the project would not cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5 and there would be no impact.

b) No Impact: Caltrans, pursuant to Section 106 PA Stipulation IX.A, has determined a Finding of No Historic Properties Affected is appropriate for this Undertaking because there are no Historic Properties within the APE.

Therefore, the project would not cause a substantial change in the significance of an archaeological resource pursuant to §15064.5 and there would be no impact.

c) No Impact: On October 17, 2020, the Native American Heritage Commission (NAHC) was contacted, requesting a Sacred Land File (SLF). A response was received on November 6, 2020, along with a list of Tribal Government contacts. In consultation with the District Native American Coordinator (DNAC), letters were sent to four Tribes.

Assembly Bill (AB) 52

AB 52 consultation was initiated on December 10, 2020. Caltrans contacted Pala Band of Mission Indians, Pechanga Band of Luiseño Indians, Rincon Band of Luiseño Indians, and Soboba Band of Luiseño Indians.

Pala Band of Mission Indians responded on Jan. 3, 2021, and deferred consultation to tribes in closer proximity.

Pechanga Band of Luiseño Indians responded on Jan. 16, 2021, requesting consultation and to be added to the distribution list. Caltrans sent the Archaeological Survey Report (ASR) and maps on June 6, 2022. Caltrans has received no further response to date.

Caltrans also contacted Rincon Band of Luiseño Indians and Soboba Band of Luiseño Indians. Caltrans did not receive a response.

Avoidance, Minimization, and/or Mitigation Measures

To minimize potential impacts to cultural resources, the standard measures would apply:

CR-1: If buried cultural resources are encountered during Project Activities, it is Caltrans policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find.

CR-2: In the event that human remains are found, the county coroner should be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to California PRC Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendant (MLD). The person who discovered the remains will District 8 Division of Environmental Planning; Andrew Walters, DEBC [(909) 260-5178] or Gary Jones, District Native American Coordinator (DNAC) [(909) 261-8157]. Further provisions of PRC 5097.98 are to be followed as applicable.

2.6. Energy

Would the project:

Question	CEQA Determination
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

Regulatory Setting

The California Environmental Quality Act (CEQA) Guidelines section 15126.2(b) and Appendix F, Energy Conservation, require an analysis of a project's energy use to determine if the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary use of energy, or wasteful use of energy resources.

CEQA Significance Determinations for ENERGY

a) No Impact: Caltrans implements best management practices (BMP's) to prevent wasteful consumption of resources during construction or operation. The proposed project would have no impact.

b) No Impact: The proposed project does not conflict with any known state or local plan for renewable energy or energy efficiency. Therefore, there would be no impacts.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required for energy.

2.7. Geology and Soils

Would the project:

Question	CEQA Determination
a) Directly or indirectly cause 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.	No Impact
ii) Strong seismic ground shaking?	No Impact
iii) Seismic-related ground failure, including liquefaction?	No Impact
iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	No Impact
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?	Less Than Significant Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact

Regulatory Setting

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.

CEQA Significance Determinations for Geology and Soils

a i) No Impact: According to the California Department of Conservation Earthquake Zones of Required Investigation Maps, the proposed project location is near the Elsinore Fault Zone located approximately 5 miles east in the City of Lake Elsinore. The Elsinore Fault Zone is also an Alquist-Priolo Earthquake Fault Zone. The Southern California Earthquake Data Center indicates that the last major rupture was in 1910. The proposed project involves the

widening of existing lanes and shoulders, and installation of ground-in rumble strips which would not directly or indirectly cause potential adverse effects. Therefore, no impacts would occur.

a ii) No Impact: According to the Southern California Earthquake Data Center, the Elsinore Fault Zone's last major rupture was in 1910. All Caltrans projects follow the standard procedures regarding seismic design to avoid or minimize any significant impacts related to seismic ground shaking. The proposed project would result in no impact because project construction and operation would have no opportunity to rupture a known earthquake fault or cause seismic shaking.

a iii) No Impact: The Riverside County's Liquefaction Susceptibility Seismic Hazard Zone Maps does not identify any geologic hazards for the project. The area does not have a potential for liquefaction hazards. There would be no impacts.

a iv) No Impact: Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. Based on the Riverside County's Slope Instability Map, the project area is classified as a low to locally moderate susceptibility to landslides and rockfalls. The proposed project would implement Caltrans' current highway and structure seismic design standards. Therefore, there would be no impacts.

b) No Impact: The proposed project does not anticipate any substantial loss of soil erosion or topsoil. No impacts would occur.

c) Less Than Significant Impact: The County of Riverside General Plan Elsinore Area Plan Seismic Hazards map shows the area to have no to very low susceptibility to liquefaction. According to the Elsinore Area Plan Slope Instability map, the slope instability ranges from low susceptibility to high susceptibility to seismically induced landslides and rockfalls. The proposed project would implement Caltrans' current highway and structure seismic design features. Therefore, there would be less than significant impacts.

d) No Impact: The Lake Elsinore General Plan and Caltrans' Project Initiation Report does not identify expansive soils in the city. A geotechnical report will also be completed prior to the Design phase to ensure the project improvements are suitable. Therefore, there would be no impacts.

e) No Impact: Septic tanks or alternative wastewater disposal systems would not be part of the proposed project. Therefore, there would be no impacts.

f) No Impact: The proposed project is occurring on an existing paved highway and would not destroy a unique paleontological resource or site or unique geologic feature. Therefore, there would be no impacts.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required for geology and soils.

2.8. Greenhouse Gas Emissions

Would the project:

Question	CEQA Determination
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	No Impact

CEQA Significance Determinations for Greenhouse Gas Emissions

a) Less Than Significant Impact: While the project would result in GHG emissions during construction, it is anticipated that the project would not result in any increase in operational GHG emissions. With implementation of construction GHG-reduction measures, the impact would be less than significant.

b) No Impact: The project does not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases. Therefore, there would be no impact.

Avoidance, Minimization, and/or Mitigation Measures

GHG-1: Schedule truck trips outside of peak morning and evening commute hours.

GHG-2: Schedule longer-duration lane closures to reduce number of equipment mobilization efforts.

GHG-3: For improved fuel efficiency from construction equipment:

- Maintain equipment in proper tune and working condition
- Use right sized equipment for the job
- Use equipment with new technologies

GHG-4: Maximize use of recycled materials.

GHG-5: Salvage large, removed trees for lumber or similar on-site beneficial uses other than standard wood-chipping.

GHG-6: Recycle existing project features on-site.

GHG-7: Reduce construction waste. If suitable, the project will reuse excavation material for aggregate base.

GHG-8: Include project features that maximize planting of native tree species.

GHG-9: Incorporate native plants and vegetation to the project design. Replace more vegetation than was removed to increase carbon sequestration.

2.9. Hazards and Hazardous Materials

Would the project:

Question	CEQA Determination
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	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?	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No Impact
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?	No Impact
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 or excessive noise for people residing or working in the project area?	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact

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.

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 cleanup 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 cleanup of 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.

CEQA Significance Determinations for Hazards and Hazardous Materials

a) No Impact: Implementation of the proposed project is not expected to result in the creation of any new hazards or expose people to potential new health hazards. No storage of toxic materials or chemicals would occur, and the project is not anticipated to increase the potential hazardous materials in the project area. The Initial Site Assessment Checklist completed for the project determined the hazardous waste involvement to be low.

b) No Impact: The proposed project is not anticipated to result in a release of hazardous materials into the environment. Standard construction practices would be observed such that any materials released are appropriately contained as required by local and state law. Therefore, the proposed project is expected to result in no impacts.

c) No Impact: The project will not emit hazardous emissions or handle hazardous waste within one-quarter mile of a school. The proposed project will have no impacts.

d) No Impact: No potentially hazardous waste sites were listed on the GeoTracker and Envirostor database on or near the project location. No underground storage tanks, surface tanks, sumps, ponds, drums, basins, transformers, or landfills were identified. Furthermore, no surface staining, oil sheen, odors, or vegetation damage was identified on the ISA Checklist. The project will result in no impacts.

e) No Impact: The proposed project is not within two miles of a public airport or public use airport. Nor would the project result in a safety hazard for people residing or working in the project area.

f) No Impact: The project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. During construction, there may be a delay in emergency response times. The proposed project is expected to result in no impacts.

g) No Impact: The proposed project would not exacerbate wildfire risks or expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a fire. In addition, the Caltrans 2022 Revised Standard Specification 7-1.02M(2) mandates fire protection procedures during construction, including a fire prevention plan. Therefore, there are no impacts.

Avoidance, Minimization, and/or Mitigation Measures

HAZ-1: Use SSP 14-11.14 for the disposal of treated wood waste.

HAZ-2: A Task order is being conducted for Aerially Deposited Lead (ADL) to determine if special handling and/or removal is needed.

2.10. Hydrology and Water Quality

Would the project:

Question	CEQA Determination
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site;	No Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	No Impact
(iii) 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; or	No Impact
(iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact

Regulatory Setting

Water Quality and Stormwater Runoff

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 water body 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.

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 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.

CEQA Significance Determinations for Hydrology and Water Quality

a) No Impact: The Proposed Build Alternative would not violate any water quality standards or waste discharge requirements. The project would require implementation of BMPs during both construction and operation of the project. Upon adherence to these requirements and implementation of BMPs, no impacts would occur in this regard during construction.

b) No Impact: Implementation of the project would not deplete groundwater supplies or interfere substantially with groundwater recharge that would result in a net deficit in aquifer volume or a lowering of the groundwater table level. The proposed project is not anticipated to affect the amount of water consumed regionally through increased withdrawals from ground water sources. As such, the proposed project would have no impacts.

c) i), No Impact: The SQWQI indicates that the sediment erosion risk for the project is determined to be low. The site development would not alter the alignment of a stream, existing drainage pattern of the site area, or reconfigure a water body. The proposed project would have no impacts.

c) ii) No Impact: The proposed project would not increase the rate or amount of surface runoff and would not contribute to the volume of surface water discharged. Therefore, there would be no impact.

c) iii) No Impact: According to the Scoping Questionnaire for Water Quality Issues, the proposed project would not create or contribute runoff. The project does not propose an increase in impervious surface area. As a result, the project would have no impact.

c) iv) No Impact: The proposed project would not impede or redirect flood flows. There would be no impacts.

d) No Impact: According to the Flood Insurance Rate Map (FIRM), provided by the Federal Emergency Management Agency (FEMA), most of the project area lies within Zone D. FEMA classifies Zone D as an area with a potentially moderate to high risk of flooding, but the probability has not been determined. The project would extend and/or upsize existing

culverts and add new drainage systems to satisfy the 5-minute time of concentration. The proposed project would not risk the release of pollutants due to project inundation. Therefore, the project would have no impacts.

e) No Impact: The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, there would be no impacts.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required for hydrology and water quality.

2.11. Land Use and Planning

Would the project:

Question	CEQA Determination
a) Physically divide an established community?	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No Impact

CEQA Significance Determinations for Land Use and Planning

a) No Impact: Implementation of the proposed project location would not divide an established community, as the location is already disturbed and located on the existing SR-74. Therefore, the project would have no impacts.

b) No Impact: According to the City of Lake Elsinore General Plan Land Use Plan, the project area is mapped as Hillside Residential, Low Density Residential and Open Space. The proposed project would not conflict with any applicable land use, plan, policy, or regulation. The project would have no impacts.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required for land use and planning.

2.12. Mineral Resources

Would the project:

Question	CEQA Determination
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?	No Impact
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?	No Impact

CEQA Significance Determinations for Mineral Resources

a) No Impact: The City of Lake Elsinore General Plan identifies the city and surrounding areas as MRZ-3. These are areas containing known mineral deposits that may qualify as mineral resources. An MRZ-2 area would contain discovered mineral deposits that are either measured or indicated reserves as determined by drilling records, sample analysis, surface exposure and mine information. Since the proposed project is in a previously disturbed area and identified as MRZ-3, there would be no impacts to the mineral resources, and it would not result in the loss of availability to the region or the residents of the state.

b) No Impact: The proposed project would not result in the loss of available mineral resources of value to the region, residents of the state, or locally-important sites. As such, the proposed project would have no impacts.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required for mineral resources.

2.13. Noise

Would the project result in:

Question	CEQA Determination
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	No Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	No Impact
c) For a project located within the vicinity of a private airstrip or 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?	No Impact

Regulatory Setting

California Environmental Quality Act

CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significance noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless those measures are not feasible. The rest of this section will focus on the NEPA 23 Code of Federal Regulations Part 772 (23 CFR 772) noise analysis.

CEQA Significance Determinations for Noise

- a) **No Impact:** The project would not expose people to or generate noise levels in excess of standards established in a general plan or noise ordinance, or applicable standards of other agencies. The project is a Type III project under 23 CFR 772.7; therefore, Caltrans Engineering determined that a noise study report was not required for the project. There would be no noise impact.
- b) **No Impact:** Any groundborne noise or vibration would be limited to the construction period and would be short in duration. Because there are no noise- or vibration- sensitive uses located in the immediate project vicinity and because the proposed project would comply with Caltrans' Standard Specifications, no impacts would occur.
- c) **No Impact:** 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. Also, the project would not expose people to or generate excessive noise levels. Therefore, no noise impacts related to air traffic would occur.

Avoidance, Minimization, and/or Mitigation Measures

NOISE-1: Construction will be conducted in accordance with applicable local noise standards and Caltrans' provisions in Section 14-8.02, "Noise Control," of the 2018 Standard Specifications.

2.14. Population and Housing

Would the project:

Question	CEQA Determination
a) Induce substantial unplanned 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)?	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

CEQA Significance Determinations for Population and Housing

a) No Impact: The purpose of the project is to improve the safety performance and reduce collisions occurring along SR-74 from PM 5.7 to 11.8 by constructing shoulders and median buffers with rumble strips. The proposed project would not induce substantial population growth in the area, either directly or indirectly. Therefore, there would be no impacts.

b) No Impact: Right of way may be acquired for the proposed project improvements but would not necessitate the relocation of any developments and/or people. Therefore, no impacts on population and housing would occur as a result of the proposed project.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required for population and housing.

2.15. Public Services

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 following public services:

Question	CEQA Determination
a) Fire protection?	No Impact
b) Police protection?	No Impact
c) Schools?	No Impact
d) Parks?	No Impact
e) Other public facilities?	No Impact

CEQA Significance Determinations for Public Services

a) No Impact: The Riverside County Fire Department, in cooperation with the US Forest Service Fire Station, provides fire and emergency services to the project area. The nearest fire station is the Riverside County Fire Station 51 at 32353 Ortega Highway, Lake Elsinore. The proposed project would not result in an increase in population, and therefore would not increase the demand for community services. No fire stations would be acquired or displaced. The project would not induce growth or increase population in the study area or the greater community beyond that previously planned for and would not result in the need for additional fire protection. 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 (TMP) which will be shared with the emergency responders, prior to construction. Therefore, there would be no impact.

b) No Impact: 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, Lake Elsinore. The police station would not be acquired or displaced. The project would not induce growth or increase population in the study area or the greater community beyond that previously planned for and would not result in the need for additional police protection. 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 TMP which will be shared with the emergency responders, prior to construction. Therefore, there would be no impact.

c) No Impact: Lakeside High School in Lake Elsinore is located about 1 mile away from Grand Ave (PM 11.8). Construction activities may cause temporary accessibility problems

but is not expected to result in any other impacts to school services. As such, there would be no impact.

d) No Impact: The proposed project is located within the vicinity of 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. Access to public parks, trails, and other recreational facilities may be delayed due to construction activities. The proposed project would not result in adverse physical impacts and therefore, there would be no impact.

e) No Impact: There are no public facilities in the immediate project area. Therefore, there would be no impact on public facilities because of construction or operation of the project.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required for Public Services.

2.16. Recreation

Question	CEQA Determination
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?	No Impact
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?	No Impact

CEQA Significance Determinations for Recreation

a) 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. Therefore, there would be no impacts.

b) No Impact: The project would not require the construction or expansion of recreational facilities. As such, there would be no impacts.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required for recreation.

2.17. Transportation / Traffic

Would the project:

Question	CEQA Determination
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	No Impact
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No Impact
d) Result in inadequate emergency access?	No Impact

CEQA Significance Determinations for Transportation/Traffic

a) No Impact: The Caltrans District 8 State Highway System Bicycle Access Map indicates that bicyclists are permitted but the route is not classified as a designated bike route. The proposed project would not impact current bicycle use within the project limits and would preserve the full outside shoulder width for bicycle traffic. The proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. There would be no impact.

b) No Impact: The proposed project would not conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision (b). The project is not a capacity increasing project and would not increase the “vehicle miles traveled.” Therefore, there would be no impact.

c) No Impact: The purpose of the project is to improve the safety performance and reduce collisions occurring along SR-74 from PM 5.7 to 11.8 by constructing shoulders and median buffers with rumble strips. Therefore, the proposed project would not substantially increase hazards due to geometric design features or incompatible uses. As such, the proposed project would have no impact.

d) No 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 TMP. Therefore, the completion of the project would have no impacts on emergency access.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required for transportation/traffic.

2.18. Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, 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:

Question	CEQA Determination
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	No Impact
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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	No Impact

CEQA Significance Determinations for Tribal Cultural Resources

a) No Impact: The project would not cause a substantial adverse change in the significance of a tribal cultural resource 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).

On October 17, 2020, the Native American Heritage Commission (NAHC) was contacted, requesting a Sacred Land File (SLF). A response was received on November 6, 2020, along with a list of Tribal Government contacts. In consultation with the District Native American Coordinator (DNAC), letters were sent to four Tribes.

Assembly Bill (AB) 52

AB 52 consultation was initiated on December 10, 2020. Caltrans contacted Pala Band of Mission Indians, Pechanga Band of Luiseño Indians, Rincon Band of Luiseño Indians, and Soboba Band of Luiseño Indians.

Pala Band of Mission Indians responded on Jan. 3, 2021, and deferred consultation to tribes in closer proximity.

Pechanga Band of Luiseño Indians responded on Jan. 16, 2021, requesting consultation and to be added to the distribution list. Caltrans sent the Archaeological Survey Report (ASR) and maps on June 6, 2022. Caltrans has received no further response to date.

Caltrans also contacted Rincon Band of Luiseño Indians and Soboba Band of Luiseño Indians. Caltrans did not receive a response.

b) No Impact: The project would not cause a substantial adverse change in the significance of a tribal cultural 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. Caltrans, pursuant to Section 106 PA Stipulation IX.A, has determined a Finding of No Historic Properties Affected is appropriate for this Undertaking because there are no Historic Properties within the APE. Caltrans PQS has determined that there are resources in the project area that are not significant resources under CEQA. Therefore, there would be no impact.

Avoidance, Minimization, and/or Mitigation Measures

Implementation of measures **CR-1**, and **CR-2**, as described in the Cultural Resources Section above would reduce any potential impacts to cultural resources.

2.19. Utilities and Service System

Would the project:

Question	CEQA Determination
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less Than Significant Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No Impact
c) 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?	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact

CEQA Significance Determinations for Utilities and Service Systems

a) Less Than Significant Impact: Construction of the project would require the relocation of approximately 1,000 Linear Feet of a 6" waterline and 1 electrical power pole. The project proposes to extend and/or upsize the existing culverts under SR-74 and add new on-site drainage systems to improve drainage along the highway. The project would not require or result in the need for new water or expanded water, wastewater treatment, natural gas or telecommunication facilities. There would be less than significant impact.

b) No Impact: The project would not require a water supply, as there are no existing entitlements or resources within the project area. There would be no impact.

c) No Impact: The project would not require wastewater treatment. As a result, there would be no impact.

d) No Impact: The project would not generate solid waste in excess of State or local standards or impair the attainment of solid waste reduction goals. There would be no impact.

e) No Impact: The proposed project would be in compliance with all federal, state, and local solid waste statutes and regulations; therefore, there would be no impact.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required for utilities and service systems.

2.20. Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

Question	CEQA Determination
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No Impact

Regulatory Setting

Senate Bill 1241 required the Office of Planning and Research, the Natural Resources Agency, and the California Department of Forestry and Fire Protection to develop amendments to the “CEQA Checklist” for the inclusion of questions related to fire hazard impacts for projects located on lands classified as very high fire hazard severity zones. The 2018 updates to the CEQA Guidelines expanded this to include projects “near” these very high fire hazard severity zones.

CEQA Significance Determinations for Wildfire

According to the map by CalFire’s Fire and Resource Assessment Program (FRAP) (<https://egis.fire.ca.gov/FHSZ/>), the proposed project segment is located in a Federal Responsibility Area (FRA), State Responsibility Area (SRA) and a Local Responsibility Area (LRA). There are portions of the project area that are classified as Very High and Very High Fire Hazard Severity Zone.

a) No Impact: The proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan. Therefore, there would be no impact.

b) No Impact: The proposed project would not exacerbate wildfire risks or expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a fire. In addition, the Caltrans 2018 revised Standard Specification 7-1.02M(2) mandates fire protection procedures during construction, including a fire prevention plan. Therefore, there is no impact.

c) No Impact: The proposed project would improve the safety performance and reduce collisions occurring along SR-74 from PM 5.7 to 11.8 by constructing shoulders and median buffers with rumble strips. SR-74 is an existing highway, and the proposed project would not exacerbate fire risk that may result in temporary or ongoing impacts. As such, there would be no impact.

d) No Impact: The project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides. As mentioned under Section VII, Geology and Soils, the project location is not within a landslide area and the probability is low to locally moderate susceptibility. The proposed project would implement Caltrans' current highway and structure seismic design standards. The existing culverts would be extended and/or upsized and new on-site drainage systems may be added to improve drainage along the highway. Therefore, there would be no impacts.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required for wildfires.

2.21. Mandatory Findings of Significance

Question	CEQA Determination
a) Does the project have the potential to substantially 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?	Less Than Significant with Mitigation Incorporated
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)?	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No Impact

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. Avoidance and/or minimization measure **BIO-General, BIO-Anthropod, BIO-Avian, BIO-Bat, and BIO-Plant** would be implemented to ensure the proposed project would result in less-than-significant impact with mitigation incorporated.

b) No Impact: The proposed project would not result in cumulatively considerable effects when combined with past, present, and reasonably foreseeable future projects and therefore would have no cumulative impact. As such, the proposed project would have no impacts.

c) No Impact: The project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. Therefore, the proposed project would have no impacts.

Chapter 3 Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the Earth's climate system. The Intergovernmental Panel on Climate Change, established by the United Nations and World Meteorological Organization in 1988, is devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy. Climate change in the past has generally occurred gradually over millennia, or more suddenly in response to cataclysmic natural disruptions. The research of the Intergovernmental Panel on Climate Change and other scientists over recent decades, however, has unequivocally attributed an accelerated rate of climatological changes over the past 150 years to GHG emissions generated from the production and use of fossil fuels.

Human activities generate GHGs consisting primarily of carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF₆), and various hydrofluorocarbons (HFCs). CO₂ is the most abundant GHG; while it is a naturally occurring and necessary component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO₂ that is the main driver of climate change. In the U.S. and in California, transportation is the largest source of GHG emissions, mostly CO₂.

The impacts of climate change are already being observed in the form of sea level rise, drought, extended and severe fire seasons, and historic flooding from changing storm patterns. The most important strategy to address climate change is to reduce GHG emissions. Additional strategies are necessary to mitigate and adapt to these impacts. In the context of climate change, "mitigation" involves actions to reduce GHG emissions to lessen adverse impacts that are likely to occur. "Adaptation" is planning for and responding to impacts to reduce vulnerability to harm, such as by adjusting transportation design standards to withstand more intense storms, heat, and higher sea levels. This analysis will include a discussion of both in the context of this transportation project.

REGULATORY SETTING

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

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.

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 (FHWA 2019). This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values— “the triple bottom line of sustainability” (FHWA n.d.). 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.

The federal government has taken steps to improve fuel economy and energy efficiency to address climate change and its associated effects. The most important of these was the Energy Policy and Conservation Act of 1975 (42 USC Section 6201) as amended by the Energy Independence and Security Act (EISA) of 2007; and Corporate Average Fuel Economy (CAFE) Standards. This act established fuel economy standards for on-road motor vehicles sold in the United States. The U.S. Department of Transportation’s National Highway Traffic and Safety Administration (NHTSA) sets and enforces the CAFE standards based on each manufacturer’s average fuel economy for the portion of its vehicles produced for sale in the United States. The Environmental Protection Agency (U.S. EPA) calculates average fuel economy levels for manufacturers, and also sets related GHG emissions standards under the Clean Air Act. Raising CAFE standards leads automakers to create a more fuel-efficient fleet, which improves our nation’s energy security, saves consumers money at the pump, and reduces GHG emissions (U.S. DOT 2014).

U.S. EPA published a final rulemaking on December 30, 2021, that raised federal GHG emissions standards for passenger cars and light trucks for model years 2023 through 2026, increasing in stringency each year. This rulemaking revised lower emissions standards that had been previously established for model years 2021 through 2026 in the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part Two in June 2020. The updated standards will result in avoiding more than 3 billion tons of GHG emissions through 2050 (U.S. EPA 2021a).

State

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple Senate and Assembly bills and executive orders (EOs) including, but not limited to, the following:

EO S-3-05 (June 1, 2005): The goal of this 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 (AB) 32 in 2006 and Senate Bill (SB) 32 in 2016.

Assembly Bill (AB) 32, Chapter 488, 2006, Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 codified the 2020 GHG emissions reduction goals outlined in EO S-3-05, while further mandating that the California Air Resources Board (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 [H&SC] 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.

EO 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 (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.

SB 391, Chapter 585, 2009, California Transportation Plan: This bill requires the State’s long-range transportation plan to identify strategies to address California’s climate change goals under AB 32.

EO 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.

EO B-30-15 (April 2015) establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 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}). [GHGs differ in how much heat each traps in the atmosphere, called global warming potential, or GWP. CO₂ is the most important GHG, so amounts of other gases are expressed relative to CO₂, using a metric called “carbon dioxide equivalent,” or CO_{2e}. The global warming potential of CO₂ is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO₂.] 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.

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.

SB 1386, Chapter 545, 2016, declared “it to be the policy of the state that the protection and management of natural and working lands ... is an important strategy in meeting the state’s greenhouse gas reduction goals, and would require all state agencies, departments, boards, and commissions to consider this policy when revising, adopting, or establishing policies, regulations, expenditures, or grant criteria relating to the protection and management of natural and working lands.”

SB 743, Chapter 386 (September 2013): This bill changes the metric of consideration for transportation impacts pursuant to CEQA from a focus on automobile delay to alternative methods focused on vehicle miles traveled, to promote the state’s goals of reducing greenhouse gas emissions and traffic related air pollution and promoting multimodal transportation while balancing the needs of congestion management and safety.

SB 150, Chapter 150, 2017, Regional Transportation Plans: This bill requires ARB to prepare a report that assesses progress made by each metropolitan planning organization in meeting their established regional greenhouse gas emission reduction targets.

EO B-55-18 (September 2018) sets a new statewide goal to achieve and maintain carbon neutrality no later than 2045. This goal is in addition to existing statewide targets of reducing GHG emissions.

EO N-19-19 (September 2019) advances California’s climate goals in part by directing the California State Transportation Agency to leverage annual transportation spending to reverse the trend of increased fuel consumption and reduce GHG emissions from the transportation sector. It orders a focus on transportation investments near housing, managing congestion, and encouraging alternatives to driving. This EO also directs ARB to encourage automakers to produce more clean vehicles, formulate ways to help Californians purchase them, and propose strategies to increase demand for zero-emission vehicles.

ENVIRONMENTAL SETTING

The proposed project is in a suburban area but is classified by the City of Lake Elsinore General Plan Land Use Map as Hillside Residential. Along the project route, there are scattered residences, campgrounds, hiking trails, and roadside businesses from post mile 5.7 to 11.8. 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. Motorists often use this route to access Orange County from Riverside County. The Riverside County Transportation Commission guides transportation and development in the project area. The Riverside County Climate Action Plan refines the County’s efforts to meet greenhouse gas reduction strategies.

GHG Inventories

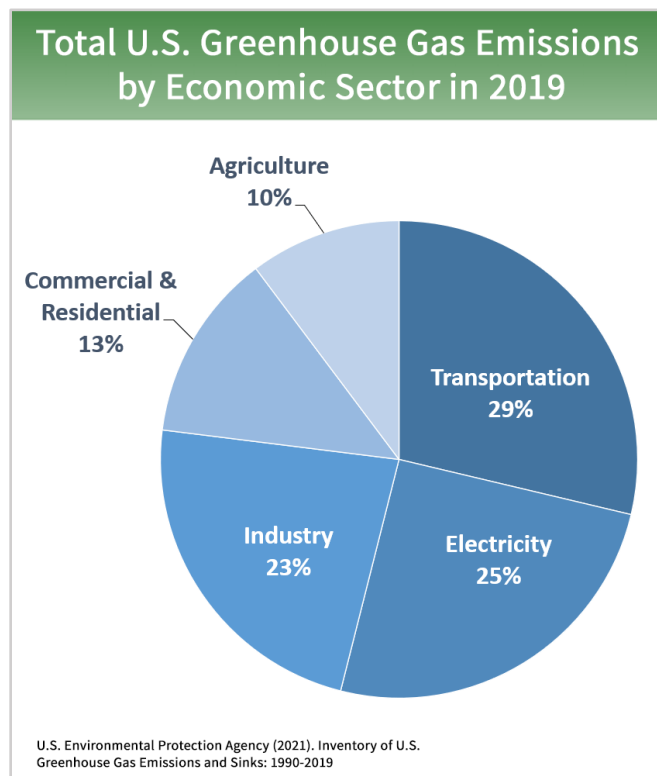
A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time, such as a calendar year. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. U.S. EPA is responsible for documenting GHG emissions nationwide, and the ARB does so for the state,

as required by H&SC Section 39607.4. Cities and other local jurisdictions may also conduct local GHG inventories to inform their GHG reduction or climate action plans.

NATIONAL GHG INVENTORY

The annual GHG inventory submitted by the U.S. EPA to the United Nations provides a comprehensive accounting of all human-produced sources of GHGs in the United States. The 1990-2019 inventory found that overall GHG emissions were 6,558 million metric tons (MMT) in 2019, down 1.7 percent from 2018 but up 1.8% from 1990 levels. Of these, 80 percent were CO₂, 10 percent were CH₄, and 7 percent were N₂O; the balance consisted of fluorinated gases. CO₂ emissions in 2019 were 2.2 percent less than in 2018, but 2.8 percent more than in 1990. As shown on **Error! Reference source not found.**, the transportation sector accounted for 29 percent of U.S. GHG emissions in 2019 (U.S. EPA 2021b, 2021c).

Figure 1. U.S. 2019 Greenhouse Gas Emissions (Source: U.S. EPA 2021d)



STATE GHG INVENTORY

ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. The 2021 edition of the GHG emissions inventory reported emissions trends from 2000 to 2019. It found total California emissions were 418.2 MMTCO₂e in 2019, a reduction of 7.2 MMTCO₂e since 2018 and almost 13 MMTCO₂e below the statewide 2020 limit of 431 MMTCO₂e. The transportation sector (including intrastate aviation and off

road sources) was responsible for about 40 percent of direct GHG emissions, a 3.5 MMTCO₂e decrease from 2018 (Figure 2). Overall statewide GHG emissions declined from 2000 to 2019 despite growth in population and state economic output (Figure 3) (ARB 2021a).

Figure 2. California 2019 Greenhouse Gas Emissions by Economic Sector
(Source: ARB 2021a)

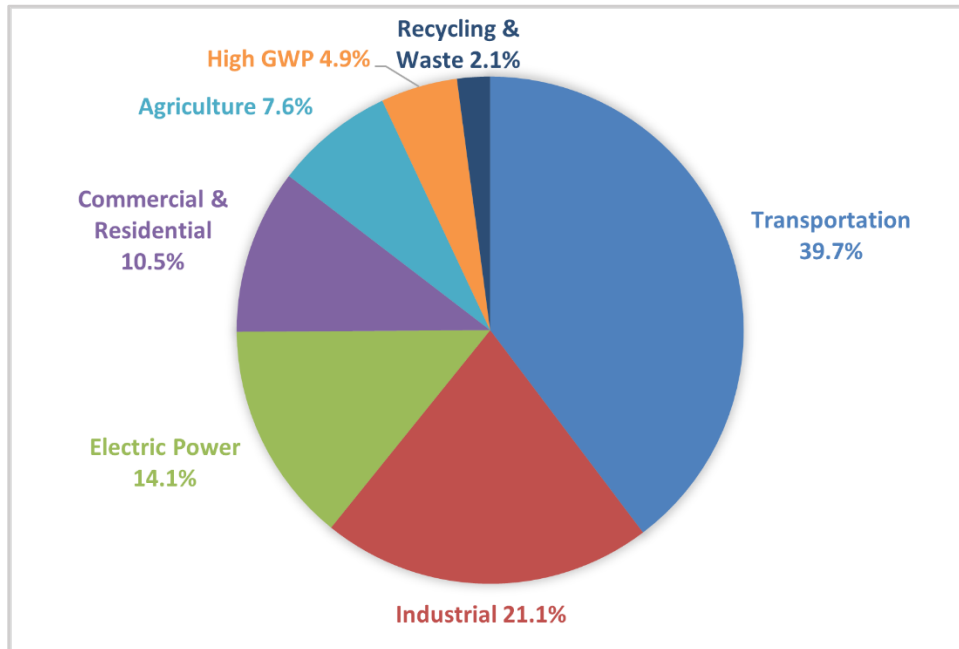
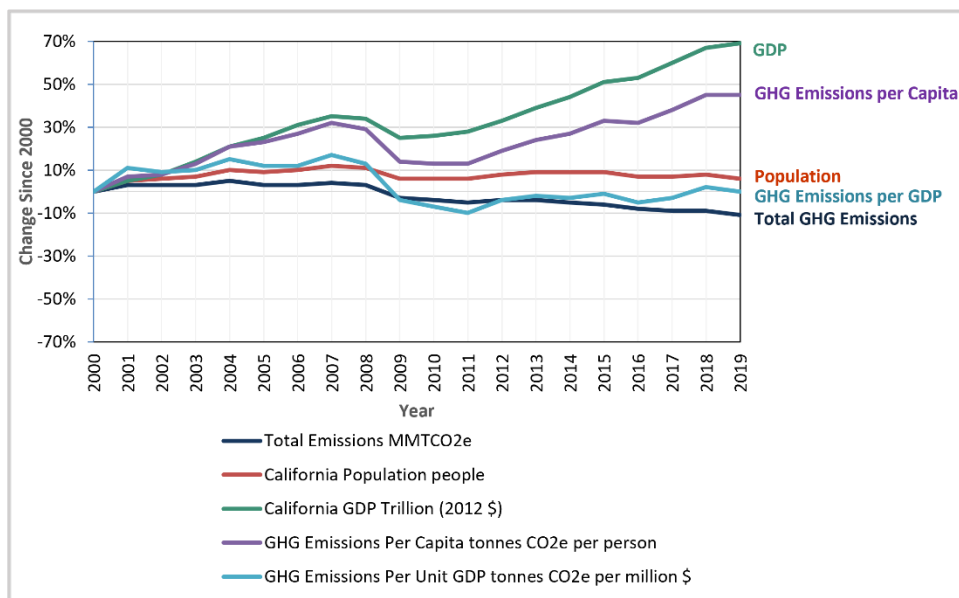


Figure 3. Change in California GDP, Population, and GHG Emissions since 2000
(Source: ARB 2021a)



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, and to update it every 5 years. ARB adopted the first scoping plan in 2008. 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.

Regional Plans

ARB sets regional GHG reduction targets for California's 18 metropolitan planning organizations (MPOs) to achieve through planning future projects that will cumulatively achieve those goals and reporting how they will be met in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The 2020 SCAG RTP/SCS reflects the region's commitment to improve the region's mobility, sustainability, and economy. The regional reduction target for SCAG is 13 percent by 2035 (ARB 2021b).

Table 3. Regional and Local Greenhouse Gas Reduction Plans

Title	GHG Reduction Policies or Strategies
<ul style="list-style-type: none"> Lake Elsinore Climate Action Plan (CAP) (adopted December 2011) 	<ul style="list-style-type: none"> Increase bicycle, pedestrian and public transit travel Manage vehicle parking Increase efficiency of land use patterns Reduce trips Increase the use of low- and zero-emission vehicles Increase the use of renewable energy
<ul style="list-style-type: none"> 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (adopted Sept. 2020) 	<ul style="list-style-type: none"> Improve mobility, accessibility, reliability, and travel safety for people and goods. Enhance the preservation, security, and resilience of the regional transportation system. Increase person and goods movement and travel choices within the transportation system. Reduce greenhouse gas emissions and improve air quality. Adapt to a changing climate and support an integrated regional development pattern and transportation network. Leverage new transportation technologies and data-driven solutions that result in more efficient travel. Encourage development of diverse housing types in areas that are supported by multiple transportation options.
<ul style="list-style-type: none"> Riverside County Climate Action Plan (adopted Dec. 2019) 	<ul style="list-style-type: none"> Implement alternative transportation options Adopt and Implement a Bicycle Master Plan to expand Bike Routes around the County

	<ul style="list-style-type: none"> • Ride-Sharing and Bike-to-Work Programs within Businesses • Electrify the Fleet
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PROJECT ANALYSIS

GHG emissions from transportation projects can be divided into those produced during operation of the State Highway System (SHS) (operational emissions) and those produced during construction. The primary GHGs produced by the transportation sector are CO₂, CH₄, N₂O, and HFCs. CO₂ emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of CH₄ and N₂O. A small amount of HFC emissions related to refrigeration is also included in the transportation sector.

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Pub. Resources Code, § 21083(b)(2)). As the California Supreme Court explained, “because of the global scale of climate change, any one project’s contribution is unlikely to be significant by itself.” (Cleveland National Forest Foundation v. San Diego Assn. of Governments (2017) 3 Cal.5th 497, 512). 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. Although climate change is ultimately a cumulative impact, not every individual project that emits greenhouse gases must necessarily be found to contribute to a significant cumulative impact on the environment.

Operational Emissions

The purpose of the proposed project is to improve the safety performance and reduce collisions occurring along SR-74 from PM 5.7 to 11.8 and will not increase the vehicle capacity of the roadway. This type of project generally causes minimal or no increase in operational GHG emissions. Because the project would not increase the number of travel lanes on SR-74, no increase in vehicle miles traveled (VMT) would occur. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

Construction Emissions

Construction GHG emissions would result from material processing and transportation, 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.

Use of long-life pavement, improved traffic management plans, and changes in materials, can also help offset emissions produced during construction by allowing longer intervals between maintenance and rehabilitation activities.

Construction of the proposed project would result in GHG emissions from fuel combustion associated with off-road and on-road construction equipment and vehicles. The anticipated GHG construction activity emissions were calculated using the Caltrans Construction Emissions Toll (CAL-CET). Construction of the proposed project is expected to last 450 days and would result in the estimated daily greenhouse gas emissions of 10,046 lb/day of CO₂, 0.312 lb/day of CH₄, 0.520 lb/day of N₂O, and 0.390 lb/day of HFC. The annual average of greenhouse gas emissions is expected to be 753 tons/year of CO₂, 0.023 tons/year of CH₄, 0.040 tons/year of N₂O, and 0.029 tons/year of HFC for the duration of project construction.

All construction contracts include Caltrans Standard Specifications related to air quality. Section 7-1.02A and 7-1.02C, Emissions Reduction, requires contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all ARB emission reduction regulations. Section 14-9.02, Air Pollution Control, requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce GHG emissions.

CEQA Conclusion

While the proposed project will result in GHG emissions during construction, it is anticipated that the project will not result in any increase in operational GHG emissions. The proposed project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. With implementation of construction GHG reduction measures, the impact would be less than significant.

Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

GREENHOUSE GAS REDUCTION STRATEGIES

Statewide Efforts

In response to AB 32, California is implementing measures to achieve emission reductions of GHGs that cause climate change. Climate change programs in California are effectively reducing GHG emissions from all sectors of the economy. These programs include regulations, market programs, and incentives that will transform transportation, industry, fuels, and other sectors, to take California into a sustainable, low-carbon and cleaner future, while maintaining a robust economy (ARB 2022).

Major sectors of the California economy, including transportation, will need to reduce emissions to meet 2030 and 2050 GHG emissions targets. The Governor's Office of Planning and Research identified five sustainability pillars in a 2015 report: (1) Increasing the share of renewable energy in the State's energy mix to at least 50 percent by 2030; (2) Reducing

petroleum use by up to 50 percent by 2030; (3) Increasing the energy efficiency of existing buildings by 50 percent by 2030; (4) Reducing emissions of short-lived climate pollutants; and (5) Stewarding natural resources, including forests, working lands, and wetlands, to ensure that they store carbon, are resilient, and enhance other environmental benefits (OPR 2015).

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled (VMT). Reducing today's petroleum use in cars and trucks is a key state goal for reducing greenhouse gas emissions by 2030 (California Environmental Protection Agency 2015).

In addition, SB 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision making. Trees and vegetation on forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter.

Subsequently, Governor Gavin Newsom issued Executive Order N-82-20 to combat the crises in climate change and biodiversity. It instructs state agencies to use existing authorities and resources to identify and implement near- and long-term actions to accelerate natural removal of carbon and build climate resilience in our forests, wetlands, urban greenspaces, agricultural soils, and land conservation activities in ways that serve all communities and in particular low-income, disadvantaged, and vulnerable communities. To support this order, the California Natural Resources Agency released *Natural and Working Lands Climate Smart Strategy Draft* for public comment in October 2021.

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 an 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.

CLIMATE ACTION PLAN FOR TRANSPORTATION INVESTMENTS

The California Action Plan for Transportation Infrastructure (CAPTI) builds on executive orders signed by Governor Newsom in 2019 and 2020 targeted at reducing GHG emissions in transportation, which account for more than 40 percent of all polluting emissions, to reach the state's climate goals. Under CAPTI, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and social equity goals (California State Transportation Agency 2021).

CALIFORNIA TRANSPORTATION PLAN

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. It serves as an umbrella document for all the other statewide transportation planning documents. The CTP 2050 presents a vision of a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health. The plan's climate goal is to achieve statewide GHG emissions reduction targets and increase resilience to climate change. It demonstrates how GHG emissions from the transportation sector can be reduced through advancements in clean fuel technologies; continued shifts toward active travel, transit, and shared mobility; more efficient land use and development practices; and continued shifts to telework (Caltrans 2021a).

CALTRANS STRATEGIC PLAN

The *Caltrans 2020–2024 Strategic Plan* includes goals of stewardship, climate action, and equity. Climate action strategies include developing and implementing a Caltrans Climate Action Plan; a robust program of climate action education, training, and outreach; partnership and collaboration; a VMT monitoring and reduction program; and engaging with the most vulnerable communities in developing and implementing Caltrans climate action activities (Caltrans 2021b).

CALTRANS POLICY DIRECTIVES AND OTHER INITIATIVES

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) established a Department policy to ensure coordinated efforts to incorporate climate change into Departmental decisions and activities. *Caltrans Greenhouse Gas Emissions and Mitigation Report* (Caltrans 2020) provides a comprehensive overview of Caltrans' emissions. The report documents and evaluates current Caltrans procedures and activities that track and reduce GHG emissions and identifies additional opportunities for further reducing GHG emissions from Department-controlled emission sources, in support of Departmental and State goals.

Project-Level GHG Reduction Strategies

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

GHG-1: Schedule truck trips outside of peak morning and evening commute hours.

GHG-2: Schedule longer-duration lane closures to reduce number of equipment mobilization efforts.

GHG-3: For improved fuel efficiency from construction equipment:

- Maintain equipment in proper tune and working condition
- Use right sized equipment for the job

- Use equipment with new technologies

GHG-4: Maximize use of recycled materials.

GHG-5: Salvage large, removed trees for lumber or similar on-site beneficial uses other than standard wood-chipping.

GHG-6: Recycle existing project features on-site.

GHG-7: Reduce construction waste. If suitable, the project will reuse excavation material for aggregate base.

GHG-8: Include project features that maximize planting of native tree species.

GHG-9: Incorporate native plants and vegetation to the project design. Replace more vegetation than was removed to increase carbon sequestration.

GHG-10: Include mulch application around new and existing plants to retain soil moisture.

CC-1: Use corrosion-resistant materials.

CC-2: Improve drainage.

CC-3: Improve drainage systems to adapt to localized flooding risks.

CC-4: Stabilize slopes to lower chances of landslide on slopes at-risk from more frequent or intense wildfire and precipitation.

ADAPTATION

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea level can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

Federal Efforts

Under NEPA Assignment, Caltrans is obligated to comply with all applicable federal environmental laws and FHWA NEPA regulations, policies, and guidance.

The *Fourth National Climate Assessment*, published in 2018, presents the foundational science and the “human welfare, societal, and environmental elements of climate change and variability for 10 regions and 18 national topics, with particular attention paid to observed and projected risks, impacts, consideration of risk reduction, and implications under different mitigation pathways.”

The U.S. DOT Policy Statement on Climate Adaptation in June 2011 committed the federal Department of Transportation 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” (U.S. DOT 2011).

FHWA order 5520 (*Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events*, December 15, 2014) established FHWA policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. FHWA has developed guidance and tools for transportation planning that foster resilience to climate effects and sustainability at the federal, state, and local levels (FHWA 2019).

State Efforts

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. A number of state policies and tools have been developed to guide adaptation efforts.

California’s Fourth Climate Change Assessment (Fourth Assessment) (2018) is the state’s effort to “translate the state of climate science into useful information for action.” It provides information that will help decision makers across sectors and at state, regional, and local scales protect and build the resilience of the state’s people, infrastructure, natural systems, working lands, and waters. The State’s approach recognizes that the consequences of climate change occur at the intersections of people, nature, and infrastructure. The Fourth Assessment reports that if no measures are taken to reduce GHG emissions by 2021 or sooner, the state is projected to experience a 2.7 to 8.8 degrees Fahrenheit increase in average annual maximum daily temperatures, with impacts on agriculture, energy demand, natural systems, and public health; a two-thirds decline in water supply from snowpack and water shortages that will impact agricultural production; a 77% increase in average area burned by wildfire, with consequences for forest health and communities; and large-scale erosion of up to 67% of Southern California beaches and inundation of billions of dollars’ worth of residential and commercial buildings due to sea level rise (State of California 2018).

Sea level rise is a particular concern for transportation infrastructure in the coastal zone. Major urban airports will be at risk of flooding from sea level rise combined with storm surge as early as 2040; San Francisco airport is already at risk. Miles of coastal highways vulnerable to flooding in a 100-year storm event will triple to 370 by 2100, and 3,750 miles will be exposed to temporary flooding. The Fourth Assessment’s findings highlight the need for proactive action to address these current and future impacts of climate change.

In 2008, then-governor Arnold Schwarzenegger recognized the need when he issued EO S-13-08, focused on sea level rise. Technical reports on the latest sea level rise science were first published in 2010 and updated in 2013 and 2017. The 2017 projections of sea level rise and new understanding of processes and potential impacts in California were incorporated into the *State of California Sea-Level Rise Guidance Update* in 2018. This EO also gave rise to the *California Climate Adaptation Strategy* (2009), updated in 2014 as *Safeguarding California: Reducing Climate Risk* (Safeguarding California Plan), which addressed the full range of climate change impacts and recommended adaptation strategies. The Safeguarding California Plan was updated in 2018 and again in 2021 as the *California Climate Adaptation Strategy*, incorporating key elements of the latest sector-specific plans such as the *Natural and Working Lands Climate Smart Strategy*, *Wildfire and Forest Resilience Action Plan*, *Water Resilience Portfolio*, and the CAPTI (described above). Priorities in the 2021 California Climate Adaptation Strategy include acting in partnership with California Native American Tribes, strengthening protections for climate-vulnerable communities that lack capacity and resources, nature-based climate solutions, use of best available climate science, and partnering and collaboration to best leverage resources (California Natural Resources Agency 2021).

EO B-30-15, signed in April 2015, requires state agencies to factor climate change into all planning and investment decisions. This EO recognizes that effects of climate change in addition to sea level rise also threaten California's infrastructure. At the direction of EO B-30-15, the Office of Planning and Research published *Planning and Investing for a Resilient California: A Guidebook for State Agencies* in 2017, to encourage a uniform and systematic approach.

AB 2800 (Quirk 2016) created the multidisciplinary Climate-Safe Infrastructure Working Group to help actors throughout the state address the findings of California's Fourth Climate Change Assessment. It released its report, *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*, in 2018. The report provides guidance to agencies on how to address the challenges of assessing risk in the face of inherent uncertainties still posed by the best available science on climate change. It also examines how state agencies can use infrastructure planning, design, and implementation processes to address the observed and anticipated climate change impacts (Climate Change Infrastructure Working Group 2018).

Caltrans Adaptation Efforts

CALTRANS VULNERABILITY ASSESSMENTS

Caltrans completed climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects of precipitation, temperature, wildfire, storm surge, and sea level rise.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments guide analysis of at-risk assets and development of Adaptation Priority Reports as a method to make capital programming decisions to address identified risks.

Project Adaptation Analysis

SEA LEVEL RISE

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

PRECIPITATION AND FLOODING

A climate-change risk analysis for precipitation and floodplains and associated impacts to transportation facilities involves uncertainties related to the timing and intensity of potential risks. In addition, climate stressors (such as extreme temperatures, heavy precipitation, and sea level rise) on floodplains are also factors to consider when determining disruptions to the State Highway System. More intense storm events, combined with other changes in land use and land cover, can increase the risk of damage or loss from flooding.

The entire proposed project area lies within the Lower San Jacinto River Watershed and according to the Federal Emergency Management Agency National Flood Hazard Layer (FEMA 2022), most of the project area lies within Zone D, which is an area with a potentially moderate to high risk of flooding, but the probability has not been determined.

The Caltrans Climate Change Vulnerability Assessment mapping tool for District 8 assesses and maps changes in the 100-year storm precipitation depth in the district. According to this assessment, 100-year storm precipitation depth in the project area is expected to increase by 5.7% by 2055 and 4.6% by 2085.

The project would extend and/or upsize existing culverts and add new drainage systems to satisfy the 5-minute time of concentration. Considering these measures and the relatively small increase in precipitation intensity, the project is likely to withstand changes in precipitation that are anticipated with climate change.

WILDFIRE

A climate-change risk analysis for wildfires and associated impacts to transportation facilities involves uncertainties related to the timing and intensity of potential risks. In addition, climate stressors, such as extreme temperatures, are also factors to consider when determining wildfire disruptions to the State Highway System. Climate change models predict that temperatures will continue to increase, thereby leading to longer heat waves and potentially more severe drought events.

According to the map by CalFire's Fire and Resource Assessment Program (FRAP) Fire Hazard Severity Zone (FHSZ) viewer (<https://egis.fire.ca.gov/FHSZ/>), the proposed project segment is in a Federal Responsibility Area (FRA), State Responsibility Area (SRA) and a Local Responsibility Area (LRA). There are portions of the project area that are classified as Very High and Very High Fire Hazard Severity Zone. The Caltrans Climate Change Vulnerability Assessment mapping tool identifies the proposed project area to have a "moderate level of concern" for years 2040 to 2069 and years 2070 to 2099. In addition,

Caltrans 2022 Revised Standard Specification 7-1.02M(2) mandates fire prevention procedures during construction, including a fire prevention plan. In coordination with the United States Forest Service (USFS), the project would have a detailed fire plan during construction.

TEMPERATURE

The District Climate Change Vulnerability Assessment does not indicate temperature changes during the project's design life that would require adaptive changes in pavement design or maintenance practices.

Chapter 4 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, Project Development Team (PDT) meetings. This chapter summarizes the results of the Department's efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

Consultation and coordination with several agencies occurred in conjunction with preparation of the proposed project technical reports and this IS. These agencies are identified in the various technical reports and include the California Department of Fish and Wildlife Service, Cleveland National Forest, State Water Resources Control Board, United States Army Corp of Engineers, United States Fish and Wildlife Service.

4.1 Consultation and Coordination with Public Agencies and Tribal Governments

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

4.1.1 AB 52 Consultation

AB 52 consultation was initiated on December 10, 2020. Caltrans contacted Pala Band of Mission Indians, Pechanga Band of Luiseño Indians, Rincon Band of Luiseño Indians, and Soboba Band of Luiseño Indians.

Pala Band of Mission Indians responded on Jan. 3, 2021, and deferred consultation to tribes in closer proximity.

Pechanga Band of Luiseño Indians responded on Jan. 16, 2021, requesting consultation and to be added to the distribution list. Caltrans sent the Archaeological Survey Report (ASR) and maps on June 6, 2022. Caltrans has received no further response to date.

Caltrans also contacted Rincon Band of Luiseño Indians and Soboba Band of Luiseño Indians. Caltrans did not receive a response.

Chapter 5 List of Preparers

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U.S. Fish and Wildlife Service Region 8 2800 Cottage Way Sacramento, CA 95825-1846	Mr. Paul Macarro Cultural Resources Coordinator Pechanga Band of Mission Indians P.O. Box 1477 Temecula, CA 92593
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ORTEGA OAKS RV PARK &
CAMPGROUND
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LAKE ELSINORE CA 92530

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

HELL'S KITCHEN
MOTORSPORTS BAR AND
GRILL
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DAVID SCHIRO OR CURRENT OCCUPANT 30820 WISCONSIN ST LAKE ELSINORE, CA 92530	ROADRUNNER RV PARK OR CURRENT OCCUPANT PO BOX 86 LAKE ELSINORE, CA 92531	ADRIAN M RODRIGUEZ OR CURRENT OCCUPANT 33070 WASHINGTON ST LAKE ELSINORE, CA 92530
LAKE ELSINORE UNIFIED SCHOOL DIST OR CURRENT OCCUPANT 420 E LAKESHORE DR LAKE ELSINORE, CA 92530	CITY OF LAKE ELSINORE OR CURRENT OCCUPANT 130 S MAIN ST LAKE ELSINORE, CA 92530	BIBLE MISSIONARY CH OF SANTA FE SPRINGS INC OR CURRENT OCCUPANT 30830 RIVERSIDE ST LAKE ELSINORE, CA 92530
CP LAKE ELSINORE 130 OR CURRENT OCCUPANT 10232 DONNER PASS #4 TRUCKEE, CA 96161	JOSE ANGEL S GUTIERREZ OR CURRENT OCCUPANT 782 ROBIN DR LAKE ELSINORE, CA 92530	JAMES L & ROSA ELIA HUNT OR CURRENT OCCUPANT 30760 WISCONSIN ST LAKE ELSINORE, CA 92530
MARK A & FAITH M KELSEY OR CURRENT OCCUPANT 32905 MACY ST LAKE ELSINORE, CA 92530	ROBERT H & LAI QING LIU ZMYEWSKI OR CURRENT OCCUPANT PO BOX 1361 LAKE ELISNORE, CA 92531	GLENN & JENNIE OSMENT OR CURRENT OCCUPANT 30872 VIA BONICA LAKE ELSINORE, CA 92530
MIGUEL ANGEL & RUBY FLORES OR CURRENT OCCUPANT 16919 BELLE AVE LAKE ELSINORE, CA 92530	EDGAR DELCID OR CURRENT OCCUPANT 842 ROBIN DR LAKE ELSINORE, CA 92530	THANIK & PLOY NITHIPHANTHAWONG OR CURRENT OCCUPANT 772 ROBIN DR LAKE ELSINORE, CA 92530
CORY C HOOVER OR CURRENT OCCUPANT 804 ROBIN DR LAKE ELSINORE, CA 92530	MANUEL SOTO OR CURRENT OCCUPANT 862 ROBIN DR LAKE ELSINORE, CA 92530	JUAN MANUEL MERCADO OR CURRENT OCCUPANT 784 ROBIN DR LAKE ELSINORE, CA 92530
XENIA M JARAMILLO OR CURRENT OCCUPANT 834 ROBIN DR LAKE ELSINORE, CA 92530	GUILLERMO ROBLES NUNEZ OR CURRENT OCCUPANT 874 ROBIN DR LAKE ELSINORE, CA 92530	GILDARDO SERNA OR CURRENT OCCUPANT 814 ROBIN DR LAKE ELSINORE, CA 92530
FREDY BAJO OR CURRENT OCCUPANT 872 ROBIN DR LAKE ELSINORE, CA 92530	JUDITH D RAMOS OR CURRENT OCCUPANT 16523 MANGO WAY LAKE ELSINORE, CA 92530	LUIS M & MARIA E SERRATO OR CURRENT OCCUPANT 832 ROBIN DR LAKE ELSINORE, CA 92530
AGUSTIN MONGE OR CURRENT OCCUPANT 884 ROBIN DR LAKE ELSINORE, CA 92530	ESPEY REALTY OR CURRENT OCCUPANT 31120 RIVERSIDE DR LAKE ELSINORE, CA 92530	JUAN ANTONIO & ADRIANA GARCIA OR CURRENT OCCUPANT 29051 PALM VIEW ST LAKE ELSINORE, CA 92530

RAMON A HERNANDEZ OR CURRENT OCCUPANT 16693 JOY AVE LAKE ELSINORE, CA 92530	MIGUEL G & THEODORA S DIAZ OR CURRENT OCCUPANT 31170 RIVERSIDE ST LAKE ELSINORE, CA 92530	YSABEL NAETZEL OR CURRENT OCCUPANT 864 ROBIN DR LAKE ELSINORE, CA 92530
MIGUEL G & THEODORA S DIAZ OR CURRENT OCCUPANT 31170 RIVERSIDE DR LAKE ELSINORE, CA 92530	EVMWD OR CURRENT OCCUPANT 31315 CHANEY ST LAKE ELSINORE, CA 92530	JOSE A NARANJO OR CURRENT OCCUPANT 882 ROBIN DR LAKE ELSINORE, CA 92530
MIGUEL A ANGELES OR CURRENT OCCUPANT 31193 WISCONSIN ST LAKE ELSINORE, CA 92530	AMANDA THIELHART OR CURRENT OCCUPANT 31170 WISCONSIN ST LAKE ELSINORE, CA 92530	NADEEM & SALEHA A SYED OR CURRENT OCCUPANT 894 ROBIN DR LAKE ELSINORE, CA 92530
GRAHAM R & YVETTE A BARDWELL OR CURRENT OCCUPANT 31118 WISCONSIN ST LAKE ELSINORE, CA 92530	CATALINO R & DELPHINE C VELASCO OR CURRENT OCCUPANT 513 ELLIS ST LAKE ELSINORE, CA 92530	TOM CHEN OR CURRENT OCCUPANT 15155 CAMPHOR WAY LAKE ELSINORE, CA 92530
DENNIS DEMONTIGNY OR CURRENT OCCUPANT 32931 BLACKWELL BLV LAKE ELSINORE, CA 92530	ANDRES VELAZQUEZ OR CURRENT OCCUPANT 31054 WISCONSIN ST LAKE ELSINORE, CA 92530	LUIS G LEON OR CURRENT OCCUPANT 31179 WISCONSIN ST LAKE ELSINORE, CA 92530
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	MATTHEW R & CAROLINA BURCHETTE OR CURRENT OCCUPANT 31116 S WISCONSIN ST LAKE ELSINORE, CA 92530
FOUR CORNERS PLAZA OR CURRENT OCCUPANT 20651 PALOMAR ST LAKE ELSINORE, CA 92595	DANIEL T & ROXANNE LONGTIN OR CURRENT OCCUPANT 16791 LAKESHORE DR LAKE ELSINORE, CA 92530	DENNIS DEMONTIGNY OR CURRENT OCCUPANT 32931 BLACKWELL BLVD LAKE ELSINORE, CA 92530
STEVEN A & VICKI L HARTMAN OR CURRENT OCCUPANT 29052 NAVEL CT LAKE ELSINORE, CA 92530	ARNOLDO LEONEL & MARIA ESTRADA OR CURRENT OCCUPANT 3604 EISENHOWER DR LAKE ELSINORE, CA 92530	ROBERT S ROSAS OR CURRENT OCCUPANT 31099 WISCONSIN ST LAKE ELSINORE, CA 92530
ELEAZAR & MARIA S RAMIREZ OR CURRENT OCCUPANT 3509 EISENHOWER DR LAKE ELSINORE, CA 92530	JOSE DE JESUS & MARIA L ACEVEDO GODOY OR CURRENT OCCUPANT 3508 EISENHOWER DR LAKE ELSINORE, CA 92530	GILBERT & MONICA L RODRIGUEZ OR CURRENT OCCUPANT 31120 FRASER DR LAKE ELSINORE, CA 92530

JENNIFFER RIVERA OR CURRENT
OCCUPANT
3606 EISENHOWER DR
LAKE ELSINORE, CA 92530

SMART OPTICS MEDITECH OR
CURRENT OCCUPANT
40993 DIANA LN
LAKE ELSINORE, CA 82532

GUSTAVO ORTIZ CUEVAS OR
CURRENT OCCUPANT
3501 EISENHOWER DR
LAKE ELSINORE, CA 92530

MARIO DELATORRE OR CURRENT
OCCUPANT
15209 GRAND AVE
LAKE ELSINORE, CA 92530

WILFREDO SANCHEZ OR
CURRENT OCCUPANT
3500 LAKE CREST DR
LAKE ELSINORE, CA 92530

JEFFREY T WHITE OR
CURRENT OCCUPANT
3507 EISENHOWER DR
LAKE ELSINORE, CA 92530

NORBERT BOGNER OR CURRENT
OCCUPANT
3502 LAKE CREST DR
LAKE ELSINORE, CA 92530

PAMELA A CONLEY OR
CURRENT OCCUPANT
3503 LAKE CREST DR
LAKE ELSINORE, CA 92530

ABEL & CINDY VARELA OR
CURRENT OCCUPANT
3609 EISENHOWER DR
LAKE ELSINORE, CA 92530

DAVID R HICKS OR CURRENT
OCCUPANT
3496 LAKE CREST DR
LAKE ELSINORE, CA 92530

ALFONSO & HILDA BARAJAS OR
CURRENT OCCUPANT
534 QUAIL DR
LAKE ELSINORE, CA 92530

MEDARDO OSWALDO MONGE
OR CURRENT OCCUPANT
3502 EISENHOWER DR
LAKE ELSINORE, CA 92530

JAVIER L & ISIDRA D NAVA OR
CURRENT OCCUPANT
3501 LAKE CREST DR
LAKE ELSINORE, CA 92530

FELIX ROCHA LUNA OR
CURRENT OCCUPANT
522 QUAIL DR
LAKE ELSINORE, CA 92530

JUAN CARLOS & MARIA
GARCIA OR CURRENT
OCCUPANT
3504 LAKE CREST 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

ANDREW R & AUDREY L
HURTADO OR CURRENT
OCCUPANT
3498 LAKE CREST DR
LAKE ELSINORE, CA 92530

SUNIL J & SONIA S SHAH OR
CURRENT OCCUPANT
915 W LAS PALMAS DR
FULLERTON, CA 92835

JEFFRIES LAKESIDE OR
CURRENT OCCUPANT
17668 GRAND AVE
LAKE ELSINORE, CA 92530

STEVEN W PRADO OR
CURRENT OCCUPANT
3499 LAKE CREST DR
LAKE ELSINORE, CA 92530

LUIS M INGELS OR CURRENT
OCCUPANT
15796 GRAND AVE
LAKE ELSINORE, CA 92530

MADELENE LESIE OR CURRENT
OCCUPANT
32976 SERENA WAY
LAKE ELSINORE, CA 92530

HENRY & MARIA DELANO OR
CURRENT OCCUPANT
3505 LAKE CREST DR
LAKE ELSINORE, CA 92530

MARK ARTHUR MONY OR
CURRENT OCCUPANT
32975 SERENA WAY
LAKE ELSINORE, CA 92530

KENNETH P & PATRICIA C
FERGUSON OR CURRENT
OCCUPANT
15800 LAKE TERRACE DR
LAKE ELSINORE, CA 92530

RICHARD GALL OR CURRENT
OCCUPANT
514 QUAIL DR
LAKE ELSINORE, CA 92530

STEPHEN J & CINDY L DRISCOLL
OR CURRENT OCCUPANT
32975 KEVIN PL
LAKE ELSINORE, CA 92530

TYJAE M SUMNER OR CURRENT
OCCUPANT
33150 TRABUCO DR
LAKE ELSINORE, CA 92530

NICHOLE WILSON OR
CURRENT OCCUPANT
32965 SERENA WAY
LAKE ELSINORE, CA 92530

CHRIS A DARDEN OR CURRENT
OCCUPANT
15790 LAKE TERRACE DR
LAKE ELSINORE, CA 92530

MOISES LUNA SANCHEZ OR
CURRENT OCCUPANT
33120 TRABUCO DR
LAKE ELSINORE, CA 92530

CLOVA JACKSON LASHA OR
CURRENT OCCUPANT
15780 LAKE TERRACE DR
LAKE ELSINORE, CA 92530

DAVID & KATHLEEN LINDEMAN
OR CURRENT OCCUPANT
33160 TRABUCO DR
LAKE ELSINORE, CA 92530

WILLIAM REED NICHOLS OR
CURRENT OCCUPANT
32391 ORTEGA HWY
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

CLAUDETTE J POOLE OR
CURRENT OCCUPANT
32540 EL CARISO RD
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

ROBERT & LINDA E G HOFFMAN
OR CURRENT OCCUPANT
32471 ORTEGA HWY
LAKE ELSINORE, CA 92530

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

GEORGE MELARA OR CURRENT
OCCUPANT
32693 ORTEGA HIGHWAY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16541 JOY ST
LAKE ELSINORE, CA 92530

CLAUDETTE J POOLE OR
CURRENT OCCUPANT
32450 EL CARISO RD
LAKE ELSINORE, CA 92530

GEORGE MELARA OR CURRENT
OCCUPANT
32693 EL CARISO RD
LAKE ELSINORE, CA 92530

TROY HAMPSON OR
CURRENT OCCUPANT
32451 EL CARISO RD
LAKE ELSINORE, CA 92530

MATTHEW R HOWE OR CURRENT
OCCUPANT
32443 ORTEGA HIGHWAY
LAKE ELSINORE, CA 92630

ROBERT G & SANDRA Z
NICHOLSON OR CURRENT
OCCUPANT
13633 MONTE VISTA ST
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

NICHOLAS BILLY OR CURRENT
OCCUPANT
32764 ORTEGA HIGHWAY
LAKE ELSINORE, CA 92530

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	MOUNTAINSIDE MINISTRIES OR CURRENT OCCUPANT 30515 ORTEGA HIGHWAY LAKE ELSINORE, CA 92530	WILLIAM R & LUZ GLORIA P LEVRIER OR CURRENT OCCUPANT 32737 ORTEGA HWY LAKE ELSINORE, CA 92530
PAUL MCGINNIS OR CURRENT OCCUPANT 32476 EL CARISO RD LAKE ELSINORE, CA 92530	JUDITH ANN GUGLIELMANA OR CURRENT OCCUPANT 33367 BLANCHE DR LAKE ELSINORE, CA 92530	RICHARD R ROBERTS OR CURRENT OCCUPANT 32673 EL CARISO RD LAKE ELSINORE, CA 92530
KENNETH JAMES & POLENA B SACKETT OR CURRENT OCCUPANT 34799 ORTEGA LAKE ELSINORE, CA 92530	GRAND AVENUE STORAGE OR CURRENT OCCUPANT 33033 RIVERSIDE DR LAKE ELSINORE, CA 92530	SHANE TYSON WOOD OR CURRENT OCCUPANT 32750 ORTEGA HWY LAKE ELSINORE, CA 92530
SHERI LOUISE & DANIEL EDWARD WALDERMAN OR CURRENT OCCUPANT 32535 EL CARISO RD LAKE ELSINORE, CA 92530	GABRIEL ALVAREZ GARCIA OR CURRENT OCCUPANT 542 3RD ST LAKE ELSINORE, CA 92530	WARREN & JANIE MCLEAN OR CURRENT OCCUPANT 32522 ORTEGA HWY LAKE ELSINORE, CA 92530
SABRINA NICOLICH OR CURRENT OCCUPANT 32694 ORTEGA HWY LAKE ELSINORE, CA 92530	ROBERTO A DIAZ OR CURRENT OCCUPANT 33045 JAMIESON ST A LAKE ELSINORE, CA 92530	GARY & ELENA MORRIS OR CURRENT OCCUPANT 31115 LANCASHIRE DR LAKE ELSINORE, CA 92530
DONALD L & ANGELA BRISCO OR CURRENT OCCUPANT 32780 ORTEGA HWY LAKE ELSINORE, CA 92530	BRIAN & MICHELE HURLEY OR CURRENT OCCUPANT 33040 JAMIESON ST LAKE ELSINORE, CA 92530	CHARLES E LUCAS OR CURRENT OCCUPANT 3180 ORTEGA HWY LAKE ELSINORE, CA 92530
SHANE WOOD OR CURRENT OCCUPANT 32750 ORTEGA HIGHWAY LAKE ELSINORE, CA 92530	PATRICIA GARCIA OR CURRENT OCCUPANT 29237 N POINTE ST LAKE ELSINORE, CA 92530	DOUGLAS MONTEITH OR CURRENT OCCUPANT 32150 ORTEGA HWY LAKE ELSINORE, CA 92530
WALLACE F NILSON OR CURRENT OCCUPANT 32895 ORTEGA HIGHWAY LAKE ELSINORE, CA 92530	DONNA A DAPREMONT OR CURRENT OCCUPANT 33470 MEGAN CT LAKE ELSINORE, CA 92530	RUTH E SMITH OR CURRENT OCCUPANT 16390 GRAND AVE LAKE ELSINORE, CA 92530
CASEY M & THERESA A GORDON OR CURRENT OCCUPANT 33325 BLANCHE DR LAKE ELSINORE, CA 92530	SUSANNA THAM OR CURRENT OCCUPANT 33440 MEGAN CT LAKE ELSINORE, CA 92530	YANIRA ELIZABETH RAMIREZ OR CURRENT OCCUPANT 33011 FAIRVIEW ST LAKE ELSINORE, CA 92530

JAMES M & BETTY A MARTIN OR
CURRENT OCCUPANT
31103 RANCHO VIEJO #2175
SAN JUAN CAPISTRANO, CA 92675

MARIO & PATRICIA OROPEZA OR
CURRENT OCCUPANT
33425 MARIA CT
LAKE ELSINORE, CA 92530

AZAM NAGEER OR CURRENT
OCCUPANT
33075 HILL ST
LAKE ELSINORE, CA 92530

JOHANN H & DARLENE J
OUTHUIJSE OR CURRENT
OCCUPANT
33410 GREENWOOD DR
LAKE ELSINORE, CA 92530

TONY M & EDITH J BARNES OR
CURRENT OCCUPANT
33455 MARIA CT
LAKE ELSINORE, CA 92530

JORGE & GABRIELLA
SALDANA OR CURRENT
OCCUPANT
PO BOX 277
MURRIETA, CA 92564

DAVID & ANA LILIA HERNANDEZ
OR CURRENT OCCUPANT
1503 BENSON AVE
ONTARIO, CA 91762

NING KANG OR CURRENT
OCCUPANT
33485 MARIA CT
LAKE ELSINORE, CA 92530

JUDY A LIPPOLD OR
CURRENT OCCUPANT
33063 MACY ST
LAKE ELSINORE, CA 92530

ESVIN L AMBROCIO OR CURRENT
OCCUPANT
270 E HILL ST
LAKE ELSINORE, CA 92530

DAVID G KINCER OR CURRENT
OCCUPANT
33470 MARIA CT
LAKE ELSINORE, CA 92530

JESSICA & OFELIA MARTINEZ
OR CURRENT OCCUPANT
33050 LIME ST
LAKE ELSINORE, CA 92530

JORGE MORENO OR CURRENT
OCCUPANT
33076 HILL ST
LAKE ELSINORE, CA 92530

ERIC R & ANA LAURA MENDOZA
OR CURRENT OCCUPANT
33440 MARIA CT
LAKE ELSINORE, CA 92530

BETTY R PEREBZAK OR
CURRENT OCCUPANT
24193 HARBOR RIDGE LN
LAKE FOREST, CA 92630

RUDY & MARY JO RAMIREZ OR
CURRENT OCCUPANT
33051 MACY ST
LAKE ELSINORE, CA 92530

NARCISO MEDRANO OR
CURRENT OCCUPANT
33410 MARIA CT
LAKE ELSINORE, CA 92530

DAVID C JOHNSON OR
CURRENT OCCUPANT
33460 MEGAN CT
LAKE ELSINORE, CA 92530

WILLIAM T & AUDREY D COSTON
OR CURRENT OCCUPANT
33480 MEGAN CT
LAKE ELSINORE, CA 92530

PATRICIA R BLINN OR CURRENT
OCCUPANT
1647 RICHARD PL
ANAHEIM, CA 92802

PHUONG T PHAM OR
CURRENT OCCUPANT
7955 E CHESHIRE RD
ORANGE, CA 92867

BRENT V & DIANE E DAHLITZ OR
CURRENT OCCUPANT
33450 MEGAN CT
LAKE ELSINORE, CA 92530

GINA MCNEIL OR CURRENT
OCCUPANT
32221 ALIPAZ ST #161
SAN JUAN CAPISTRANO, CA
92675

JOSEPH EGAN OR CURRENT
OCCUPANT
33435 MARIA CT
LAKE ELSINORE, CA 92530

SHARON RAUSTADT OR CURRENT
OCCUPANT
33420 MEGAN CT
LAKE ELSINORE, CA 92530

JOSEPH S & MARIA ELENA
ESGUERRA OR CURRENT
OCCUPANT
33105 TRABUCO DR
LAKE ELSINORE, CA 92530

BINH V NGUYEN OR
CURRENT OCCUPANT
33495 MARIA CT
LAKE ELSINORE, CA 92530

JOSE LUIS & ANA M HERNANDEZ
OR CURRENT OCCUPANT
33445 MARIA CT
LAKE ELSINORE, CA 92530

DAVID THOMAS & LUCY A
MORRIS OR CURRENT
OCCUPANT
33080 TRABUCO DR
LAKE ELSINORE, CA 92530

ARMANDO G & ALICIA
CONTRERAS OR CURRENT
OCCUPANT
33430 MARIA CT
LAKE ELSINORE, CA 92530

ESTHER PEREZ OR CURRENT
OCCUPANT
33475 MARIA CT
LAKE ELSINORE, CA 92530

RYAN & DANIELLE L CATTON
OR CURRENT OCCUPANT
33110 TRABUCO DR
LAKE ELSINORE, CA 92530

ELVIRA OLIVIA HUNTSMAN
OR CURRENT OCCUPANT
15800 HALF MOON DR
LAKE ELSINORE, CA 92530

MARIA C LOZA OR CURRENT
OCCUPANT
33450 MARIA CT
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
29960 RIVERSIDE ST
LAKE ELSINORE, CA 92530

DALE S BENSON OR
CURRENT OCCUPANT
33080 MOLLY CT
LAKE ELSINORE, CA 92530

EUGENE BLAKE & CHRISTINE
MARIE FAMBROUGH OR
CURRENT OCCUPANT
33420 MARIA CT
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
29920 ILLINOIS ST
LAKE ELSINORE, CA 92530

CLAUDE C & BETTY F DAVIS
OR CURRENT OCCUPANT
33110 MOLLY CT
LAKE ELSINORE, CA 92530

ROBERT P & BRENDA S STOCK OR
CURRENT OCCUPANT
15790 HALF MOON DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30097 ILLINOIS ST
LAKE ELSINORE, CA 92530

BRIAN TIOSECO OR CURRENT
OCCUPANT
33095 TRABUCO DR
LAKE ELSINORE, CA 92530

MARTIN GUILLERMO & JOHANNA
JOBETH MONTOYA OR CURRENT
OCCUPANT
33090 MOLLY CT
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
12531 PALM ST
LAKE ELSINORE, CA 92530

CARMEL DYER OR CURRENT
OCCUPANT
1403 E BAY AVE
NEWPORT BEACH, CA 92661

KATHLEEN L SILLA OR CURRENT
OCCUPANT
33465 MEGAN CT
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18248 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
29940 ILLINOIS ST
LAKE ELSINORE, CA 92530

BRIAN C JOHNSON OR CURRENT
OCCUPANT
33085 TRABUCO DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18296 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30170 RIVERSIDE ST
LAKE ELSINORE, CA 92530

FELIPE & LUCIA GALINDO OR
CURRENT OCCUPANT
33100 TRABUCO DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
22674 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30115 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
2990 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
29370 HUNCO WAY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
29151 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30345 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18283 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18284 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30109 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18291 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18289 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18282 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
600 CENTRAL AVE #H
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18171 COLLIER ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18288 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
600 CENTRAL AVE #E
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18261 COLLIER AVE
LAKE ELSINORE, CA 92532

CURRENT OCCUPANT
18294 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
29301 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18287 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18301 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
17185 SHRIER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18123 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18285 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
17359 SHRIER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
600 CENTRAL AVE #G
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18295 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30801 WISCONSIN ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
600 CENTRAL AVE #D
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
17666 STRICKLAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30880 WISCONSIN ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
17999 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
600 CENTRAL AVE #F
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30901 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
17200 SHRIER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
600 CENTRAL AVE #C
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15562 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
16921 HOLBOROW AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
17201 SHRIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32700 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30850 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
17259 SHRIER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32310 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30840 WISCONSIN ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30713 RIVERSIDE DR #202
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15209 LINCOLN ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32900 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
16898 RICE RD
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31461 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32989 MACY ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
16830 LAKESHORE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31361 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32500 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15524 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
794 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32209 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15410 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
822 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31750 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32391 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
852 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31495 RIVERSIDE DR
LAKE ELSINORE, CA 92532

CURRENT OCCUPANT
32211 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31741 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
774 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31650 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31733 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
802 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31401 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31628 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
824 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
792 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31109 WISCONSIN ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
854 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
812 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31064 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31737 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
844 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31057 WISCONSIN ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31510 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
892 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31176 FRASER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31140 RIVERSIDE ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31735 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31257 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31116 WISCONSIN ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31502 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31115 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
16873 LAKESHORE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
16774 LEHR ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
16790 SAINT CHARLES PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
16851 LAKESHORE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31172 WISCONSIN ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3601 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31253 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
16881 LAKESHORE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3607 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31140 FRASER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31078 WISCONSIN ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3506 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31089 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31255 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32281 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3503 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31121 RIVERSIDE ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
532 QUAIL DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3603 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31151 RIVERSIDE AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31701 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3602 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3505 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15712 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3504 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3605 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15890 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3497 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3600 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15801 LAKE TERRACE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
524 QUAIL DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3500 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
34421 ORTEGA HIGHWAY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15658 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31725 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32411 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15788 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31681 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32443 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33170 TRABUCO DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15682 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
34421 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32985 SERENA WAY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32699 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32403 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15791 LAKE TERRACE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32507 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33700 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
34040 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32800 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32457 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32405 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32770 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32485 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32470 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31835 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32493 EL CARISO RD
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32464 EL CARISO RD
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30751 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32597 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32463 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31981 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32696 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32490 EL CARISO
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32005 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32895 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32685 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32041 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31991 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32738 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32077 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30700 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32640 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32113 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31989 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31805 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32149 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32017 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31840 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32185 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32053 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31973 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32221 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32089 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31997 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32257 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32125 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32029 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32293 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32161 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32065 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32329 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32197 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32101 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32312 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32233 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32137 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32341 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32269 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32173 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32337 SHORELINE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32305 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32209 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33047 EL CONTENTO DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
16032 RHONDA RD
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32245 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33050 EL CONTENTO DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32288 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32281 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33051 JAMIESON ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32353 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32317 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15373 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33037 EL CONTENTO DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32324 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33033 FAIRVIEW ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33053 EL CONTENTO DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32276 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33033 HILL ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15353 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32365 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15519 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33035 JAMIESON ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33041 EL CONTENTO DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33056 HILL ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33091 FAIRVIEW ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33113 EL CONTENTO DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33027 MACY ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15403 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33045 JAMIESON ST #A
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32194 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33057 HILL ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33025 JAMIESON ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33460 MARIA CT
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33033 LIME ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33050 JAMIESON ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33115 TRABUCO DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33055 LIME ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33027 HILL ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17415 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33062 LIME ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15485 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17341 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33430 MEGAN CT
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33032 HILL ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17276 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15780 HALF MOON DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15573 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17249 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33090 TRABUCO DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32170 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
30181 RIVERSIDE DR APT B
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17380 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33465 MARIA CT
LAKE ELSINORE, CA 92530

BUSINESS OWNER
30713 RIVERSIDE DR STE 101
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17345 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33100 MOLLY CT
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3510 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17266 MCBRIDE AVE
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31275 FRASER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3516 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17201 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17370 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3522 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
30181 RIVERSIDE DR APT C
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17333 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3528 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3506 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17032 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3534 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3512 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17200 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3540 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3518 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
30181 RIVERSIDE DR APT A
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3580 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3524 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3508 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3700 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3530 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3514 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3706 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3536 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3520 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3707 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3550 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3526 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3701 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3590 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3532 LAKE CREST DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32391 RIVERSIDE DR STE 9
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3702 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3538 LAKE CREST DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32391 RIVERSIDE DR STE 14
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3708 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3570 LAKE CREST DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32397 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3705 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3608 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33025 JAMIESON ST APT A
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32391 RIVERSIDE DR STE 6
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3704 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33035 JAMIESON ST APT B
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32391 RIVERSIDE DR STE 13
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3709 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33060 JAMIESON ST
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32391 RIVERSIDE DR STE 15
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3703 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33040 JAMIESON ST APT A
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32593 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32391 RIVERSIDE DR STE 8
LAKE ELSINORE, CA 92530

BUSINESS OWNER
15403 GRAND AVE STE 10
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33025 JAMIESON ST APT B
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32391 RIVERSIDE DR STE 17
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33051 FAIRVIEW ST APT C
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33045 JAMIESON ST APT A
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32391 RIVERSIDE DR STE 16
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33051 FAIRVIEW ST APT F
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33050 JAMIESON ST APT B
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33077 EL CONTENTO DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33084 HILL ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33040 JAMIESON ST APT B
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33035 JAMIESON ST APT A
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 89
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33051 FAIRVIEW ST APT A
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33045 JAMIESON ST APT B
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 86
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33051 FAIRVIEW ST APT D
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33050 JAMIESON ST APT A
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 83
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33051 FAIRVIEW ST APT G
LAKE ELSINORE, CA 92530

BUSINESS OWNER
15403 GRAND AVE STE 9
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 98
LAKE ELSINORE, CA 92530

BUSINESS OWNER
15572 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33051 FAIRVIEW ST APT B
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 92
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 88
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33051 FAIRVIEW ST APT E
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 93
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 85
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33051 FAIRVIEW ST APT H
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 99
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 102
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15546 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 134
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 96
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 87
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 128
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 90
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 84
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 122
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 95
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 100
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 142
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 101
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 94
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 136
LAKE ELSINORE, CA 92530

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LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 91
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 109
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 126
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 97
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 116
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 146
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 103
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 110
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 140
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 130
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 104
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 105
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 124
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 120
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 111
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 144
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 77
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 114
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 138
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 80
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 108
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 107
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 115
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 82A
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 113
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 74
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 119
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 112
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 71
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 78
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 106
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 68
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 81
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32900 RIVERSIDE DR OFC
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 20
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 76
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 117
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 16
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 73
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 79
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 65
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 70
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 82
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 48
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 67
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 75
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 61
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 18
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 72
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 60
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 66
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 69
LAKE ELSINORE, CA 92530

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LAKE ELSINORE, CA 92530

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LAKE ELSINORE, CA 92530

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LAKE ELSINORE, CA 92530

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LAKE ELSINORE, CA 92530

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LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 14
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 56
LAKE ELSINORE, CA 92530

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LAKE ELSINORE, CA 92530

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LAKE ELSINORE, CA 92530

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LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 51
LAKE ELSINORE, CA 92530

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LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 34
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 54
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 62
LAKE ELSINORE, CA 92530

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LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 57
LAKE ELSINORE, CA 92530

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LAKE ELSINORE, CA 92530

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LAKE ELSINORE, CA 92530

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LAKE ELSINORE, CA 92530

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LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 53
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 55
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 10
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LAKE ELSINORE, CA 92530

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LAKE ELSINORE, CA 92530

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LAKE ELSINORE, CA 92530

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LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 2
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 44
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 40
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 27
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 13
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 41
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 24
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 28
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 29
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 1
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 4
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 45
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 4
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 1
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 12
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 7
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 26
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 7
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 10
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 23
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 3
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 13
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 2
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 6
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 16
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 5
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 25
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 19
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 8
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 22
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 22
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 11
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 3
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 25
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 14
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 6
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 28
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 17
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 9
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 31
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 20
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 12
LAKE ELSINORE, CA 92530

BUSINESS OWNER
15891 GRAND AVE STE C
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 23
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 15
LAKE ELSINORE, CA 92530

BUSINESS OWNER
15891 GRAND AVE STE A
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 26
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 18
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15758 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 29
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 21
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32956 SERENA WAY
LAKE ELSINORE, CA 92530

BUSINESS OWNER
15887 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 24
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32926 SERENA WAY
LAKE ELSINORE, CA 92530

BUSINESS OWNER
15891 GRAND AVE STE D
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 27
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15798 GRAND AVE
LAKE ELSINORE, CA 92530

BUSINESS OWNER
15891 GRAND AVE STE 2
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32310 RIVERSIDE DR SPC 30
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15812 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15754 GRAND AVE
LAKE ELSINORE, CA 92530

BUSINESS OWNER
15883 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 4
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32946 SERENA WAY
LAKE ELSINORE, CA 92530

BUSINESS OWNER
15891 GRAND AVE STE B
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 7
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32916 SERENA WAY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32966 SERENA WAY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 10
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15816 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32936 SERENA WAY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 13
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15716 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32906 SERENA WAY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 17
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 5
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15814 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 20
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 8
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 1
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 23
LAKE ELSINORE, CA 92530

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15682 GRAND AVE SPC 11
LAKE ELSINORE, CA 92530

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15682 GRAND AVE SPC 6
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15682 GRAND AVE SPC 26
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15682 GRAND AVE SPC 14
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15682 GRAND AVE SPC 9
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15682 GRAND AVE SPC 29
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15682 GRAND AVE SPC 18
LAKE ELSINORE, CA 92530

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15682 GRAND AVE SPC 12
LAKE ELSINORE, CA 92530

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15682 GRAND AVE SPC 32
LAKE ELSINORE, CA 92530

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15682 GRAND AVE SPC 21
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 15
LAKE ELSINORE, CA 92530

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15682 GRAND AVE SPC 35
LAKE ELSINORE, CA 92530

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15682 GRAND AVE SPC 24
LAKE ELSINORE, CA 92530

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15682 GRAND AVE SPC 19
LAKE ELSINORE, CA 92530

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15682 GRAND AVE SPC 38
LAKE ELSINORE, CA 92530

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15682 GRAND AVE SPC 27
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 22
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 30
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 25
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 44
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 33
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 28
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 47
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 36
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 31
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32333 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 39
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 34
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32487A ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 42
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 37
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32490 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 45
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 40
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32550 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 48
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 43
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32840 ORTEGA HWY APT C
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32451 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 46
LAKE ELSINORE, CA 92530

BUSINESS OWNER
34950 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32487 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15682 GRAND AVE SPC 50
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33294 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32673 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32693 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33289 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32840 ORTEGA HWY APT A
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
13820 LOS ROBLES RD
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33281 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32675 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32476 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32690 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
35728 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32840 ORTEGA HWY APT B
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32140 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33293 ORTEGA HWY
LAKE ELSINORE, CA 92530

BUSINESS OWNER
39251 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33075 MACY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33285 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33295 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33115 MACY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33283 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33291 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15770 LAKE TERRACE DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32692 1/2 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33280 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15780 LAGUNA AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33088 LIME ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33288 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15750 LAGUNA AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33089 MACY ST
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32353 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
813 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33129 MACY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33074 LIME ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
825 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15760 LAKE TERRACE DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33103 MACY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
883 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15770 LAGUNA AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33137 MACY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
895 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
803 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15750 LAKE TERRACE DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15193 LINCOLN ST APT C
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
815 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15760 LAGUNA AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15193 LINCOLN ST APT F
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
833 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
805 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15193 LINCOLN ST APT I
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
885 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
823 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15193 LINCOLN ST APT L
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15193 LINCOLN ST APT A
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
835 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15193 LINCOLN ST APT O
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15193 LINCOLN ST APT D
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
893 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15191 LINCOLN ST APT B
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15193 LINCOLN ST APT G
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15193 LINCOLN ST APT B
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15191 LINCOLN ST APT E
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15193 LINCOLN ST APT J
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15193 LINCOLN ST APT E
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15191 LINCOLN ST APT H
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15193 LINCOLN ST APT M
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15193 LINCOLN ST APT H
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15191 LINCOLN ST APT K
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15193 LINCOLN ST APT P
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15193 LINCOLN ST APT K
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15191 LINCOLN ST APT N
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15191 LINCOLN ST APT C
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15193 LINCOLN ST APT N
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15189 LINCOLN ST APT A
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15191 LINCOLN ST APT F
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15191 LINCOLN ST APT A
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15189 LINCOLN ST APT D
LAKE ELSINORE, CA 92530

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15189 LINCOLN ST APT G
LAKE ELSINORE, CA 92530

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15191 LINCOLN ST APT L
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15191 LINCOLN ST APT G
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15189 LINCOLN ST APT J
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15191 LINCOLN ST APT J
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15189 LINCOLN ST APT M
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15189 LINCOLN ST APT B
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15191 LINCOLN ST APT M
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CURRENT RESIDENT
15189 LINCOLN ST APT E
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15191 LINCOLN ST APT P
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
961 FLANNERY ST APT C
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15189 LINCOLN ST APT H
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15189 LINCOLN ST APT C
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
961 FLANNERY ST APT F
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15189 LINCOLN ST APT K
LAKE ELSINORE, CA 92530

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15189 LINCOLN ST APT F
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
961 FLANNERY ST APT I
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15189 LINCOLN ST APT N
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15189 LINCOLN ST APT I
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
961 FLANNERY ST APT L
LAKE ELSINORE, CA 92530

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961 FLANNERY ST APT A
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15189 LINCOLN ST APT L
LAKE ELSINORE, CA 92530

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961 FLANNERY ST APT O
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
961 FLANNERY ST APT D
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15189 LINCOLN ST APT O
LAKE ELSINORE, CA 92530

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951 FLANNERY ST APT B
LAKE ELSINORE, CA 92530

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961 FLANNERY ST APT G
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
961 FLANNERY ST APT B
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
951 FLANNERY ST APT E
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
961 FLANNERY ST APT J
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
961 FLANNERY ST APT E
LAKE ELSINORE, CA 92530

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951 FLANNERY ST APT H
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
961 FLANNERY ST APT M
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
961 FLANNERY ST APT H
LAKE ELSINORE, CA 92530

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951 FLANNERY ST APT K
LAKE ELSINORE, CA 92530

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961 FLANNERY ST APT P
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
961 FLANNERY ST APT K
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951 FLANNERY ST APT N
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
951 FLANNERY ST APT C
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
961 FLANNERY ST APT N
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
941 FLANNERY ST APT A
LAKE ELSINORE, CA 92530

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951 FLANNERY ST APT F
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
951 FLANNERY ST APT A
LAKE ELSINORE, CA 92530

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941 FLANNERY ST APT D
LAKE ELSINORE, CA 92530

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951 FLANNERY ST APT I
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941 FLANNERY ST APT G
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
951 FLANNERY ST APT L
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
951 FLANNERY ST APT G
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT A2
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
951 FLANNERY ST APT O
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
951 FLANNERY ST APT J
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT A5
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
941 FLANNERY ST APT B
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
951 FLANNERY ST APT M
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT A8
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
941 FLANNERY ST APT E
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
951 FLANNERY ST APT P
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT B3
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
941 FLANNERY ST APT H
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
941 FLANNERY ST APT C
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT B6
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT A3
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
941 FLANNERY ST APT F
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT C1
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT A6
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT A1
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT C4
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT B1
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT A4
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT C7
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT B4
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT A7
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT D2
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT B7
LAKE ELSINORE, CA 92530

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32209 RIVERSIDE DR APT B2
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT D5
LAKE ELSINORE, CA 92530

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32209 RIVERSIDE DR APT C2
LAKE ELSINORE, CA 92530

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LAKE ELSINORE, CA 92530

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32209 RIVERSIDE DR APT D6
LAKE ELSINORE, CA 92530

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32209 RIVERSIDE DR APT E1
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LAKE ELSINORE, CA 92530

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LAKE ELSINORE, CA 92530

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LAKE ELSINORE, CA 92530

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LAKE ELSINORE, CA 92530

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LAKE ELSINORE, CA 92530

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32209 RIVERSIDE DR APT H4
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT G7
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT J2
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT H7
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT H2
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT J5
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT I2
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT H5
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT J8
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT I5
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT H8
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT K3
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT I8
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT I3
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT K6
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT J3
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT I6
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32209 RIVERSIDE DR OFC
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT J6
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT J1
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
30769 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT K1
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT J4
LAKE ELSINORE, CA 92530

BUSINESS OWNER
30870 RIVERSIDE DR STE B1
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT K4
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT J7
LAKE ELSINORE, CA 92530

BUSINESS OWNER
30850 RIVERSIDE DR STE A5
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT K7
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT K2
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
30170 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
30885 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT K5
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
29960 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
30754 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT K8
LAKE ELSINORE, CA 92530

BUSINESS OWNER
16800 LAKESHORE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
30850 RIVERSIDE DR STE A1
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
30801 ILLINOIS ST
LAKE ELSINORE, CA 92530

BUSINESS OWNER
16790 SAINT CHARLES STE A
LAKE ELSINORE, CA 92530

BUSINESS OWNER
30850 RIVERSIDE DR STE A6
LAKE ELSINORE, CA 92530

BUSINESS OWNER
30870 RIVERSIDE DR STE B3
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31401 RIVERSIDE DR STE B
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
30040 ILLINOIS ST
LAKE ELSINORE, CA 92530

BUSINESS OWNER
30850 RIVERSIDE DR STE A3
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31375 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
29900 ILLINOIS ST
LAKE ELSINORE, CA 92530

BUSINESS OWNER
30850 RIVERSIDE DR STE A7
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31681 RIVERSIDE DR STE E
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31085 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
30070 ILLINOIS ST
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31701 RIVERSIDE DR STE E
LAKE ELSINORE, CA 92530

BUSINESS OWNER
16790 SAINT CHARLES STE B
LAKE ELSINORE, CA 92530

BUSINESS OWNER
16831 LAKESHORE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31707 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31401 RIVERSIDE DR STE A
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31087 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31717 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31461 RIVERSIDE DR STE A
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31281 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31731 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31681 RIVERSIDE DR STE J
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31385 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31735 RIVERSIDE DR STE D
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31703 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31461 RIVERSIDE DR STE D
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31735 RIVERSIDE DR STE I
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31711 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31681 RIVERSIDE DR STE M
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31735 RIVERSIDE DR STE M
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31719 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31705 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31737 RIVERSIDE DR STE B
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31733 RIVERSIDE DR STE A
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31715 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31739 RIVERSIDE DR STE A1
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31735 RIVERSIDE DR STE E
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31721 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31739 RIVERSIDE DR STE H
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31735 RIVERSIDE DR STE J
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31733 RIVERSIDE DR STE B
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31739 RIVERSIDE DR STE L
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31735 RIVERSIDE DR STE A
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31735 RIVERSIDE DR STE G
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32040 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31737 RIVERSIDE DR STE C
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31735 RIVERSIDE DR STE K
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16681 JOY ST
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31739 RIVERSIDE DR STE C
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31737 RIVERSIDE DR STE A
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16658 JOY ST
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31739 RIVERSIDE DR STE I
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31737 RIVERSIDE DR STE H
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
31065 ILLINOIS ST
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31739 RIVERSIDE DR STE M
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31739 RIVERSIDE DR STE G
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
31083 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32000 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31739 RIVERSIDE DR STE K
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
31129 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16693 JOY ST
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31741 RIVERSIDE DR STE A
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
31156 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
31140 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31616 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
31191 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
31078 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16672 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16505 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
31089 ILLINOIS ST
LAKE ELSINORE, CA 92530

BUSINESS OWNER
16921 LAKESHORE DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16511 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
31116 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
31077 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16517 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
31153 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
31090 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16523 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16501 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
31131 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16529 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16507 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
31183 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16535 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16513 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16503 JOY ST
LAKE ELSINORE, CA 92530

California Native Plant Society
Riverside-San Bernardino Chapter
ATTN: Arlee Montalvo, PhD
2707 K Street, Suite 1
Sacramento, CA 95816-5130

CURRENT RESIDENT
16519 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16509 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16527 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16525 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16515 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16533 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16531 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16521 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16539 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16537 JOY ST
LAKE ELSINORE, CA 92530

Appendix A Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
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TTY 711
www.dot.ca.gov



Making Conservation
a California Way of Life.

September 2021

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."*

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

Related federal statutes, remedies, 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, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:
<https://dot.ca.gov/programs/civil-rights/title-vi>.

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 Civil Rights, at 1823 14th Street, MS-79, Sacramento, CA 95811; PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

A blue ink signature of Toks Omishakin, written in a cursive style.

Toks Omishakin
Director

Appendix B 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 Received	Expiration	Notes
1602	California Department of Fish & Wildlife			
401	State Water Resources Control Board (SWRCB)			
404	US Army Corp of Engineers (USACE)			
MSHCP Consistency and DBESP	United States Fish and Wildlife Service (USFWS) and CDFW			

Date of ECR: June 7, 2022

ENVIRONMENTAL COMMITMENTS RECORD

(State Route 74 Lake Elsinore Median Buffer and Widen Shoulders)

Project Phase:

- ☒ PA/ED (DED/FED)
☐ PS&E Submittal _____ %
☐ Construction

Avoidance, Minimization, and/or Mitigation Measures	Page	Environment al Analysis Source	Responsible for Development and/or Implementatio n of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	NO
<u>CULTURAL</u>									
CUL-1: Stop work if buried cultural resources are encountered during construction until a qualified archaeologist can evaluate the nature and significance of the find. In the event that human remains,	N/A	District Environmental Cultural Resources (month, day year)	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Design/C onstructi on					

Date of ECR: June 7, 2022

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal _____ %☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

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							Date / Initials	YES	NO
including isolated, disarticulated bones or fragments, are discovered during construction-related activity, cease in the vicinity of the human remains.									
CUL-2: In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 50 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Andrew Walters, DEBC: (909)383-2647 and Gary Jones, DNAC: (909)383-7505. Further provisions of PRC	N/A	District Environmental Cultural Resources (month, day, year)	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Final Design, Construction					

Date of ECR: June 7, 2022

ENVIRONMENTAL COMMITMENTS RECORD

(State Route 74 Lake Elsinore Median Buffer and Widen Shoulders)

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal _____ %☐ Construction

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							Date / Initials	YES	NO
5097.98 are to be followed as applicable.									
<u>BIOLOGICAL RESOURCES</u>									
BIO-General-1: Equipment Staging, Storing & Borrow Sites: All staging, storing, and borrow sites require the approval of the Caltrans biologist.		NESMI May 2022	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction					
Bio-General-2 Temporary Artificial Lighting Restrictions: To address impacts to bat species, mountain lions, and small mammal and herpetological species, artificial lighting must be directed at the job site to minimize light spillover onto adjacent areas if Project activities occur at night.		NESMI May 2022	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction					

Date of ECR: June 7, 2022

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ENVIRONMENTAL COMMITMENTS RECORD

(State Route 74 Lake Elsinore Median Buffer and Widen Shoulders)

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							Date / Initials	YES	NO
Bio-General-7 Worker Environmental Awareness Program (WEAP): A qualified biologist must present a biological resource information program/WEAP for herpetological species prior to project activities to all personnel that will be present within the project limits for longer than 30 minutes at any given time.		NESMI May 2022	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction					
Bio-General-9 Environmentally Sensitive Area (ESA): To address impacts to Coulter's matilija, paniculate tarplant, and southern black walnut, delineate this area as an ESA as shown on the plans and/or described in the specifications.		NESMI May 2022	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction					

Date of ECR: June 7, 2022

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(State Route 74 Lake Elsinore Median Buffer and Widen Shoulders)

Project Phase:

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							Date / Initials	YES	NO
Bio-General-10: Environmentally Sensitive Area (ESA) Fence Monitoring: Integrity inspections of special- status plant species fencing and enclosures (onsite cleared areas) must occur throughout the duration of the project, as needed, and prior to commencing project activities and after activities are completed. If during construction the fence fails, work must stop until it is repaired and the qualified biologist inspects (and clears) the job site.		NESMI May 2022	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construc tion					
Bio-General-PSM-17 Restoration of Vegetation: Temporary impacted areas must		NESMI May 2022	District Design / District Environmental	Final Design,					

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							Date / Initials	YES	NO
be restored, as feasible, with appropriate native vegetation, as determined by the habitat type prior to impacts and by the surrounding vegetation.			Planning / Resident Engineer / Contractor	Construc tion					
Bio-Anthropod-PSM-2 Plant Seed Mix: Seed mixes must contain a diversity of native pollinator plant species including milkweed.		NESMI May 2022	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construc tion					
Bio-Avian-1 Preconstruction Nesting Bird Survey: If project activities cannot avoid the nesting season, generally regarded as Feb 1 – Sept 30, then preconstruction nesting bird surveys must be conducted 3 days prior to construction by a qualified biologist to locate and		NESMI May 2022	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construc tion					

Date of ECR: June 7, 2022

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							Date / Initials	YES	NO
avoid nesting birds. If an active avian nest is located, a no construction buffer may be established and monitored by the qualified biologist.									
Bio-Avian-PSM-4 Coastal Sage Scrub Removal: To address impacts to the coastal California gnatcatcher, coastal sage scrub must be removed prior to the nesting bird season, generally regarded as Feb 1 – Sept 30.		NESMI May 2022	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construc tion					
Bio-Bat-1 Bat Management & Mitigation Plan (BMMP). A Bat Management Plan must be developed and implemented in accordance with CDFW guidelines.		NESMI May 2022	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construc tion					

Date of ECR: June 7, 2022

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							Date / Initials	YES	NO
Bio-Plant-2 Rare Plant Translocation: If a rare plant is found within the job site and cannot be fenced but can survive transplantation, the qualified biologist must contact the Caltrans biologist to determine the time and suitable translocation area for the plant species to be moved. Additional requirements and actions must be determined at the time such a situation occurs.		NESMI May 2022	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construc tion					
<u>AESTHETICS</u>									
AES-1: The replacement ratio for removed oaks and non-oak trees must be 3:1. The tree species and location for replacement must be verified by			District Design / District Landscape Architecture /District	Final Design, Construc tion					

Date of ECR: June 7, 2022

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							Date / Initials	YES	NO
a Biologist or Landscape Architect			Environmental Planning / Resident Engineer / Contractor Engineer / Contractor						
AES-2: The replanting would be prioritized within the project ROW. Where insufficient space, locations, or water limits the plantings, then every effort will be made to find other locations in Caltrans ROW at other highways in the area. Consideration would also be given to coordinating with adjacent communities and partnering agencies to explore possibilities of plantings beyond the ROW.			District Design / District Landscape Architecture / District Environmental Planning / Resident Engineer / Contractor Engineer / Contractor	Final Design, Construction					

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							Date / Initials	YES	NO
<u>HAZARDOUS WASTE</u>									
HAZ-1: Use SSP 14-11.14 for disposal of treated wood waste.		ISA Checklist April 28, 2022	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construc tion	SSP 14- 11.14				
HAZ-2: A Task Order is being conducted for Aerially Deposited Lead (ADL) to determine if special handling and/or removal is needed.		ISA Checklist April 28, 2022	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construc tion					
<u>NOISE</u>									
NOI-1: Construction will be conducted in accordance with applicable local noise standards and Caltrans’ provisions in			District Design / District Environmental Engineering /	Final Design, Construc tion					

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							Date / Initials	YES	NO
Section 14-8.02, "Noise Control," of the 2018 Standard Specifications			Resident Engineer / Contractor						
<u>GREENHOUSE GAS REDUCTION STRATEGIES</u>									
GHG-1: Schedule truck trips outside of peak morning and evening commute hours.			District Design / District Environmental Studies / Resident Engineer / Contractor	Final Design, Construction					
GHG-2: Schedule longer-duration lane closures to reduce number of equipment mobilization efforts.			District Design / District Environmental Studies / Resident Engineer / Contractor	Final Design, Construction					
GHG-3: For improved fuel efficiency from construction equipment:			District Design / District Environmental Studies /	Final Design,					

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							Date / Initials	YES	NO
<ul style="list-style-type: none"> - Maintain equipment in proper tune and working condition - Use right sized equipment for the job - Use equipment with new technologies 			Resident Engineer / Contractor	Construction					
GHG-4: Maximize use of recycled materials.			District Design / District Environmental Studies / Resident Engineer / Contractor	Final Design, Construction					
GHG-5: Salvage large, removed trees for lumber or similar on-site beneficial uses other than standard wood-chipping.			District Design / District Environmental Studies /	Final Design, Construction					

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							Date / Initials	YES	NO
			Resident Engineer / Contractor						
GHG-6: Recycle existing project features on-site.			District Design / District Environmental Studies / Resident Engineer / Contractor	Final Design, Construction					
GHG-7: Reduce construction waste. If suitable, the project will reuse excavation material for aggregate base.			District Design / District Environmental Studies / Resident Engineer / Contractor	Final Design, Construction					
GHG-8: Include project features that maximize planting of native tree species.			District Design / District Environmental Studies / Resident	Final Design, Construction					

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							Date / Initials	YES	NO
			Engineer / Contractor						
GHG-9: Incorporate native plants and vegetation to the project design. Replace more vegetation than was removed to increase carbon sequestration.			District Design / District Environmental Studies / Resident Engineer / Contractor	Final Design, Construc tion					
GHG-10: Include mulch application around new and existing plants to retain soil moisture.			District Design / District Environmental Studies / Resident Engineer / Contractor	Final Design, Construc tion					
<u>CLIMATE CHANGE</u>									
CC-1: Use corrosion-resistant materials.			District Design / District Environmental Studies / Resident	Final Design, Construc tion					

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							Date / Initials	YES	NO
			Engineer / Contractor						
CC-2: Improve drainage.			District Design / District Environmental Studies / Resident Engineer / Contractor	Final Design, Construc tion					
CC-3: Improve drainage systems to adapt to localized flooding risks.			District Design / District Environmental Studies / Resident Engineer / Contractor	Final Design, Construc tion					
CC-4: Stabilize slopes to lower chances of landslide on slopes at-risk from more frequent or intense wildfire and precipitation.			District Design / District Environmental Studies / Resident Engineer / Contractor	Final Design, Construc tion					

Appendix C Federal Transportation Improvement Program

<div> RIVLS01 Exempt Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program 2021 FTIP Amendment #21-08 </div>								
Agency	County	District EA	Notes	Project Description	Program Year (FFY)	Federal Funds	State Funds	Total Project Cost (in \$1000's)
Caltrans	Riverside	1K690	New. 2018 SHOPP Amendment #18H-015 for CTC March 25-26, 2020 approval	On SR-74 in and near Lake Elsinore, from west of Monte Vista Street/Vista Road to Grand Avenue. Widen roadway to provide a two-foot median buffer and four-foot shoulders, install rumble strips, upgrade guardrail, and re-grade side slopes, PS&E and RW Sup Only.	2022/23	\$5,494	\$0	\$5,494

Appendix D List of Technical Studies

- Historic Property Survey Report June 6, 2022
- Initial Site Assessment Checklist April 28, 2022
- Natural Environment Study (Minimal Impacts) May 2022
- Scoping Questionnaire for Water Quality Issues April 2022
- Visual Analysis Checklist July 1, 2021

Appendix E References

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