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

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

Initial Study with Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact

Prepared by the
State of California Department of Transportation

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

May 2019

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General Information about This Document

What's in this document:

The California Department of Transportation (Department), as assigned by the Federal Highway Administration (FHWA), has prepared this Initial Study with Mitigated Negative Declaration/Environmental Assessment, for the proposed project located in Riverside County, California. Caltrans is the lead agency under the National Environmental Policy Act (NEPA). Caltrans is also the lead agency under the California Environmental Quality Act (CEQA). This document tells you why the project is being proposed, what alternatives have been considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures. The Initial Study/Draft Environmental Assessment circulated to the public for 30 days between March 28, 2019 and April 29, 2019. Comments received during this period are included in Chapter 5. Elsewhere throughout this document, a vertical line in the margin indicates a change made since the draft document circulation. Minor editorial changes and clarifications have not been so indicated. Additional copies of this document are available for review at Caltrans District 8, located at 464 West 4th Street, San Bernardino, 92401. This document may also be downloaded at the following website: www.dot.ca.gov/d8/

Alternative Formats:

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

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SCH# 2019039163
8 – RIV-74 PM 0.0 to PM 5.8
EA 08-1C8500
PN 0813000047

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

INITIAL STUDY with Mitigated Negative Declaration/ Environmental Assessment with Finding of No Significant Impact

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

THE STATE OF CALIFORNIA
Department of Transportation

5/31/19
Date

David Bricker
Deputy District Director
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CALIFORNIA DEPARTMENT OF TRANSPORTATION
FINDING OF NO SIGNIFICANT IMPACT

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

(EA1C8500 / PN 0813000047)

FOR

The California Department of Transportation (Caltrans) has determined that the Build Alternative will have no significant impact on the human environment. This Finding of No Significant Impact (FONSI) is based on the attached Environmental Assessment (EA), which have been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached EA and associated technical studies.

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

5/31/19

Date

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

SCH # 2019039163

MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description

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

Determination

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

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

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

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

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

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

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

BIO-2: Equipment Staging. Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats.

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

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

BIO-5: ESA Fencing. Prior to vegetation clearing or construction, highly visible barriers (such as orange construction fencing) will be installed providing a no work buffer around riparian and riverine communities adjacent to the project footprint and flagged as Environmentally Sensitive Areas (ESAs) to be preserved. The ESAs will serve as an exclusionary buffer delineating areas where no work shall be performed. More specifically, no grading or fill activity of any type will be permitted within these ESAs. In addition, heavy equipment, including motor vehicles, will not be allowed to operate within the ESAs. All construction equipment will be operated in a manner so as to prevent accidental damage to nearby preserved areas. No structure of any kind, or incidental storage of equipment or supplies, shall be allowed within these protected zones. Silt fencing or other sediment trapping materials will be installed at the downstream end of construction activities to minimize the transport of sediments off-site.

BIO-6: Fire Protection. Project will adhere to WRCMSHCP guidelines regarding fire protection by implementing Caltrans 2018 SSP 7-1.02M(2) or current version.

BIO-7: Biological Monitor. The biologist will monitor construction-related activities to ensure that conservation measures are being implemented and that there are no unanticipated impacts. These activities include, but are not limited to, blasting work, clearing and grubbing, and staging/ storage of equipment.

BIO-8: Exclusion Fence. Prior to any ground-disturbance activities, exclusionary fencing (i.e., silt fence or other suitable non-penetrable fencing) will be installed along the boundary to prevent any construction activities from encroaching into adjacent areas and to prevent ARTO from moving into the construction area.

BIO-9: Fence Monitoring. Daily fence and enclosure (onsite cleared areas) inspections shall occur throughout the duration of the project by the monitor and/or project personnel trained by the monitor prior to commencing construction activities and after construction activities are completed. If during construction the fence fails work will cease until it is repaired and the biological monitor inspects (and clears) the site for ARTOs.

BIO-10: Control of Work. No construction work within ARTO habitat shall occur until the area is cleared of the species. No work will be allowed if any of the exclusionary devices are not installed in accordance with respective specifications.

BIO-11: Construction Window. No blasting will occur within drainage areas during ARTO breeding season (in which the breeding season is recognized as March 1 to August 31).

BIO-12: Lighting. Artificial lighting shall be shielded and/or directed away from adjacent habitats, as feasible.

BIO-13: Biological Resource Information Program. An education program will be developed and presented by the qualified biologist to all onsite personnel who will be in the project limits for longer than 30 minutes prior to the onset of ground-disturbing activities. At a minimum, the program will include the following topics: distribution, general behavior, and ecology of the ARTO, sensitivity of the species to human activities, legal protection afforded to these species, penalties for violations of Federal and State laws, notification procedures by workers or contractors if a tortoise is found in a

construction area, and project features designed to reduce the impacts to these species and promote continued successful occupation of the project area. The program will consist of a class presented by a qualified biologist or a video, provided the qualified biologist is present to answer questions. Handout materials will be distributed for workers with important information about the regulated species for future reference and as a reminder of the program's content. Following the education program, the handouts will be posted in the contractor and resident engineer office, where they will remain through the duration of the project. The contractor, resident engineer, and the qualified biologist will be responsible for ensuring that employees are aware of the listed species. If additional employees are added to the project after initiation, they will receive instruction prior to working on the project.

BIO-14: Pre-Construction Surveys. The pre-construction surveys will be conducted by a USFWS-approved qualified Biologist (i.e., one with ARTO surveying/handling experience) to determine their presence or absence within the construction footprint. The Biologist will walk the impact area to search for any potential breeding areas. A report documenting the pre-construction survey results and measures that will be required during construction will be provided to Caltrans and the Wildlife Agencies. The surveys and the relocation of ARTOs shall be conducted as directed by the relocation plan approved by USFWS.

BIO-15: ARTO in Project Area. If during construction activities an ARTO is discovered within the project site, all construction activities shall stop and the biologist shall be notified. The biologist shall relocate the ARTO as directed in the relocation plan.

BIO-16: ARTO Relocation Plan. A relocation plan for the arroyo toad shall be submitted to USFWS for approval prior to commencing construction activities.

BIO-17: Fence Removal. All fencing shall be removed as a last order of work. During removal, a biological monitor familiar with ARTO and authorized to handle and relocate ARTO should be present.

BIO-18: Clear and Grub Pre-construction Surveys. Pre-construction nesting bird surveys will be conducted by a qualified biologist 3 days prior to clearing and grubbing activities.

BIO-19: Preconstruction Nesting Bird Survey. Pre-construction nesting bird surveys will 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 will be established and monitored at the discretion of the qualified biologist.

BIO-20: Bat Management Plan. A bat management plan will be submitted to CDFW and require CDFW approval prior to construction activities that will include a bat habitat assessment and associated measures, as applicable.

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

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

SSPs (2015), Section 14-2. Details of the monitoring plan are located in the Monitoring and Discovery Action Plan.

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

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

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

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

5/31/19
Date

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Chapter 1 Proposed Project

1.1 NEPA Assignment

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

1.2 Introduction

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

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

1.2.1 Existing Facility

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

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

1.2.2 Project Background

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

1.2.3 Purpose and Need

1.2.3.1 Project Purpose

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

1.2.3.2 Project Need

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

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

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

1.2.4 Capacity, Transportation Demand, and Safety

1.2.4.1 Current and Forecasted Traffic

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

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

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

Table 1-1. Accident History

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

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

Table 1-2. Type of Collisions

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

Table 1-3. Primary Collision Factors

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

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

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

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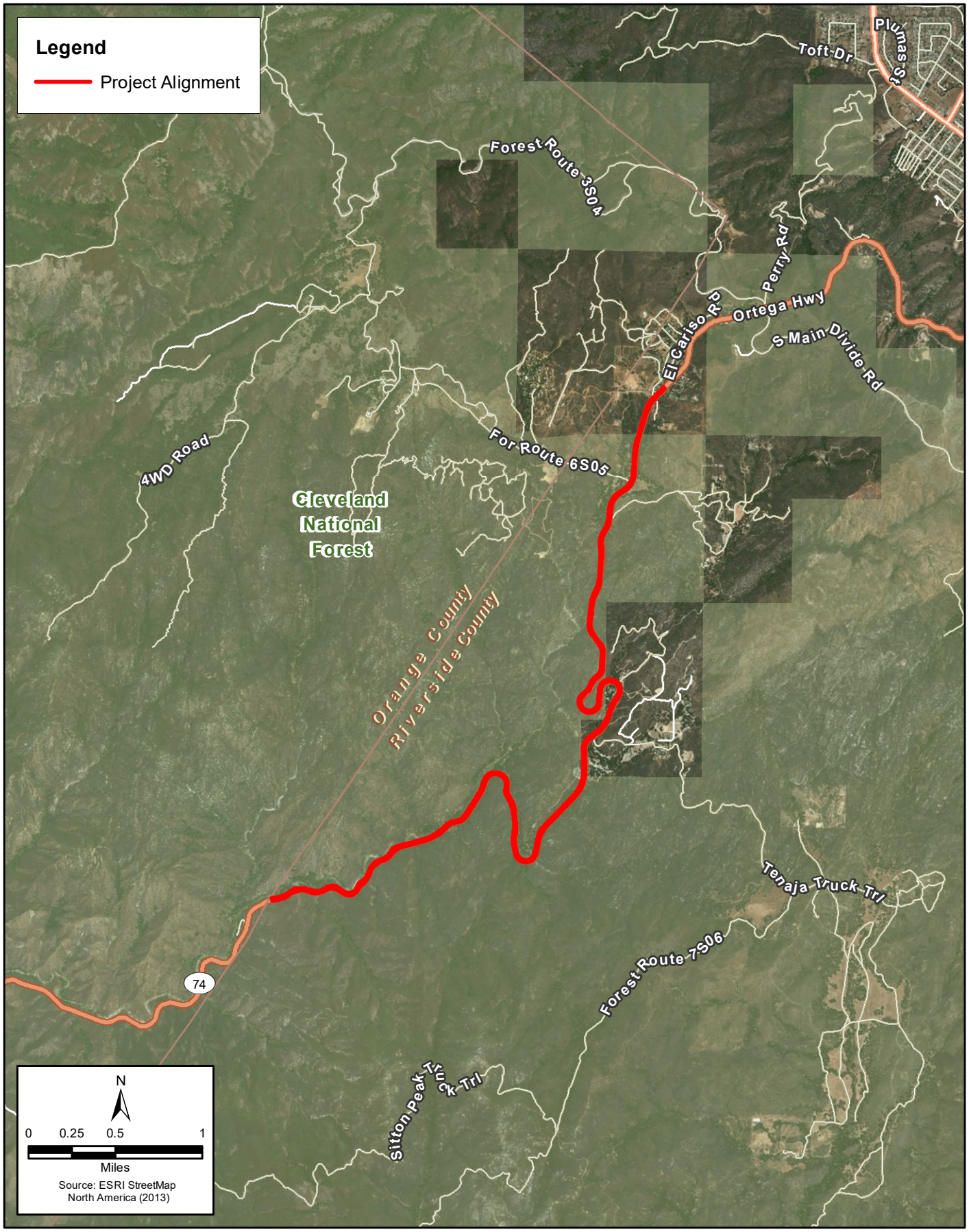

Figure 1-2
Project Location
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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

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

Crash Severity Level	Predicted Average Crash Frequency, $N_{spf\ rd}$ (Crash per Year)		Average Crash Frequency Reduction (Crash per Year)
	Without Improvements (Including Centerline Rumble Strips)	With Improvements	
Total	28.534	18.005	10.529
Fatal and Injury	9.159	5.780	3.380
Source: Caltrans Traffic Accident Surveillance and Analysis System (TASAS).			

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

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

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

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

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

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

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

1.2.5 Roadway Deficiencies

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

1.2.6 Independent Utility and Logical Termini

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

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

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

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

1.3 Project Description

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

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

1.4 Alternatives

1.4.1 No-Build (No-Action) Alternative

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

1.4.2 Build Alternative

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

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

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

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

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

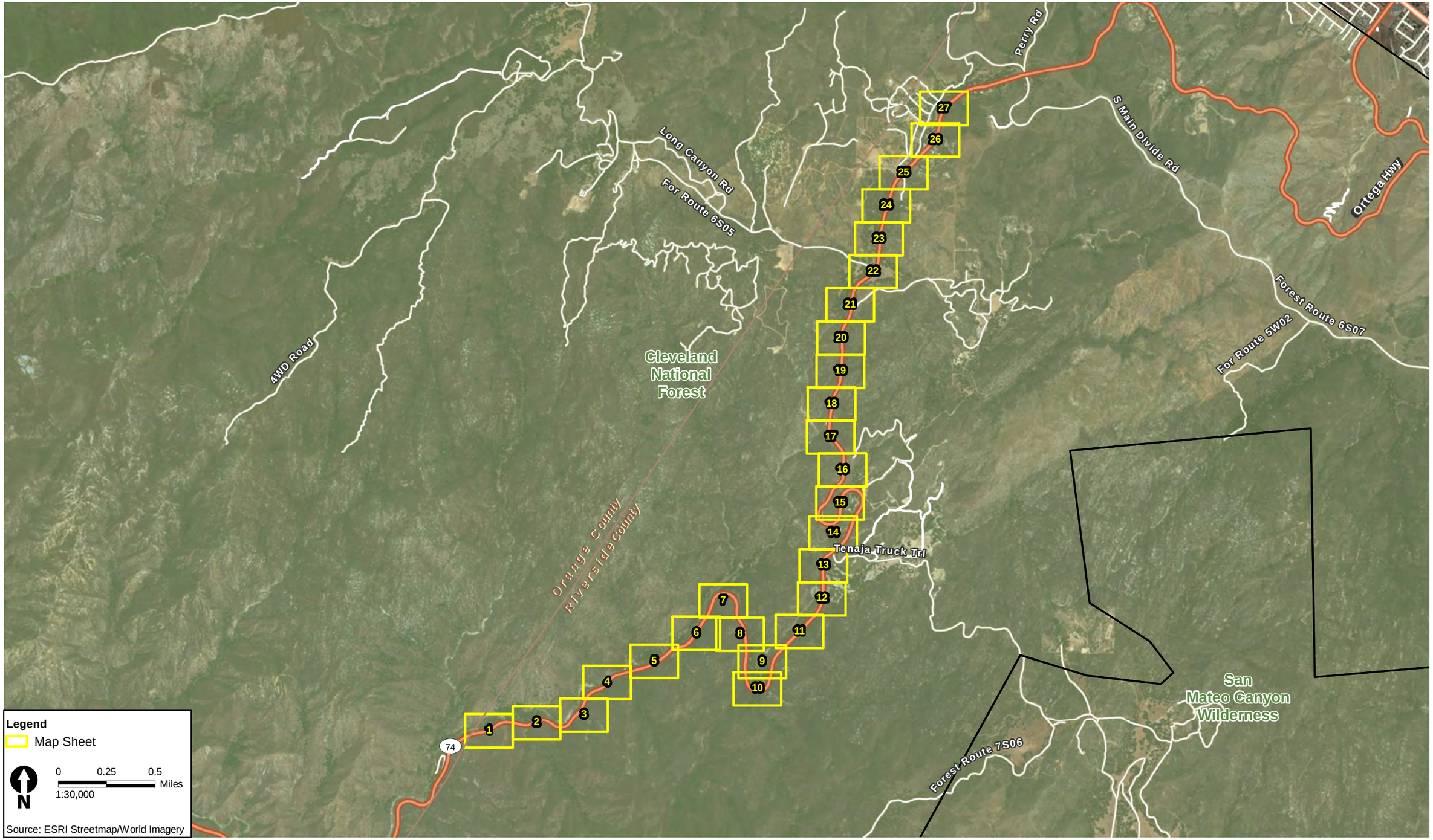

Figure 1-3 - Index Sheet
Project Layout Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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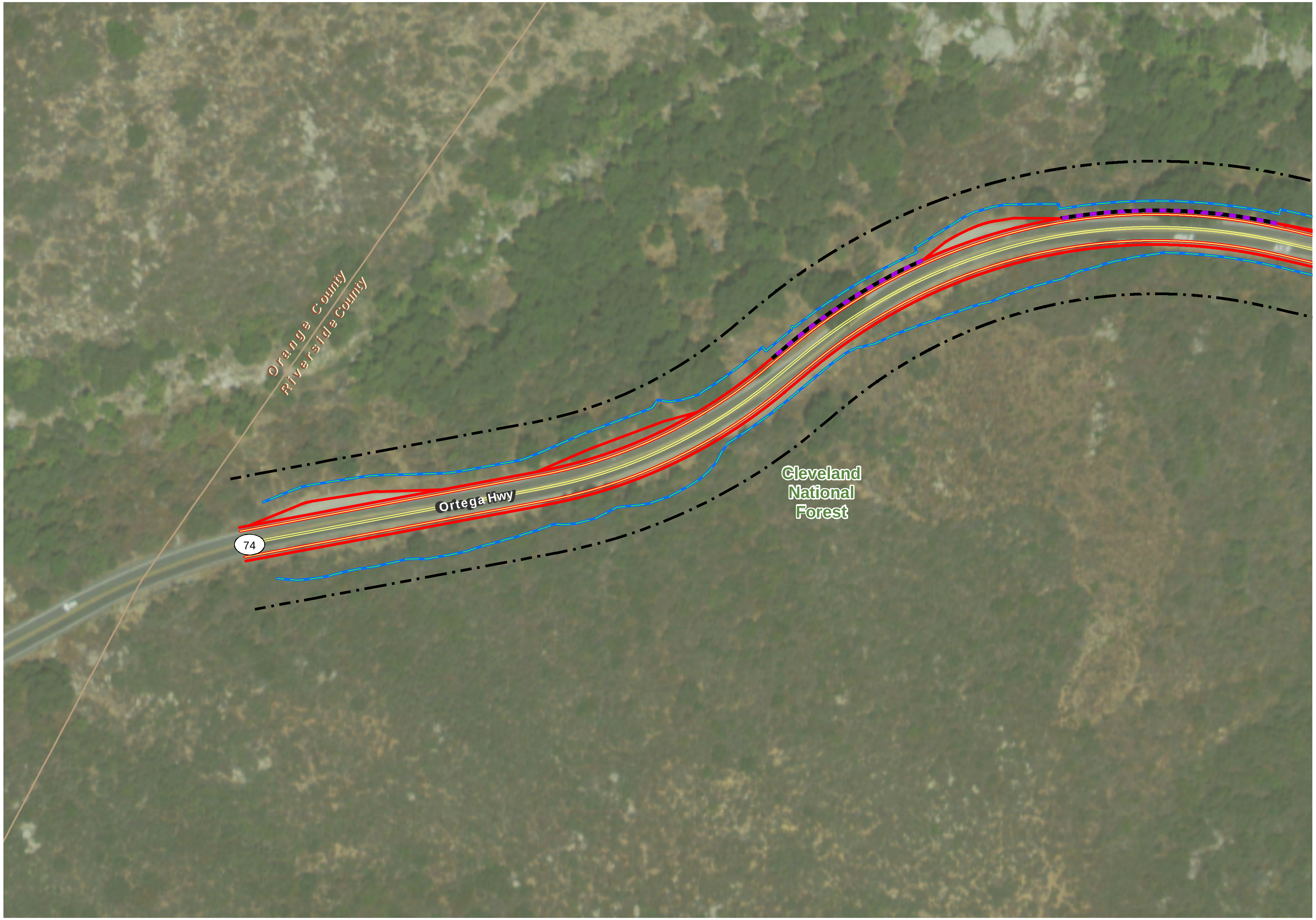

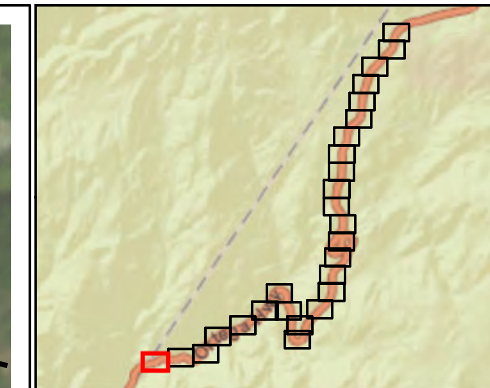

Legend
- Pave Edges
- Pave Marker
- Cut and Fill
- Retaining Wall
- Slope Limit
- Right-of-Way

Source: USA NAIP Imagery

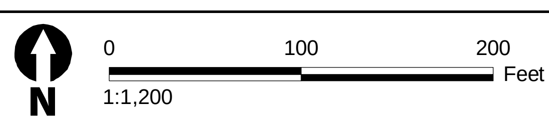

Figure 1-3 - Sheet 1
Project Layout Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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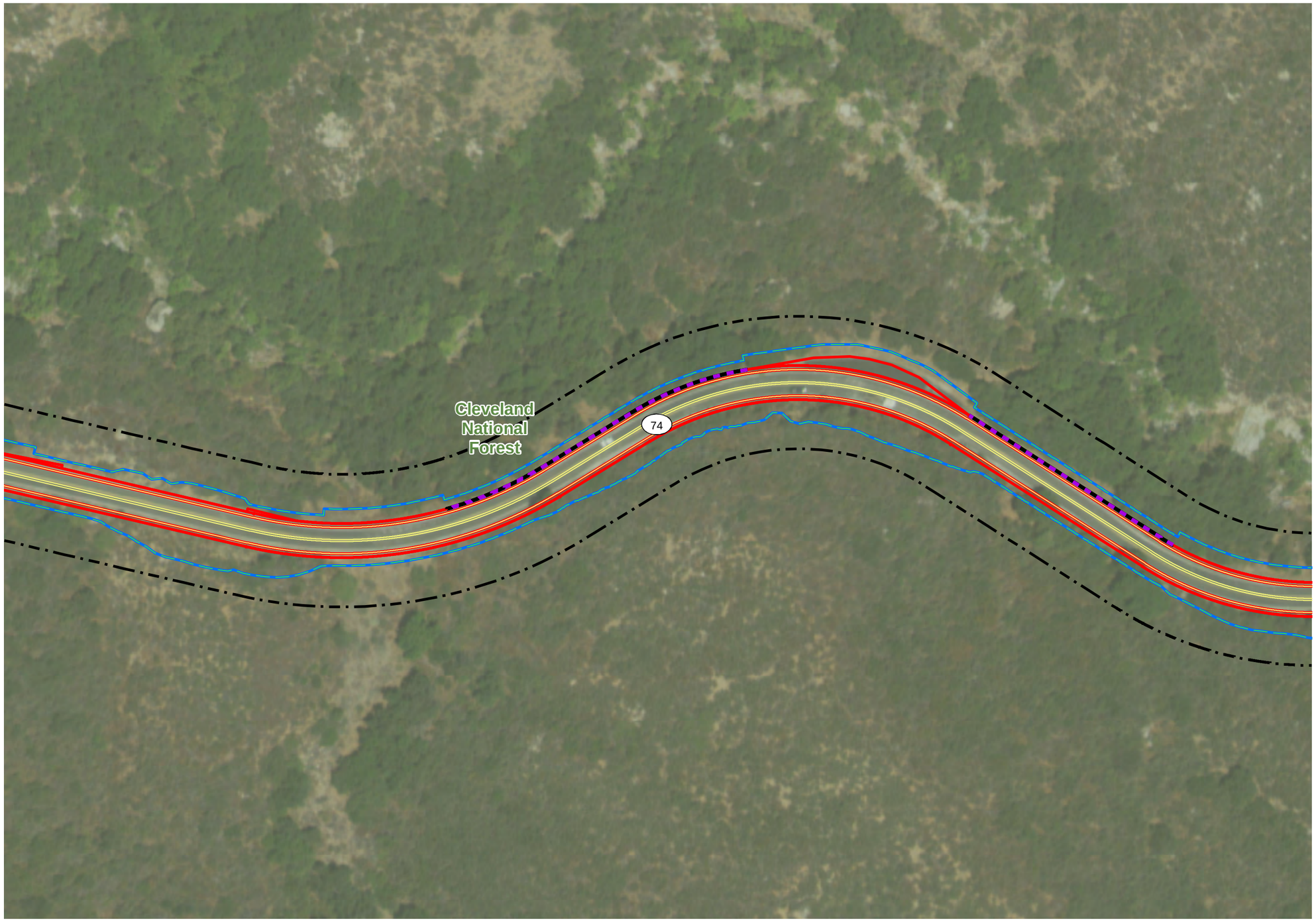

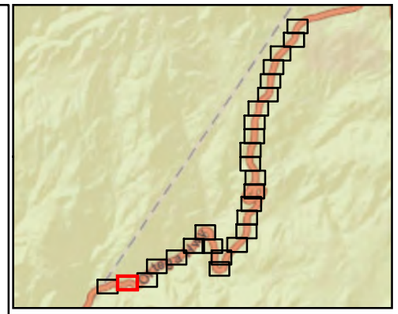

Legend

- Pave Edges
- Pave Marker
- Cut and Fill
- Retaining Wall
- Slope Limit
- Right-of-Way

Source: USA NAIP Imagery

N

0 100 200 Feet

1:1,200

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

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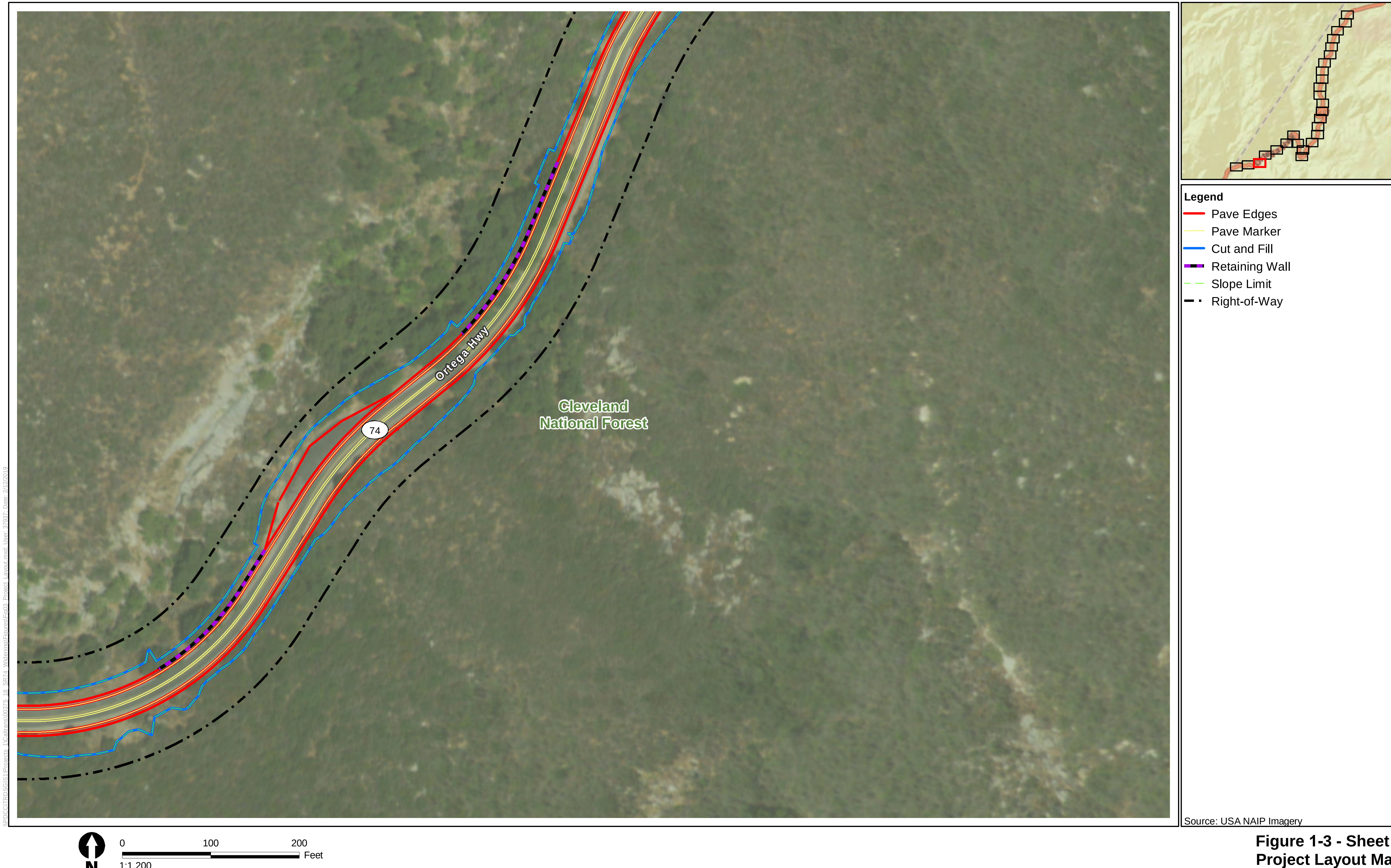

Figure 1-3 - Sheet 3
Project Layout Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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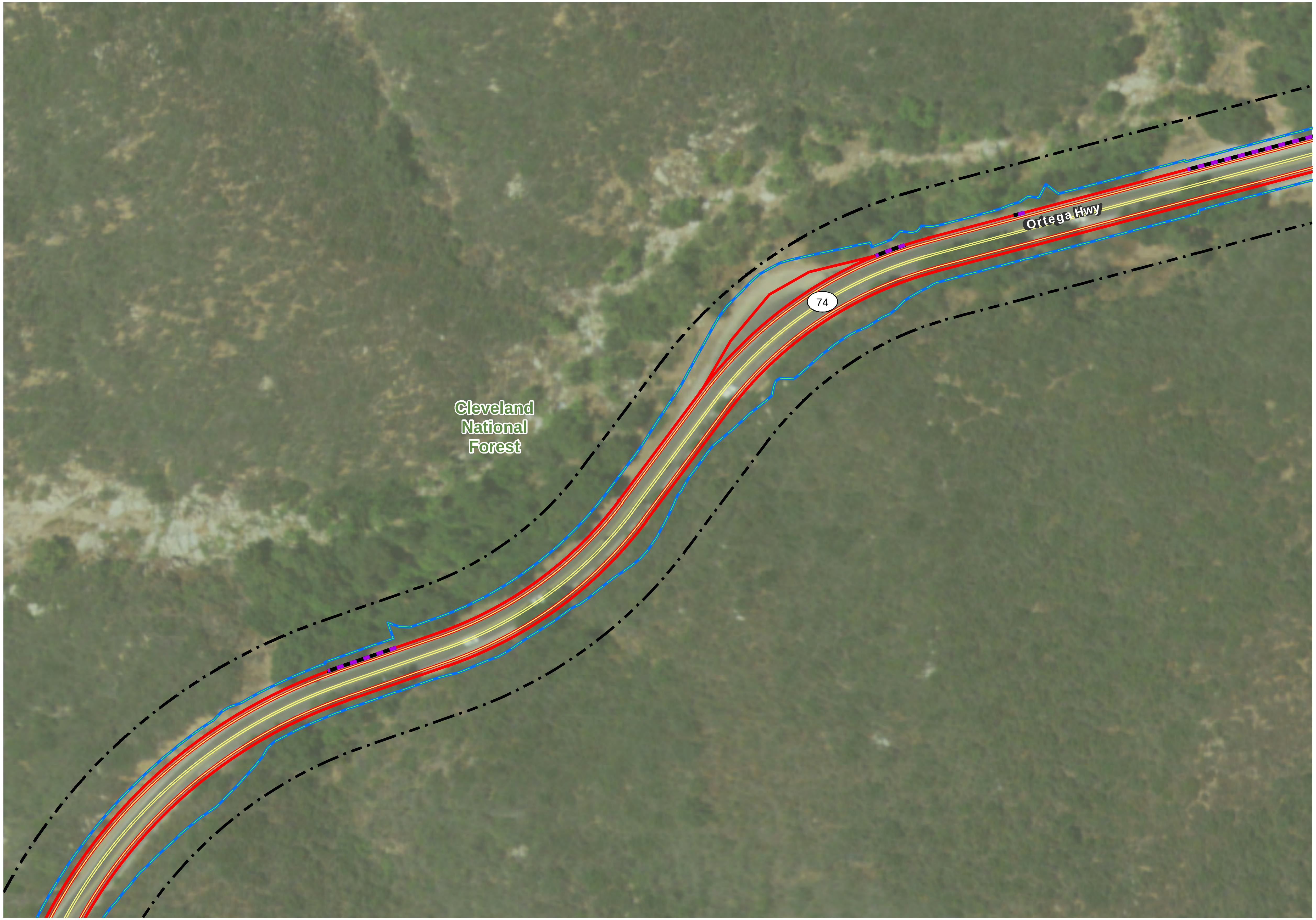

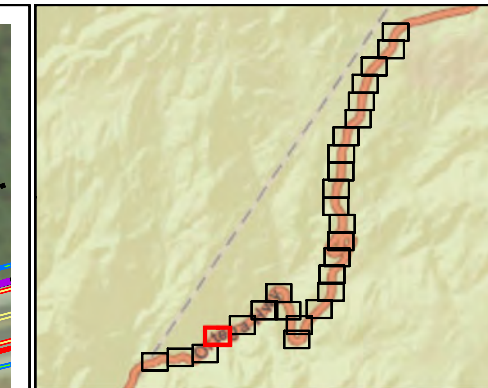

Legend
- Pave Edges
- Pave Marker
- Cut and Fill
- Retaining Wall
- Slope Limit
- Right-of-Way

Source: USA NAIP Imagery

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Figure 1-3 - Sheet 4
Project Layout Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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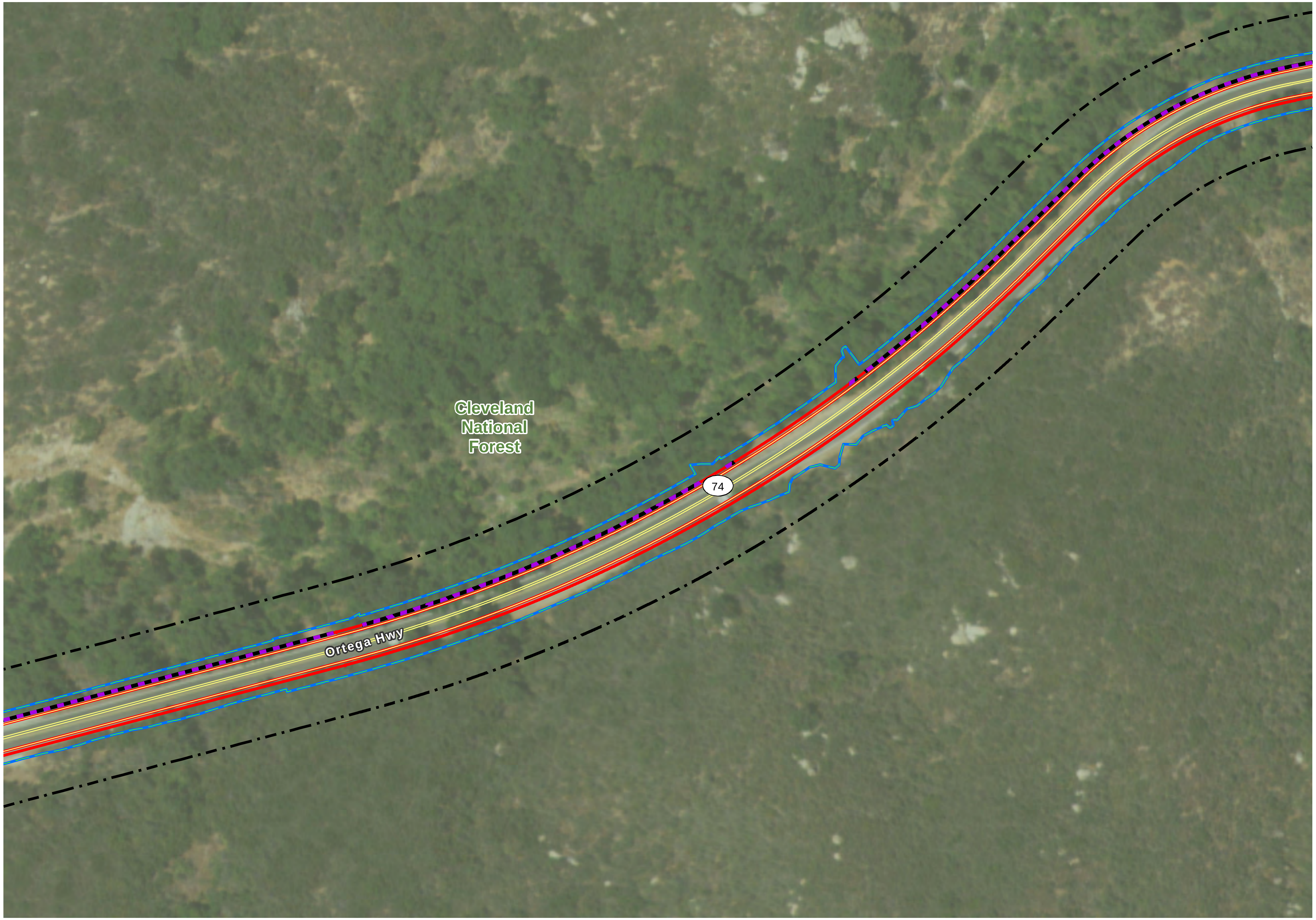

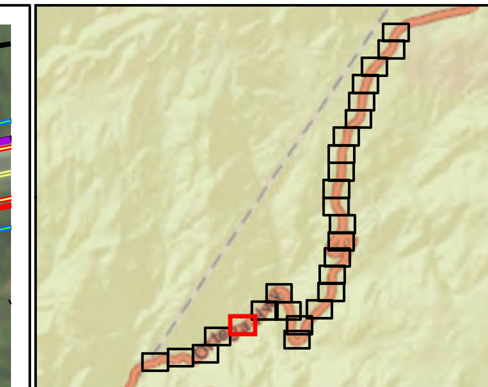

Legend

- Pave Edges
- Pave Marker
- Cut and Fill
- Retaining Wall
- Slope Limit
- Right-of-Way

Source: USA NAIP Imagery

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0 100 200 Feet

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

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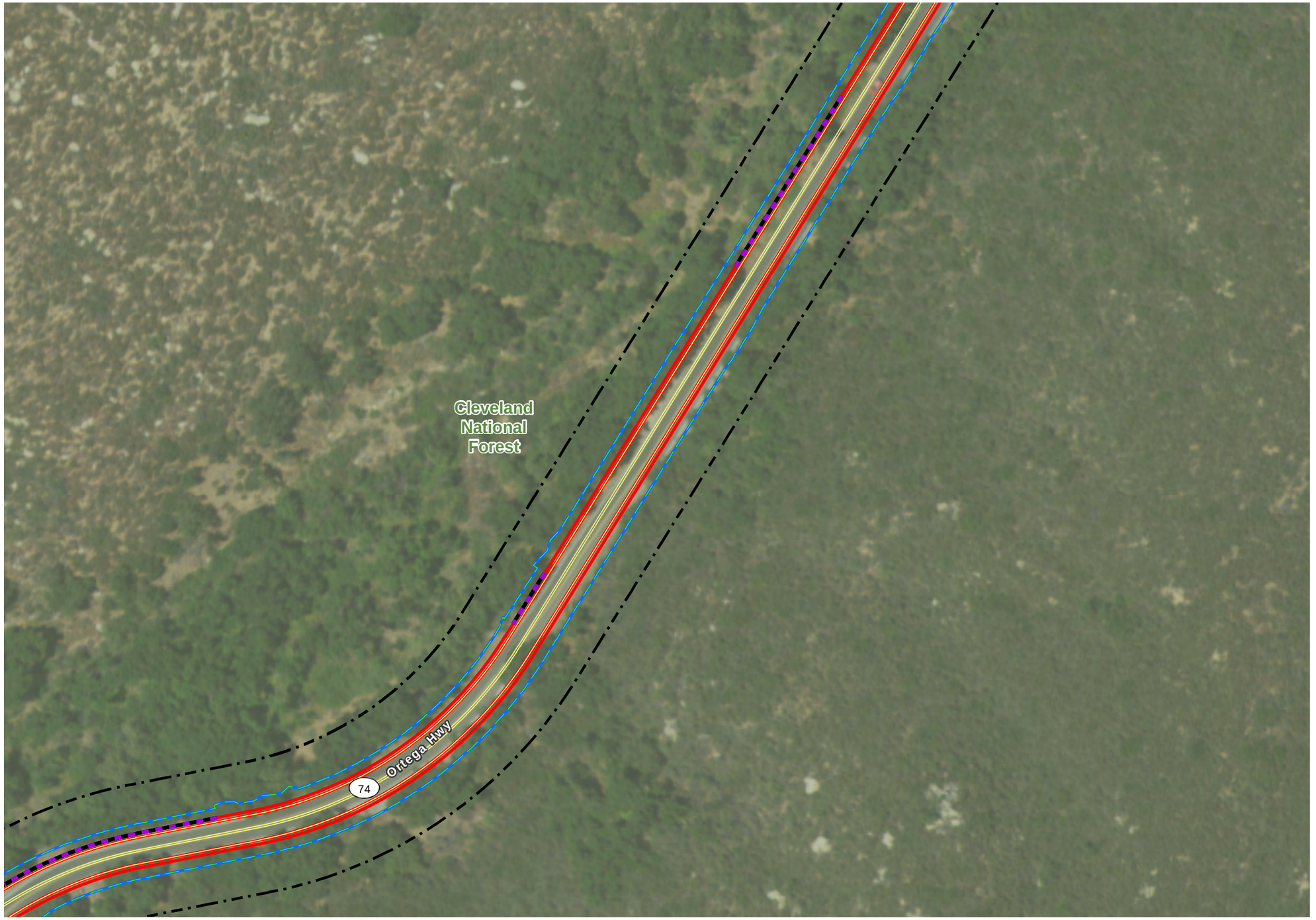

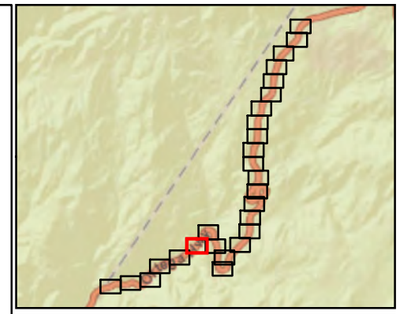

Legend

- Pave Edges
- Pave Marker
- Cut and Fill
- Retaining Wall
- Slope Limit
- Right-of-Way

Source: USA NAIP Imagery

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

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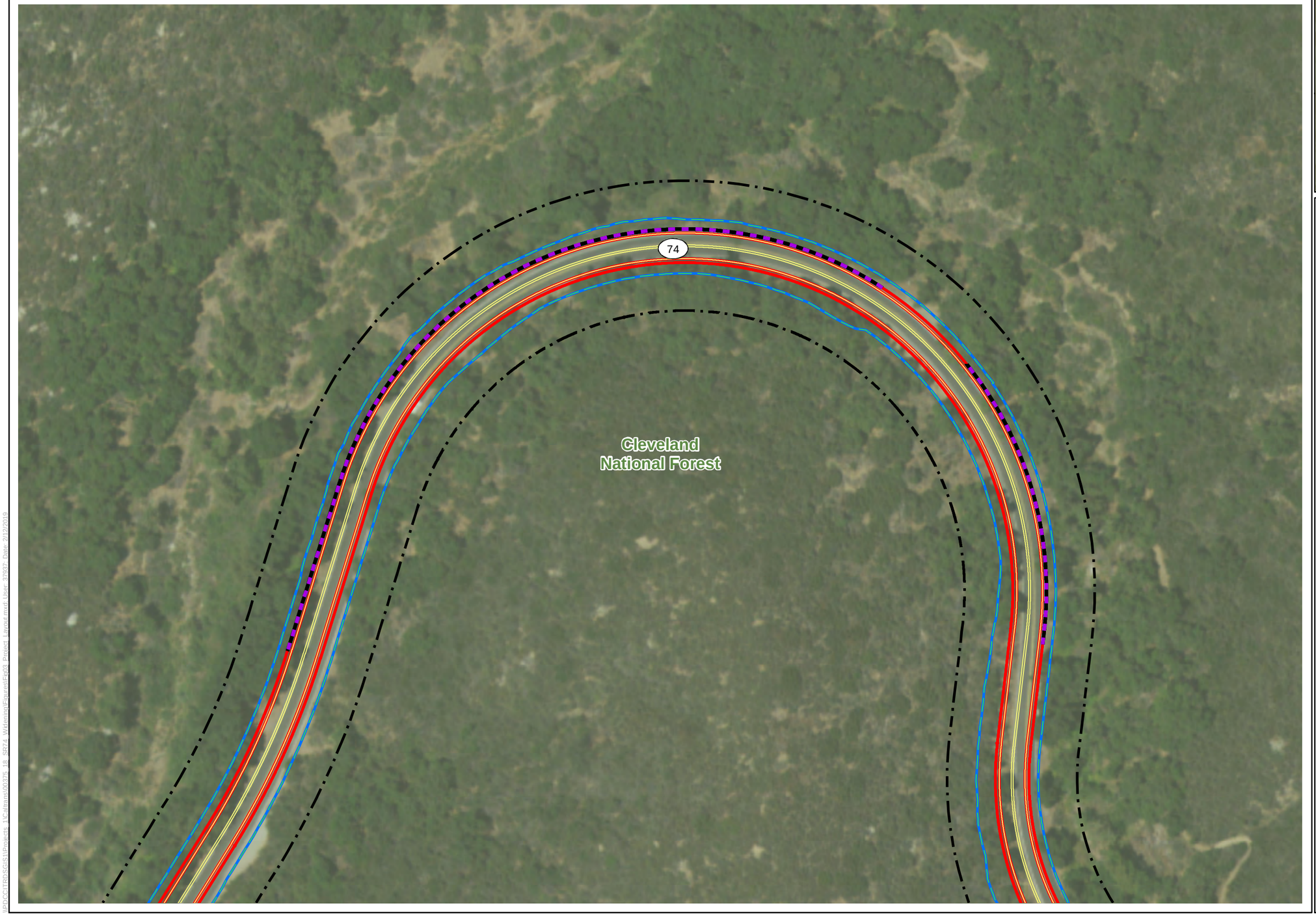

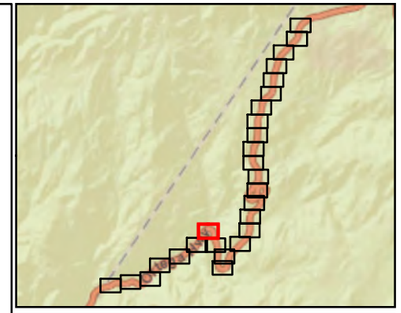

Legend

- Pave Edges
- Pave Marker
- Cut and Fill
- Retaining Wall
- Slope Limit
- Right-of-Way

Source: USA NAIP Imagery

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

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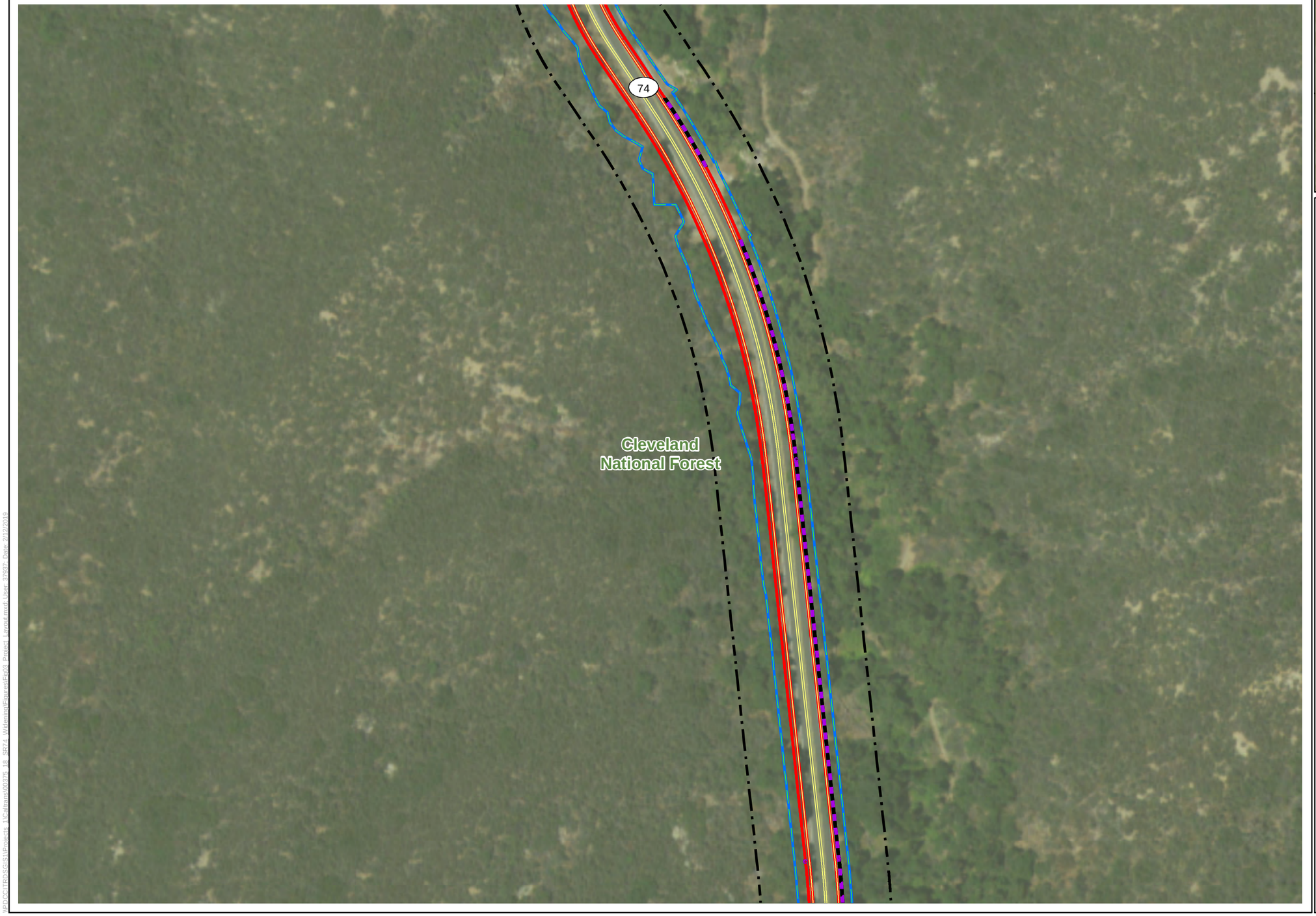

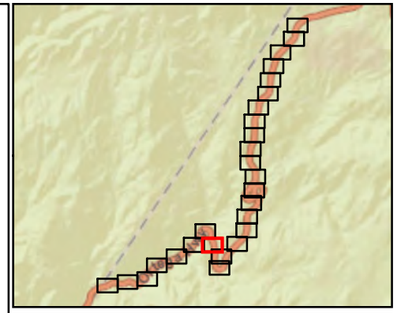

Legend

- Pave Edges
- Pave Marker
- Cut and Fill
- Retaining Wall
- Slope Limit
- Right-of-Way

Source: USA NAIP Imagery

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

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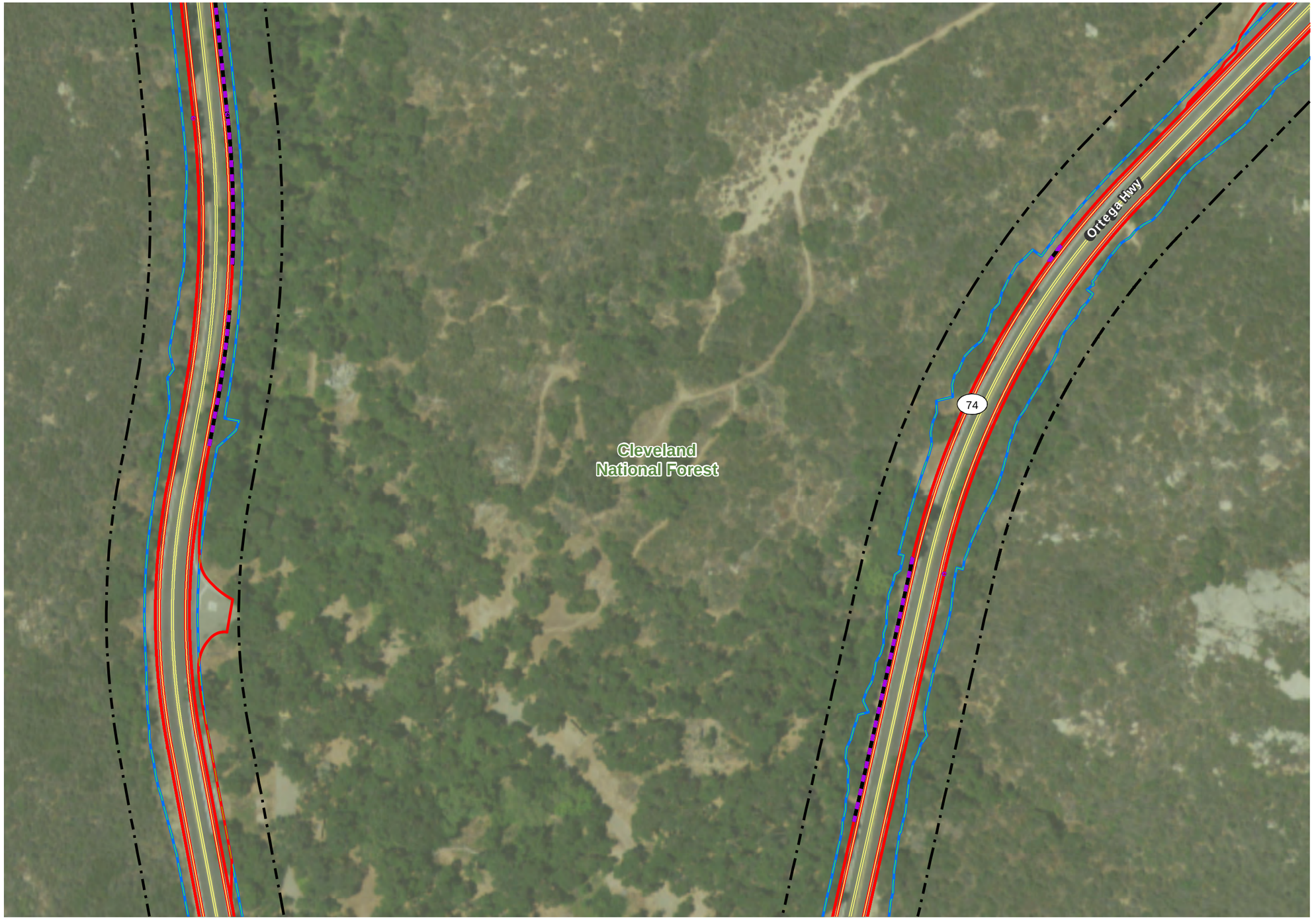

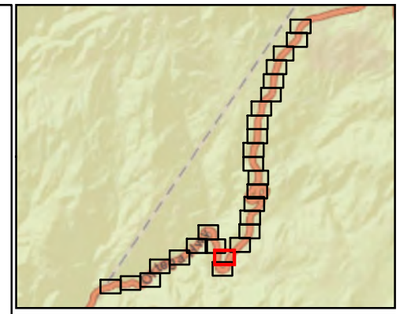

Legend

- Pave Edges
- Pave Marker
- Cut and Fill
- Retaining Wall
- Slope Limit
- Right-of-Way

Source: USA NAIP Imagery

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

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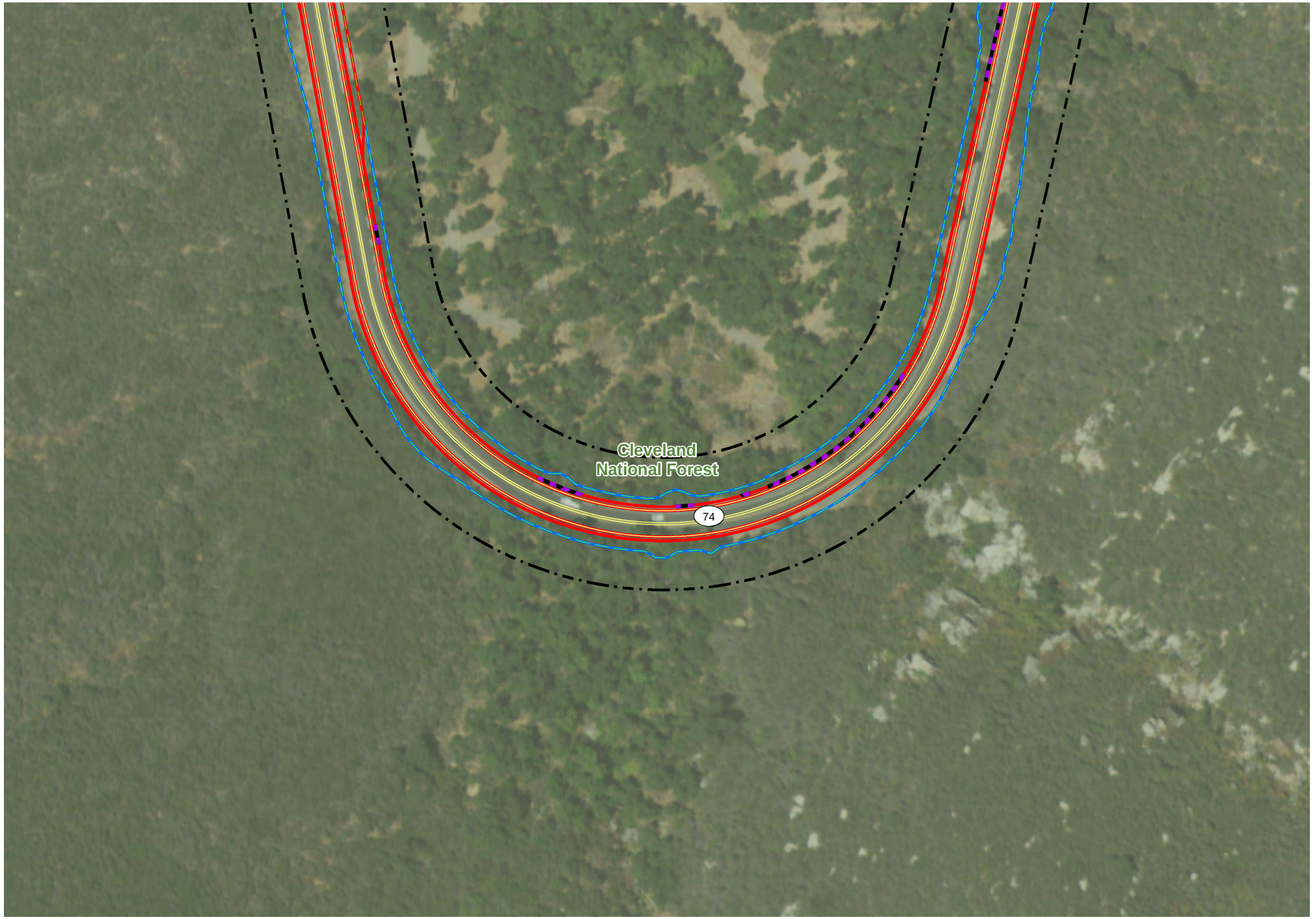

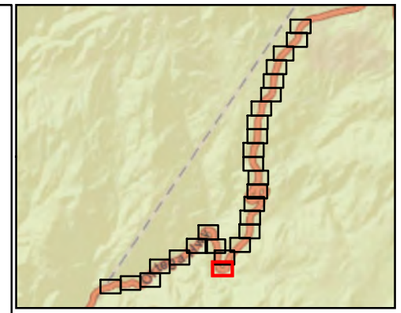

Legend

- Pave Edges
- Pave Marker
- Cut and Fill
- Retaining Wall
- Slope Limit
- Right-of-Way

Source: USA NAIP Imagery

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

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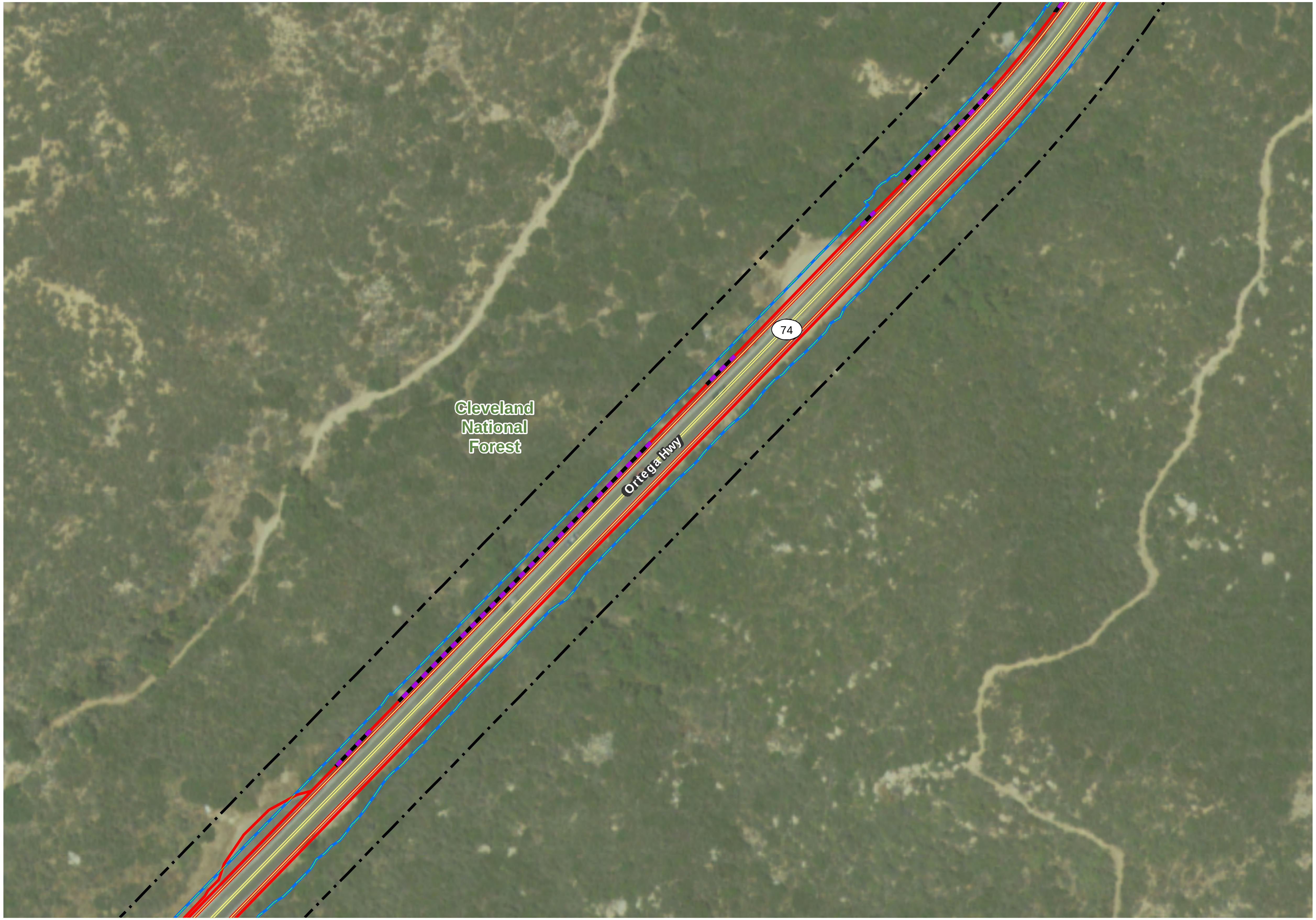

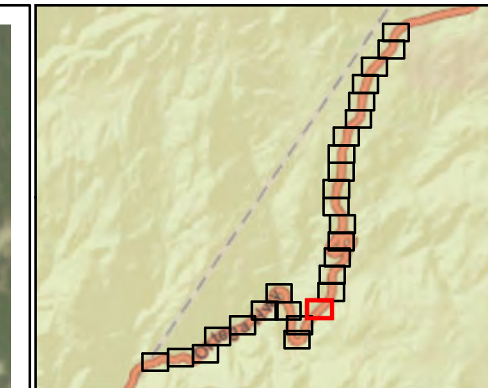

Legend
- Pave Edges
- Pave Marker
- Cut and Fill
- Retaining Wall
- Slope Limit
- Right-of-Way

Source: USA NAIP Imagery

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

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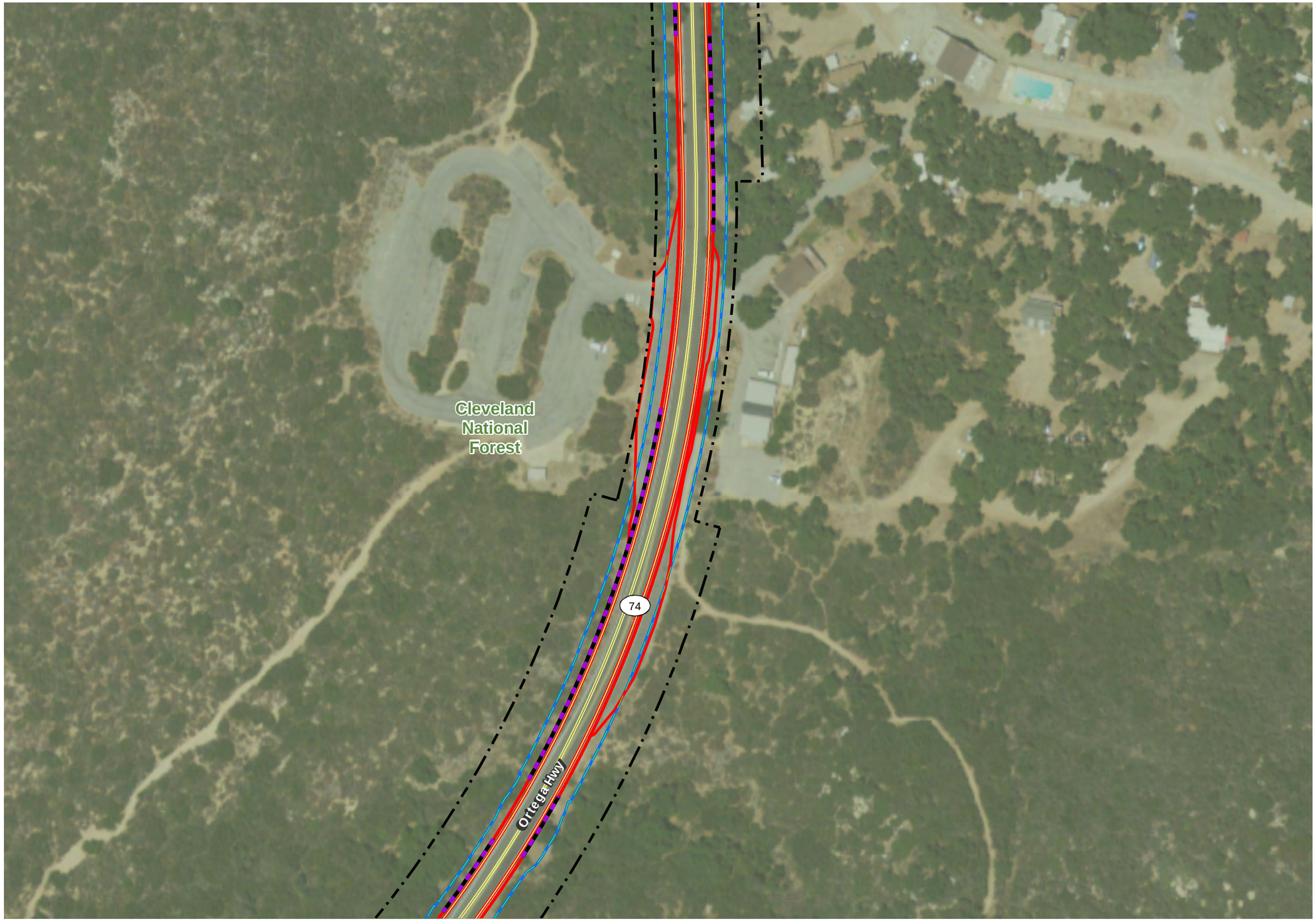

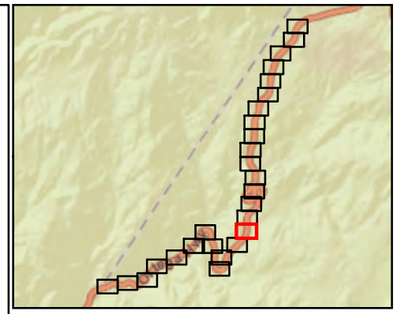

Legend

- Pave Edges
- Pave Marker
- Cut and Fill
- Retaining Wall
- Slope Limit
- Right-of-Way

Source: USA NAIP Imagery

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

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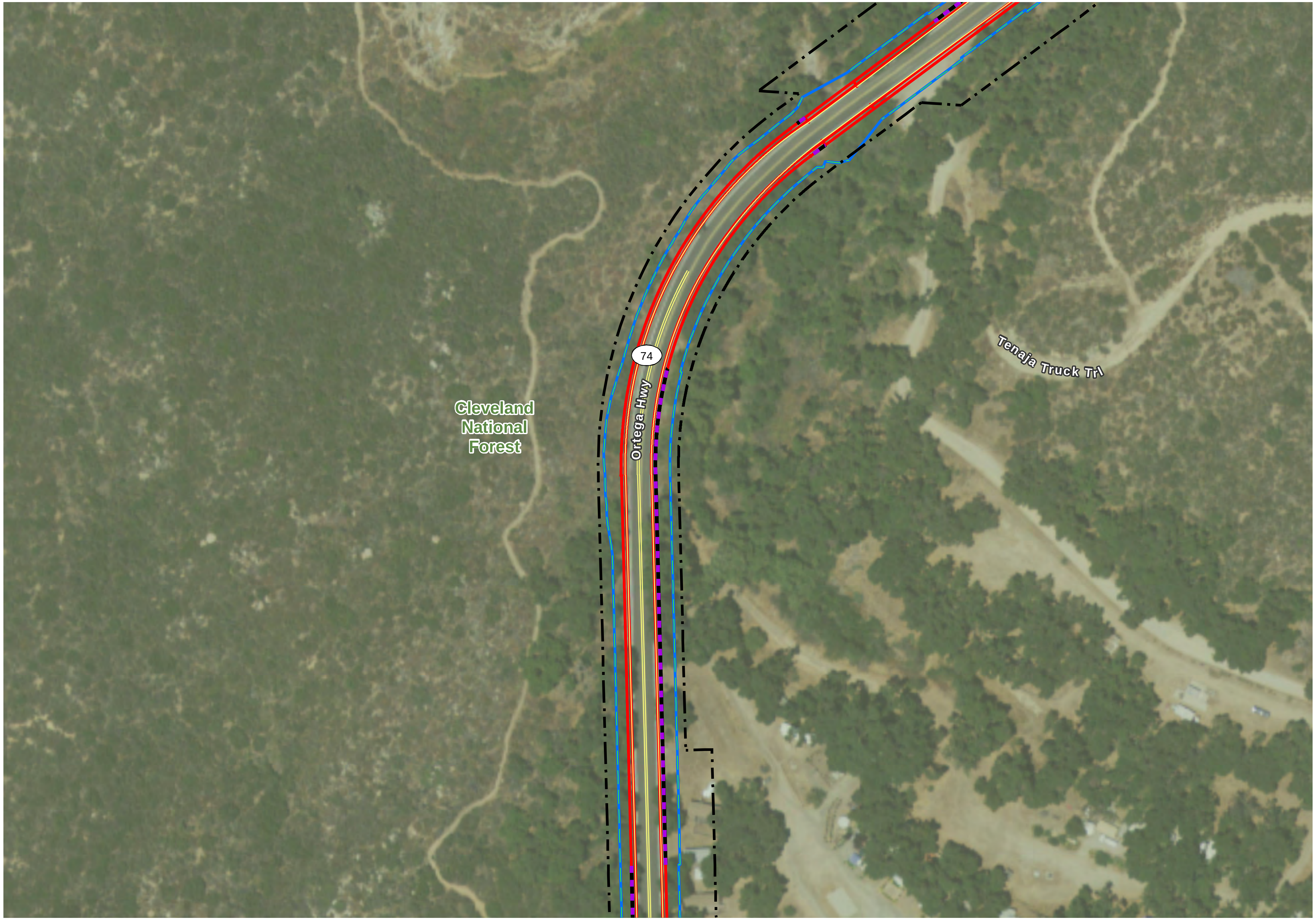

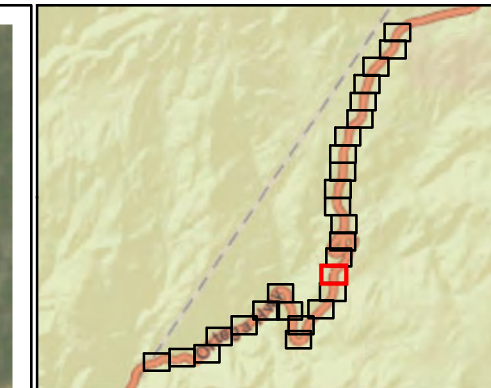

Legend
- Pave Edges
- Pave Marker
- Cut and Fill
- Retaining Wall
- Slope Limit
- Right-of-Way

Source: USA NAIP Imagery

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

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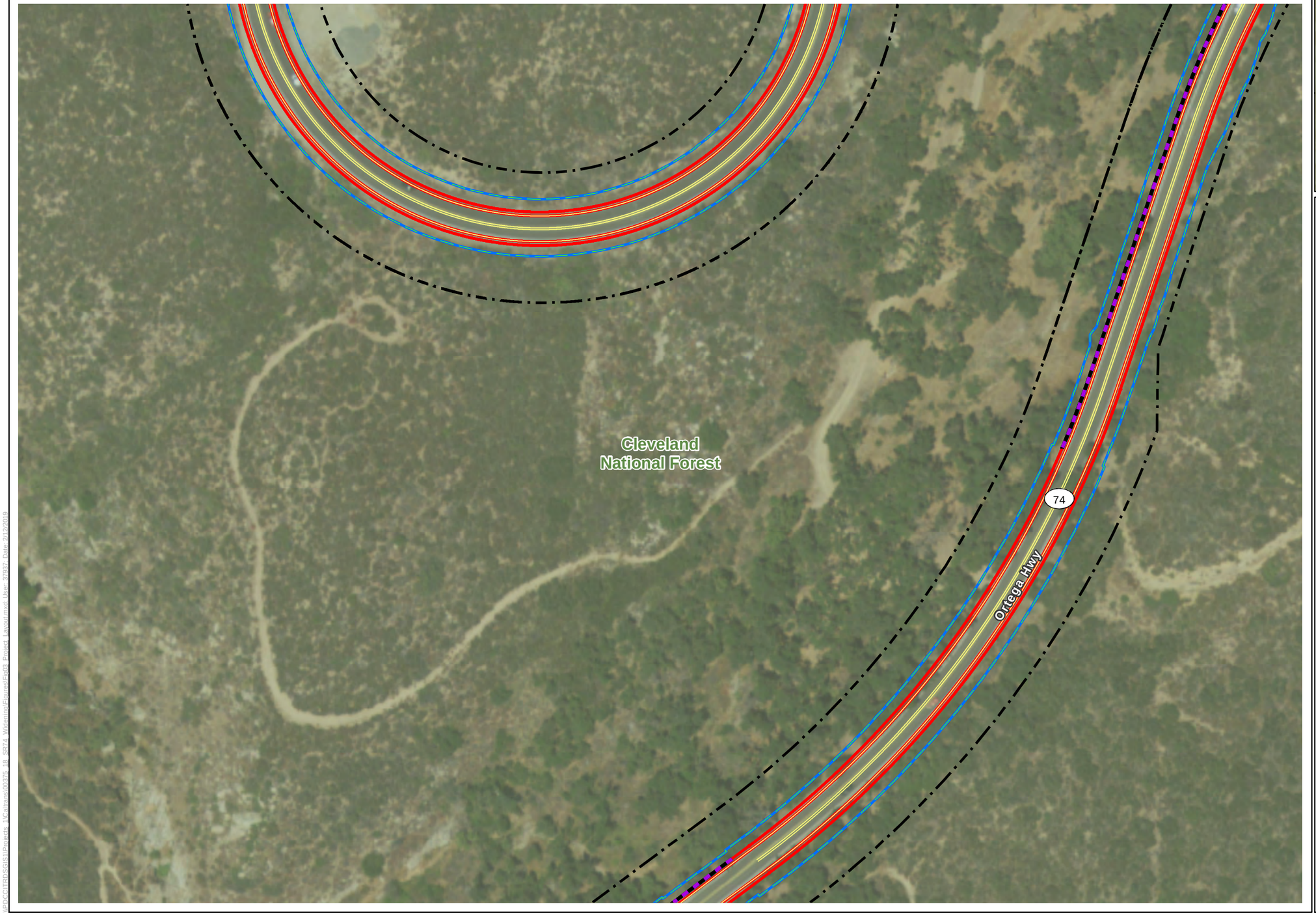

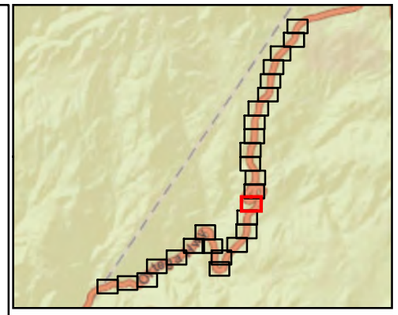

Legend

- Pave Edges
- Pave Marker
- Cut and Fill
- Retaining Wall
- Slope Limit
- Right-of-Way

Source: USA NAIP Imagery

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Figure 1-3 - Sheet 14
Project Layout Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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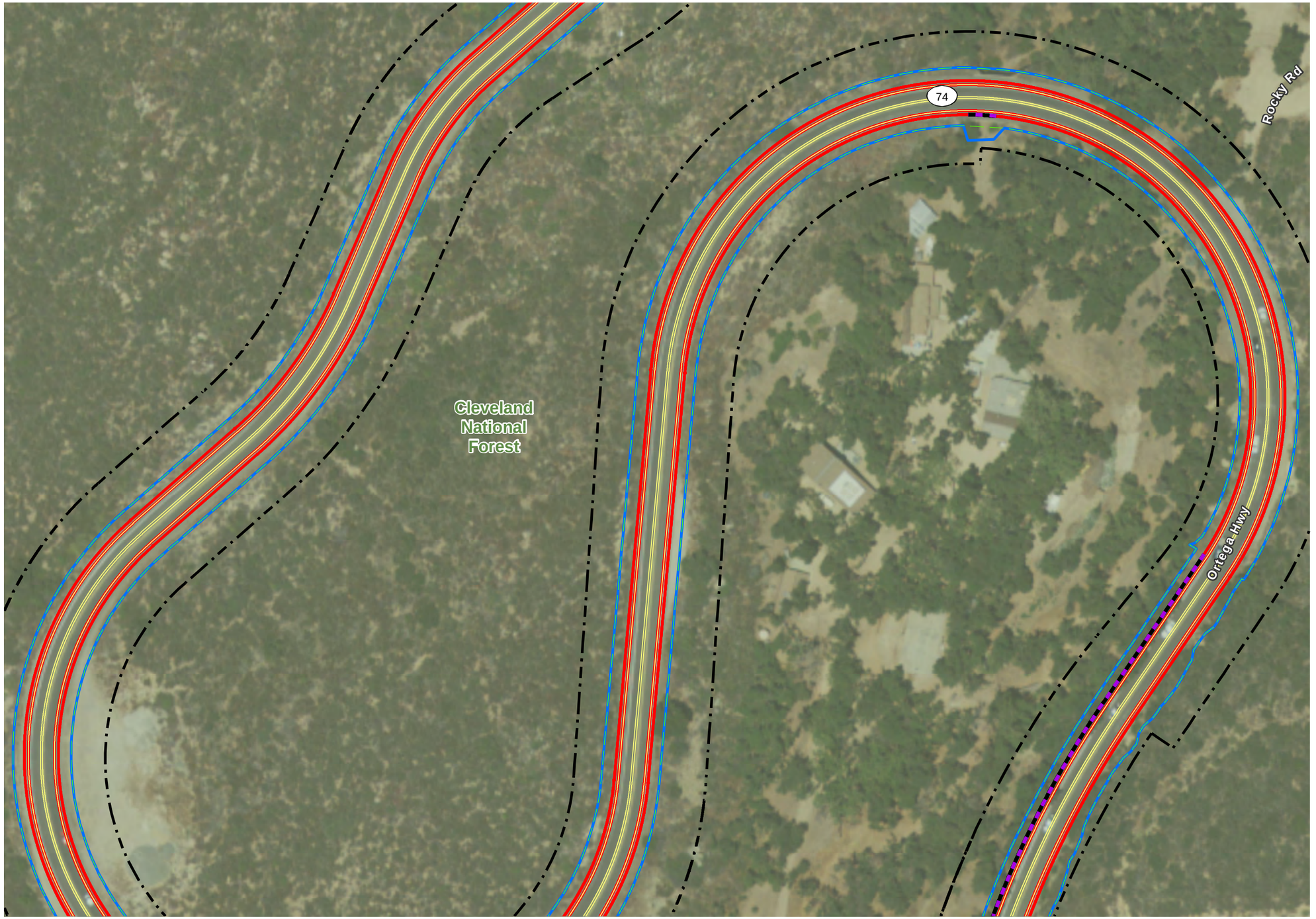

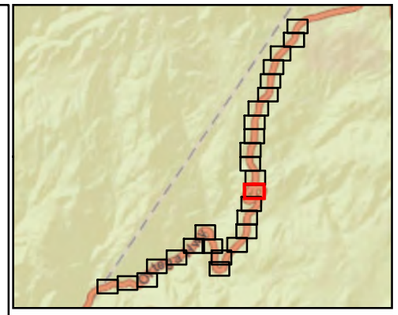

Legend

- Pave Edges
- Pave Marker
- Cut and Fill
- Retaining Wall
- Slope Limit
- Right-of-Way

Source: USA NAIP Imagery

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Figure 1-3 - Sheet 15
Project Layout Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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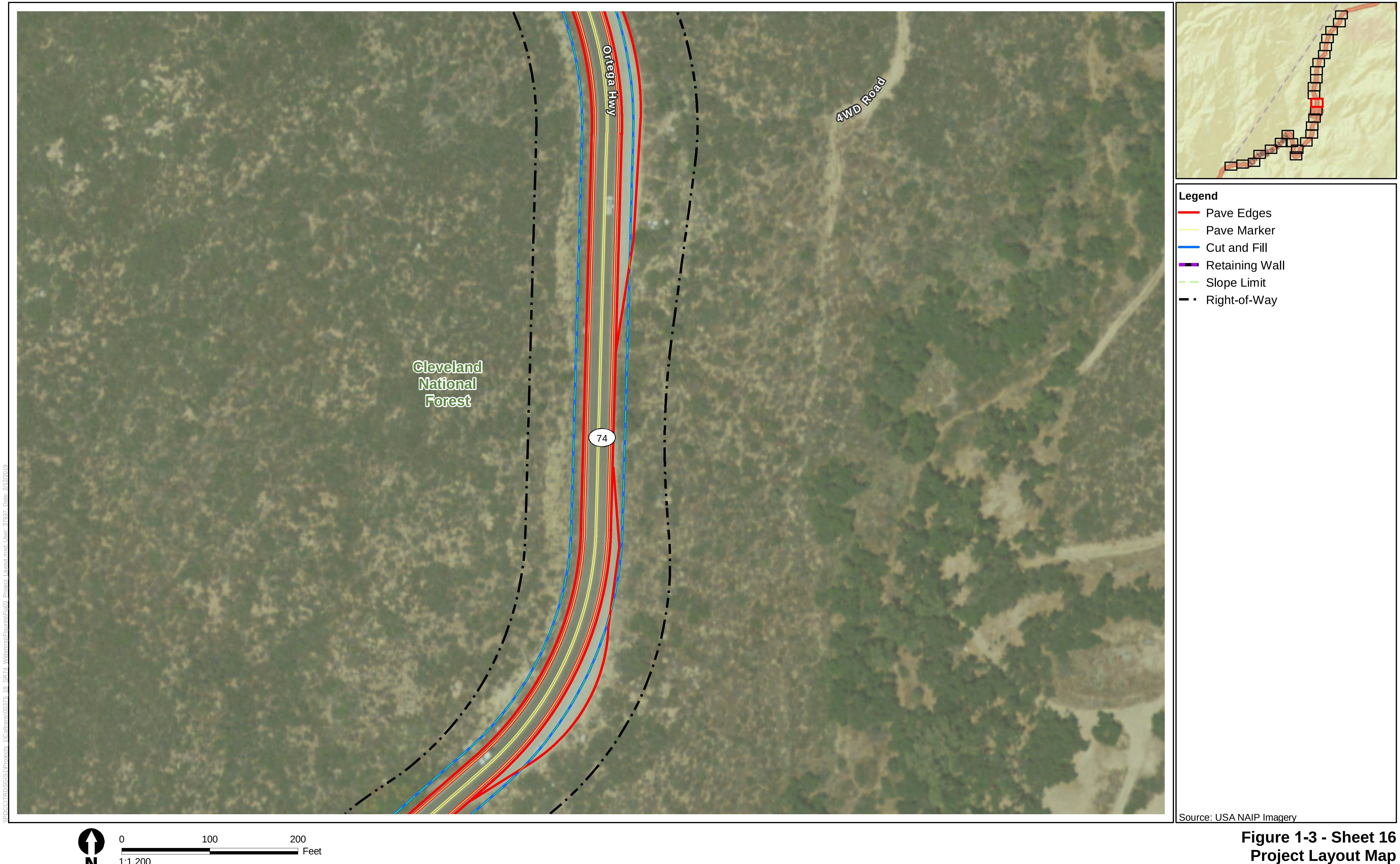

Figure 1-3 - Sheet 16
Project Layout Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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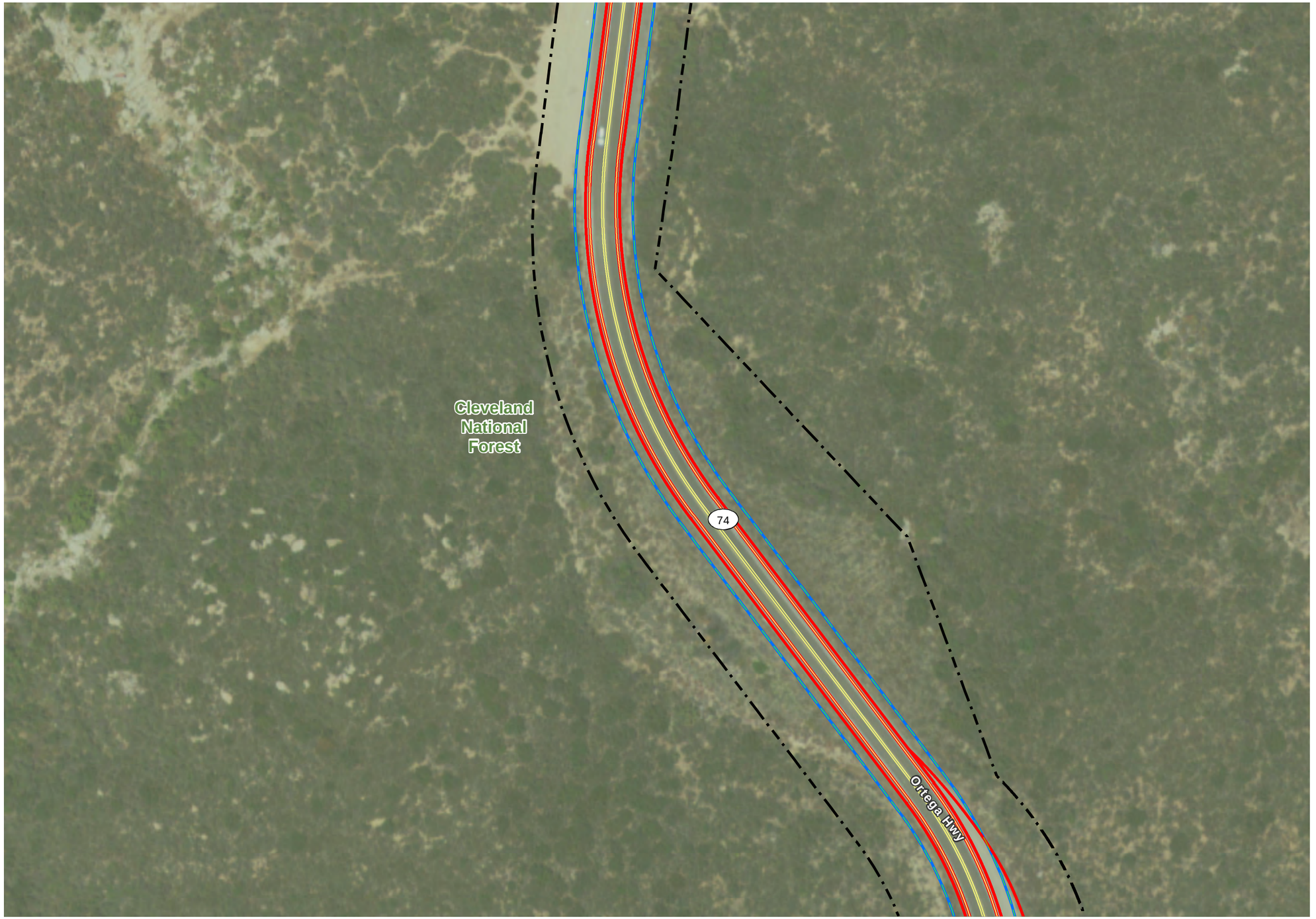

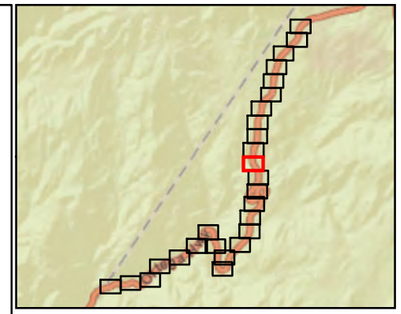

Legend

- Pave Edges
- Pave Marker
- Cut and Fill
- Retaining Wall
- Slope Limit
- Right-of-Way

Source: USA NAIP Imagery

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Figure 1-3 - Sheet 17
Project Layout Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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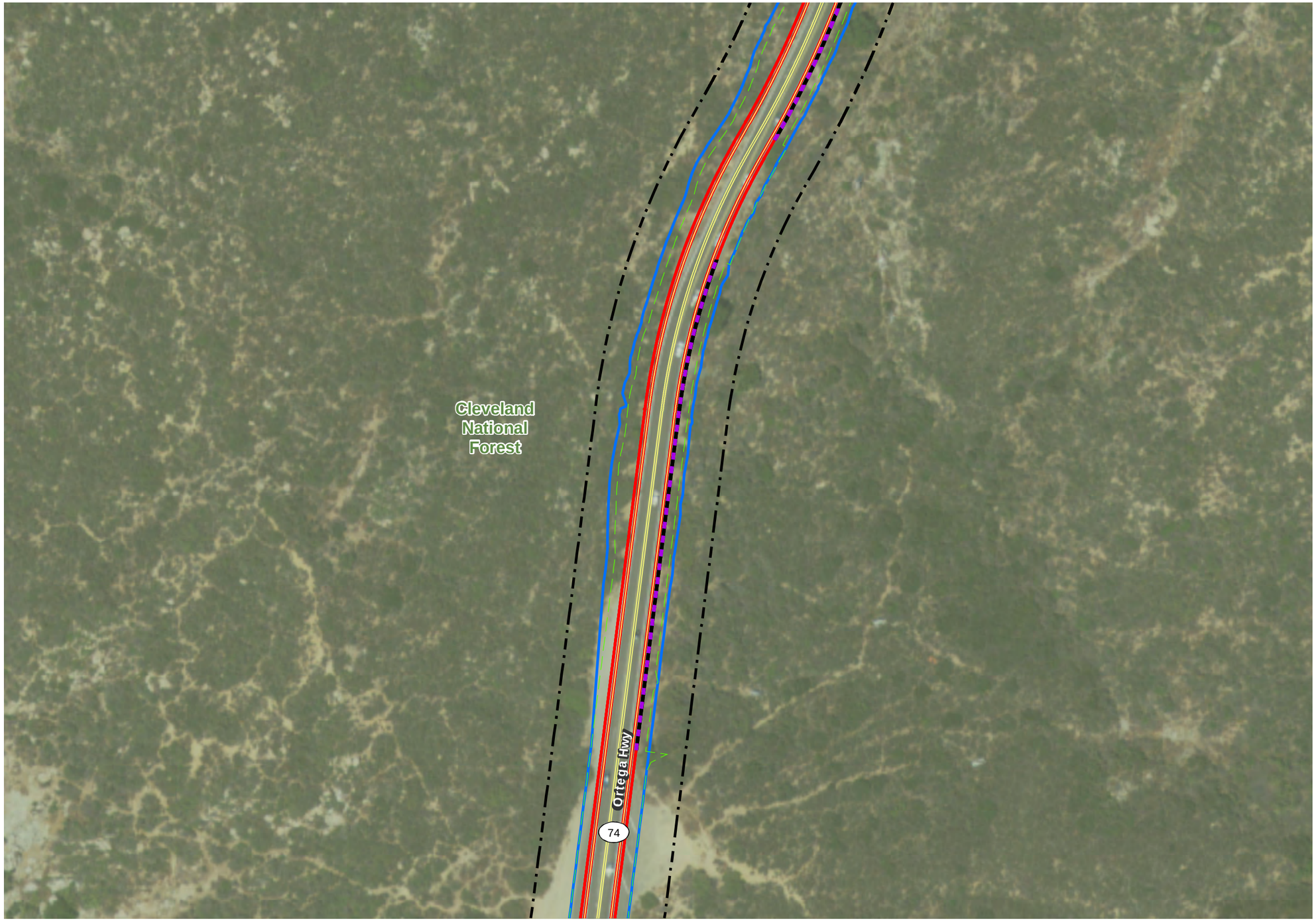

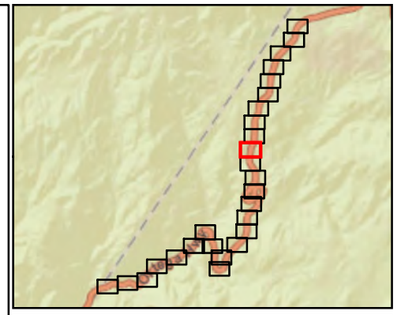

Legend

- Pave Edges
- Pave Marker
- Cut and Fill
- Retaining Wall
- Slope Limit
- Right-of-Way

Source: USA NAIP Imagery

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0 100 200 Feet

1:1,200

Figure 1-3 - Sheet 18
Project Layout Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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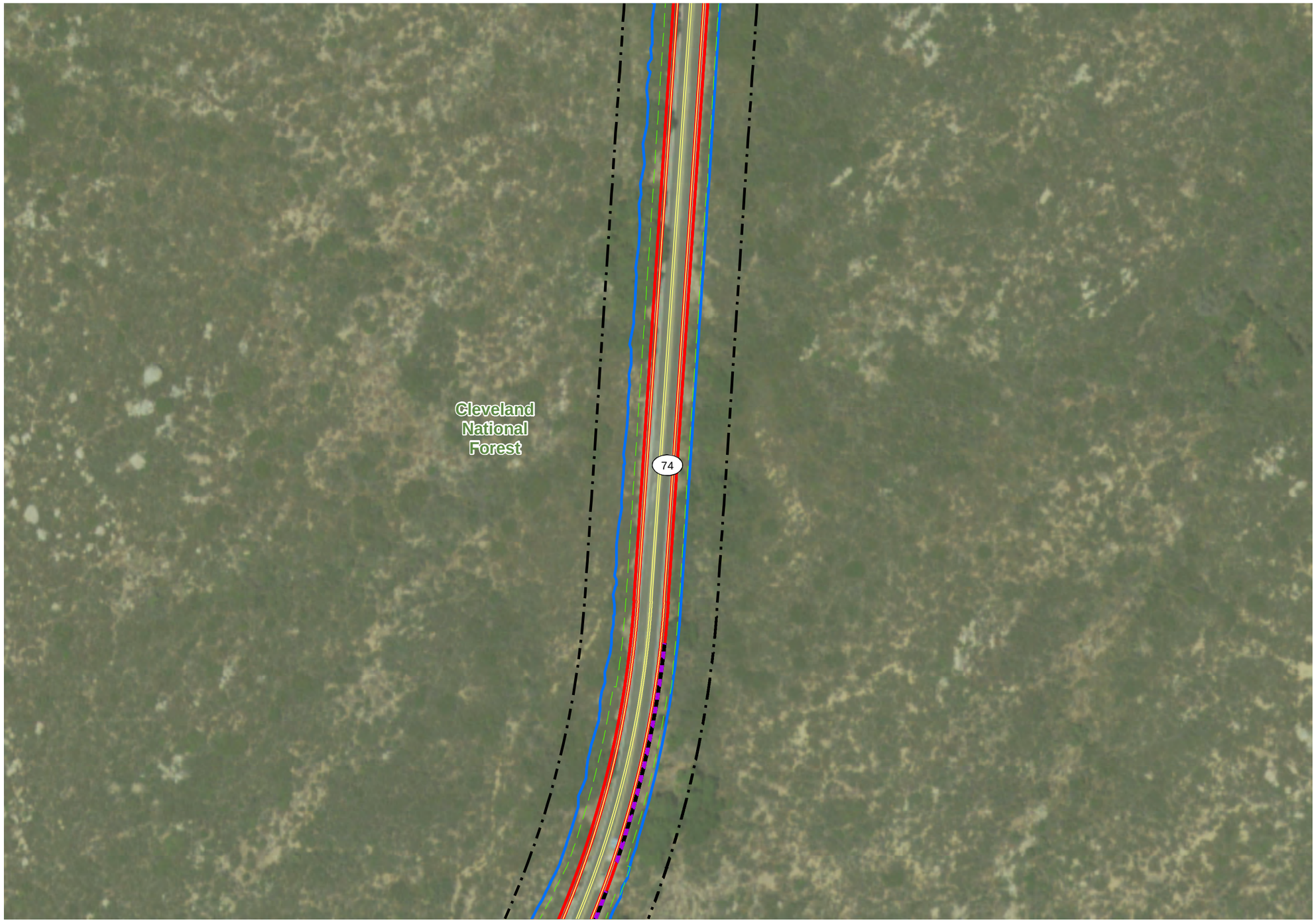

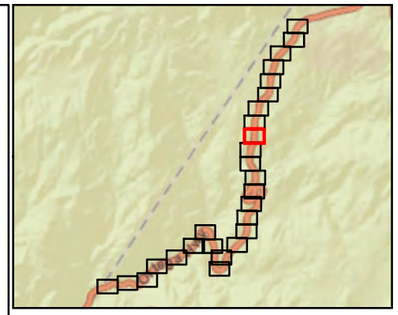

Legend

- Pave Edges
- Pave Marker
- Cut and Fill
- Retaining Wall
- Slope Limit
- Right-of-Way

Source: USA NAIP Imagery

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Figure 1-3 - Sheet 19
Project Layout Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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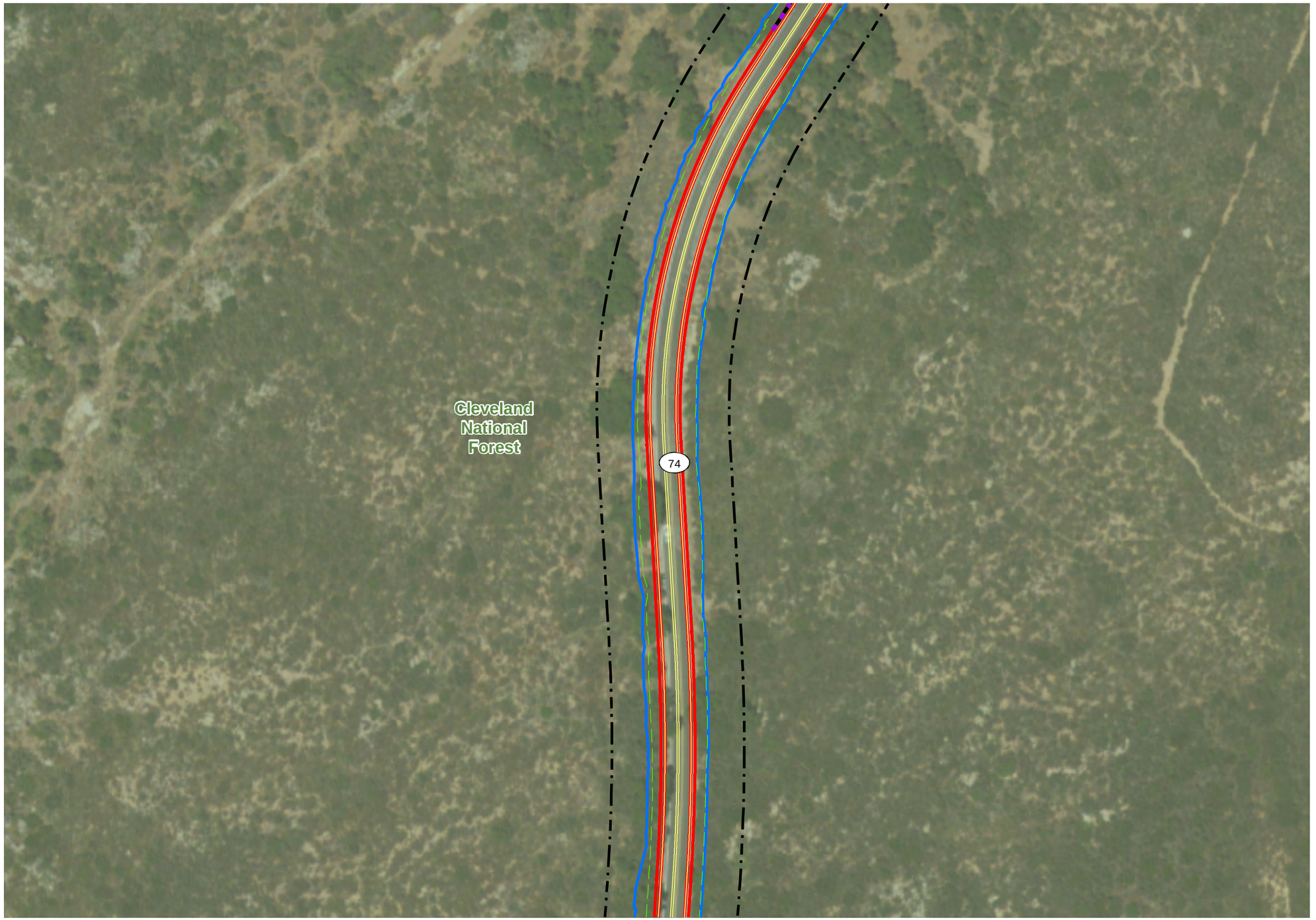

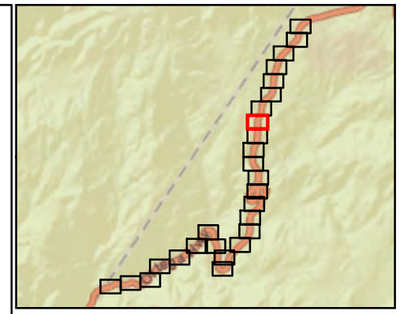

Legend

- Pave Edges
- Pave Marker
- Cut and Fill
- Retaining Wall
- Slope Limit
- Right-of-Way

Source: USA NAIP Imagery

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0 100 200 Feet

1:1,200

Figure 1-3 - Sheet 20
Project Layout Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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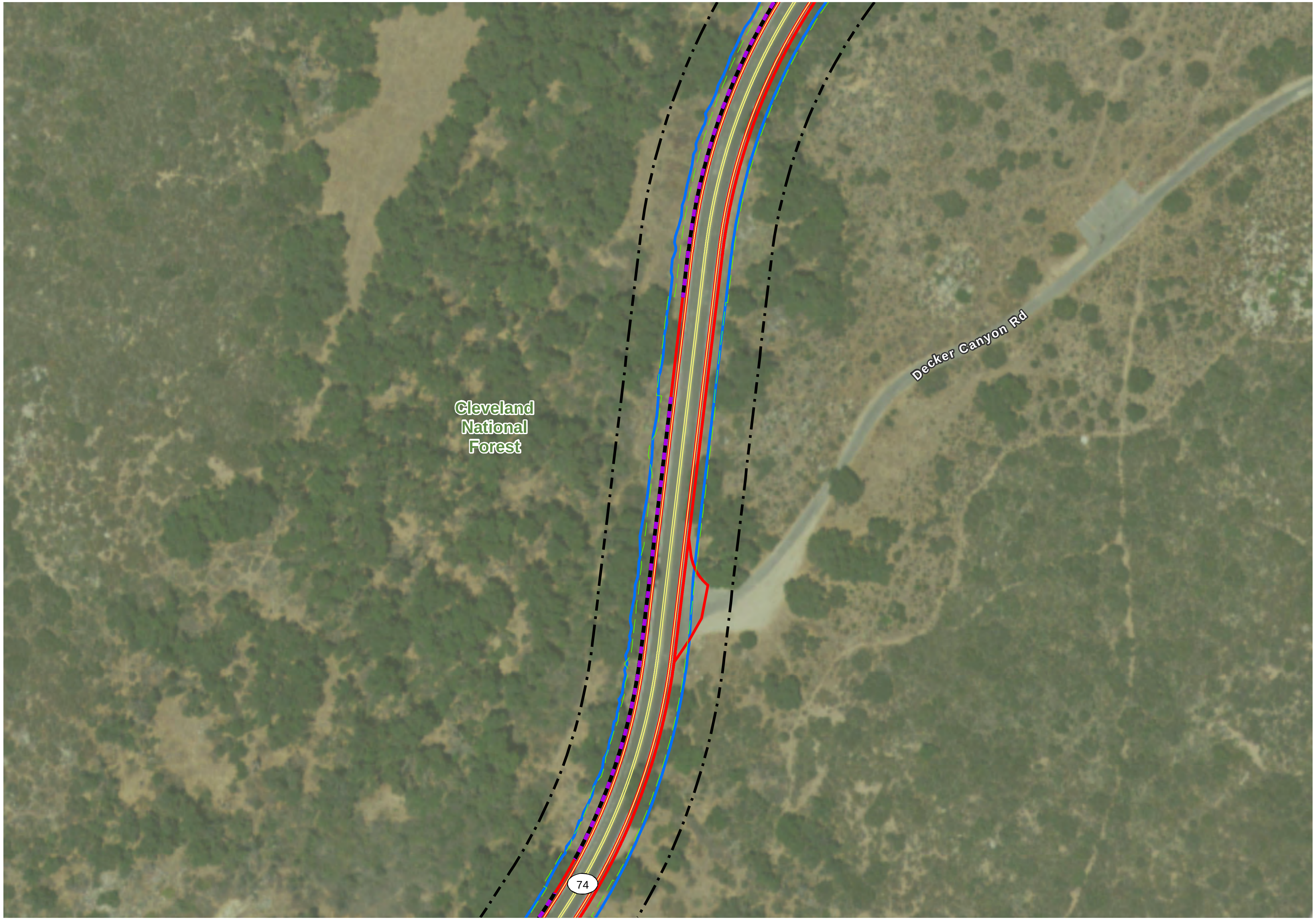

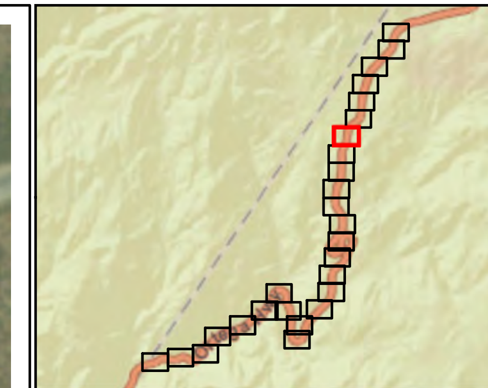

Legend

- Pave Edges
- Pave Marker
- Cut and Fill
- Retaining Wall
- Slope Limit
- Right-of-Way

Source: USA NAIP Imagery

N

0 100 200 Feet

1:1,200

Figure 1-3 - Sheet 21
Project Layout Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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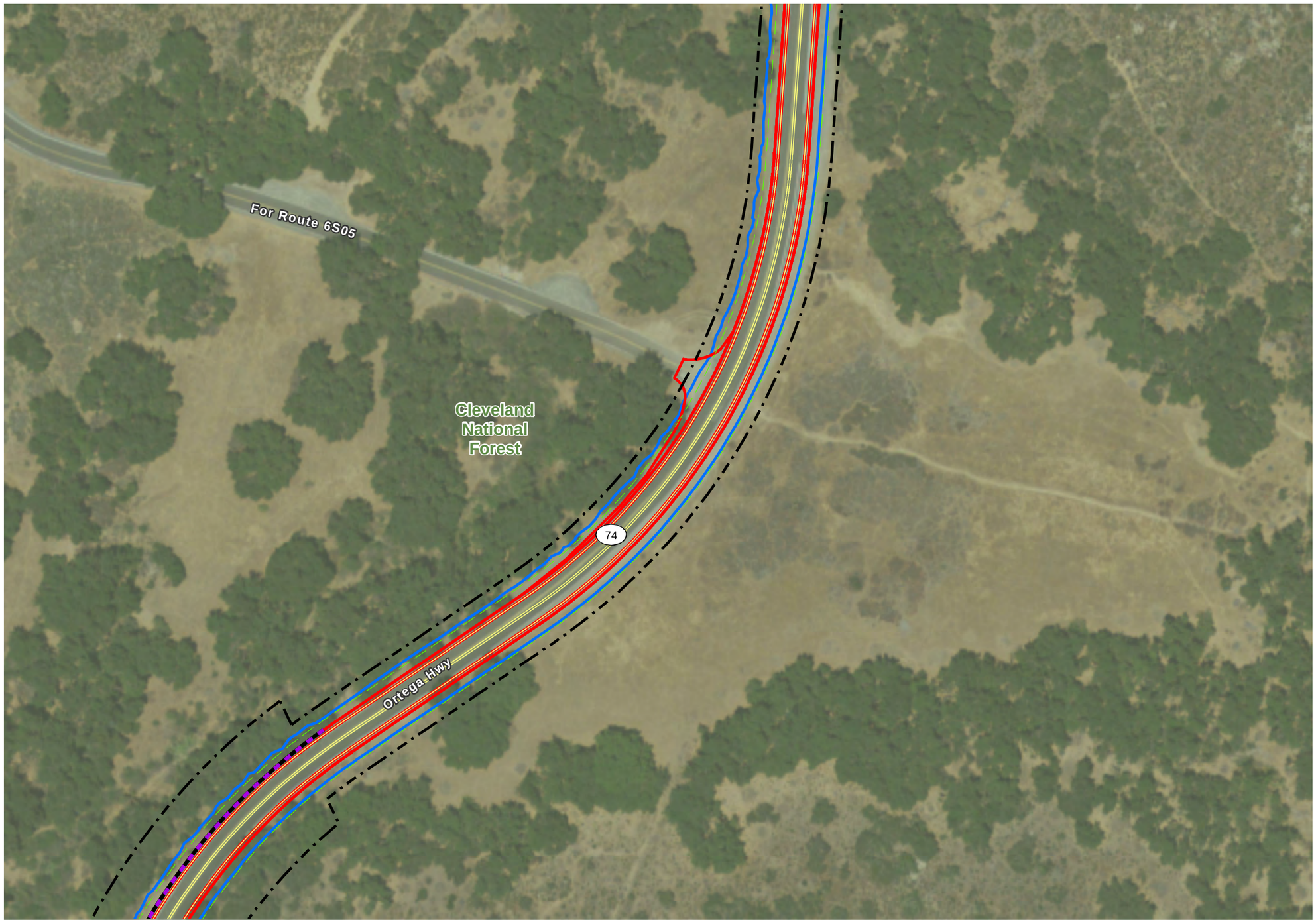

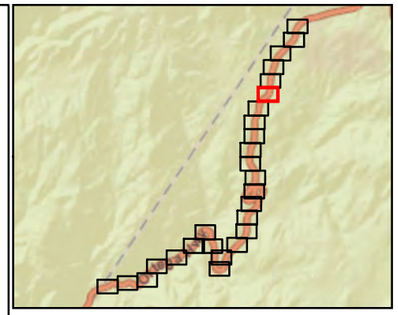

Legend

- Pave Edges
- Pave Marker
- Cut and Fill
- Retaining Wall
- Slope Limit
- Right-of-Way

Source: USA NAIP Imagery

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1:1,200

Figure 1-3 - Sheet 22
Project Layout Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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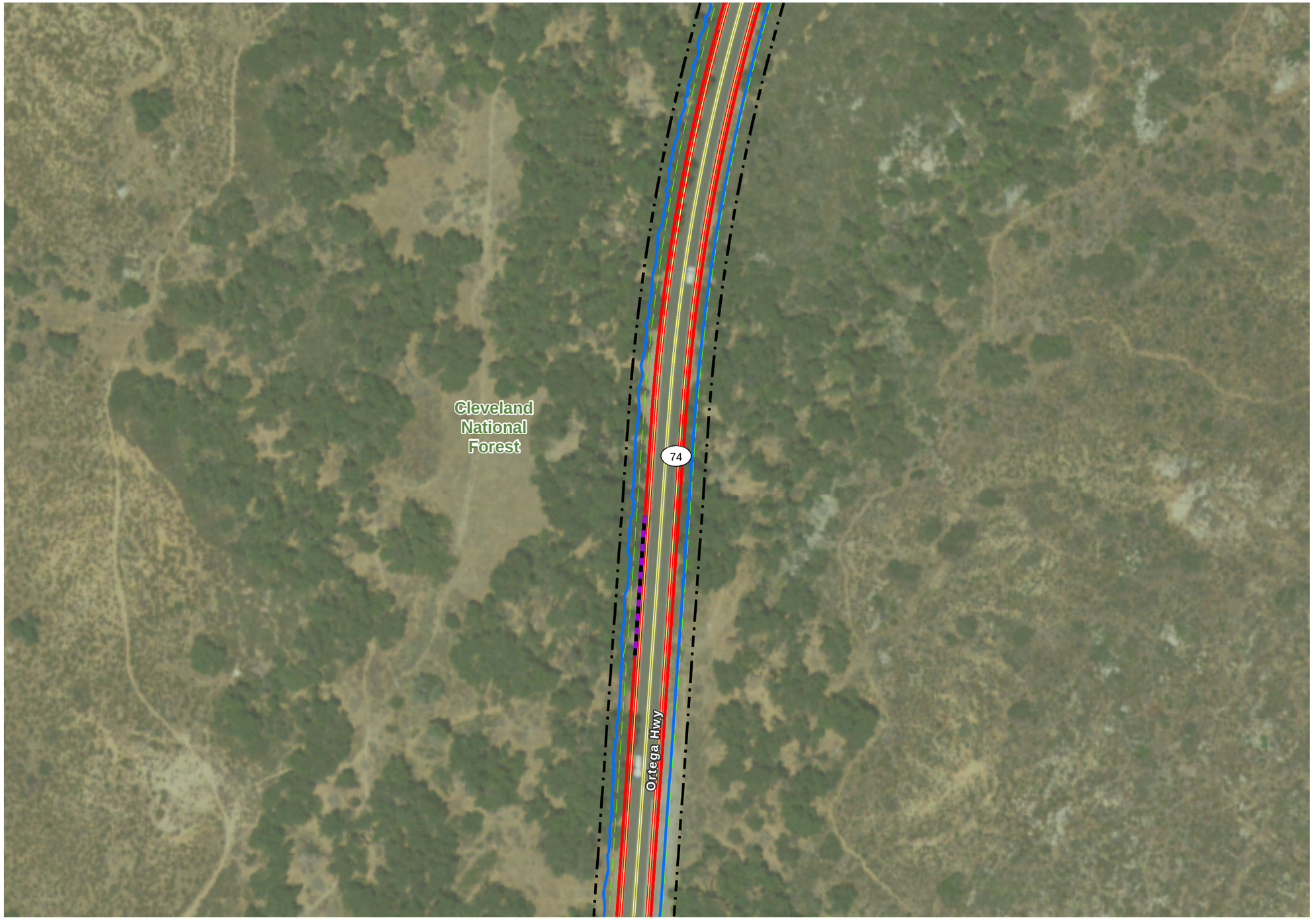

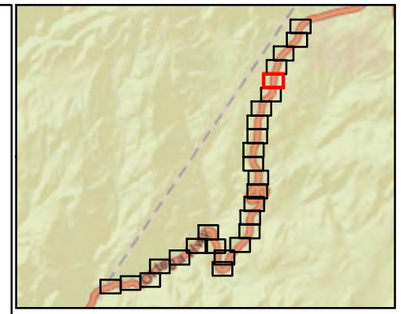

Legend

- Pave Edges
- Pave Marker
- Cut and Fill
- Retaining Wall
- Slope Limit
- Right-of-Way

Source: USA NAIP Imagery

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Figure 1-3 - Sheet 23
Project Layout Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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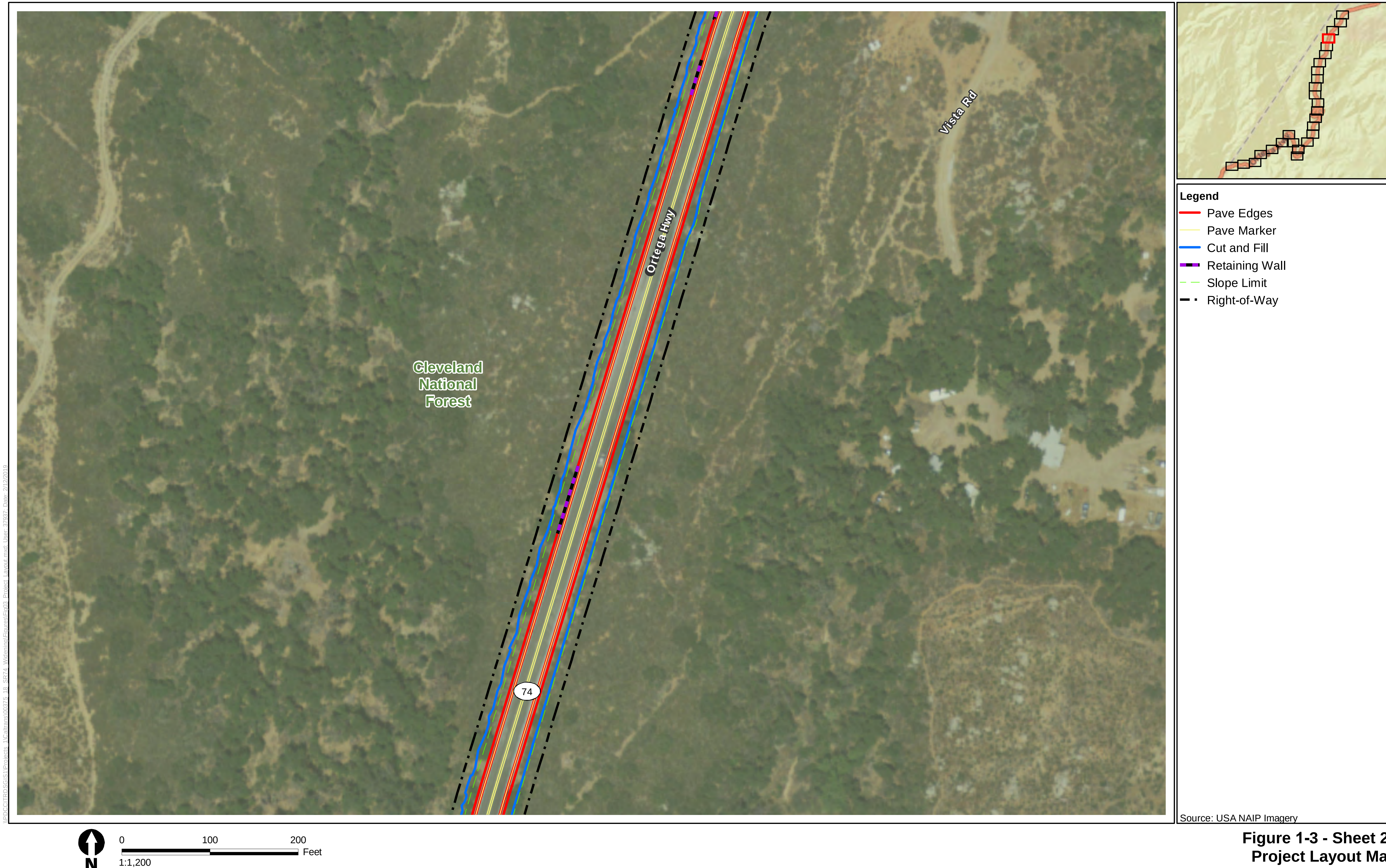

Figure 1-3 - Sheet 24
Project Layout Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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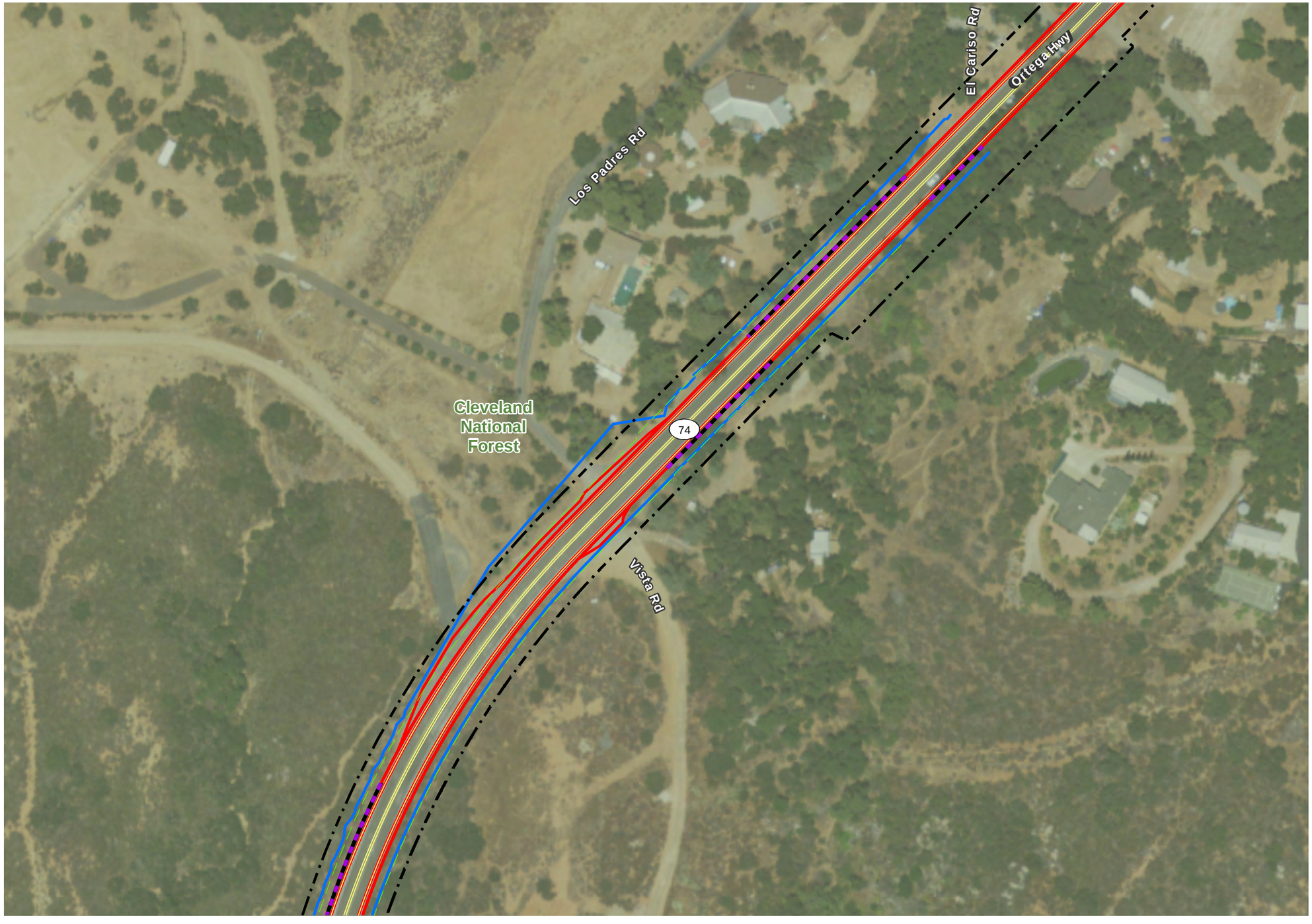

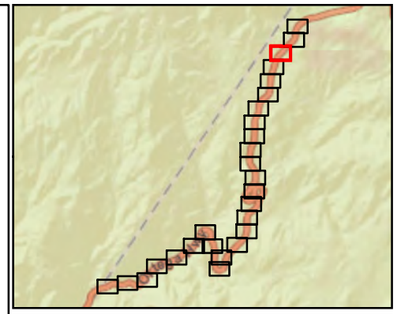

Legend

- Pave Edges
- Pave Marker
- Cut and Fill
- Retaining Wall
- Slope Limit
- Right-of-Way

Source: USA NAIP Imagery

N

0 100 200 Feet

1:1,200

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

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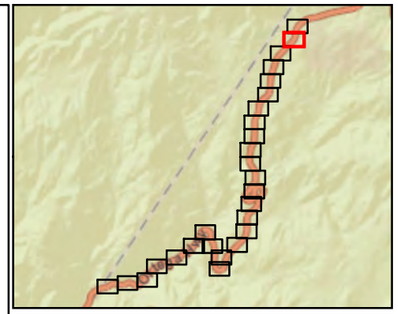

Legend

- Pave Edges
- Pave Marker
- Cut and Fill
- Retaining Wall
- Slope Limit
- Right-of-Way

Source: USA NAIP Imagery

N

0 100 200 Feet

1:1,200

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

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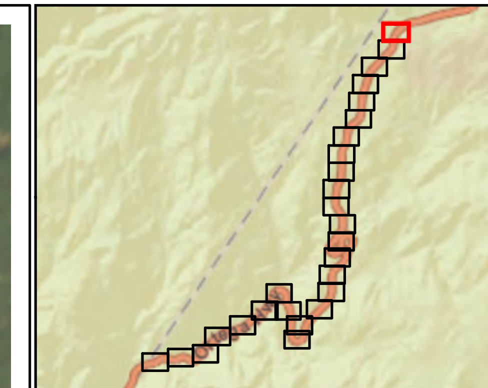

Legend
- Pave Edges
- Pave Marker
- Cut and Fill
- Retaining Wall
- Slope Limit
- Right-of-Way

Source: USA NAIP Imagery

N

0 100 200 Feet

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Figure 1-3 - Sheet 27
Project Layout Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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

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

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

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

1.4.3 Transportation System Management and Transportation Demand Management Alternatives

1.4.3.1 TRANSPORTATION SYSTEM MANAGEMENT ALTERNATIVES

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

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

1.4.4 Final Decision-Making Process

After the public circulation period, all comments received were considered, and Caltrans has identified the Build Alternative as the preferred alternative. Under CEQA, no unmitigable significant adverse impacts were identified, and Caltrans will prepare a Mitigated ND. Similarly, Caltrans has determined the action does not significantly impact the environment, and as such Caltrans, as assigned by the Federal Highway Administration (FHWA), will issue a Finding of No Significant Impact (FONSI) in accordance with NEPA.

1.4.5 Identification of a Preferred Alternative

Full consideration is given to the results of the technical studies that were prepared for the project. After comparing and weighing the benefits and impacts of the Build Alternative and No-Build (No-Action) Alternative, the Build Alternative is identified as the preferred alternative. Implementation of the project, which involves widening existing lanes and outside shoulders, and adding two-foot wide median and 1-foot wide shoulder ground-in rumble strips on SR-74, will reduce the number of overturn, ran-off road, head-on, and sideswipe collisions as the project would provide greater recovery surface areas and alert motorists of deviations from the travel lane to take corrective action. This decision is based on the Build Alternative fully addressing the purpose and need identified for the project.

1.5 Permits and Approvals Needed

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

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

Agency	Permit/Approval	Status
California Department of Fish and Wildlife	1602 Streambed Alteration Agreement	Application to be submitted after approval of Final Environmental Document.
	Multi-Species Habitat Conservation Plan (MSHCP) consistency review for biological resources.	Caltrans submitted a request for MSHCP Consistency Determination and Determination of Biologically Equivalent or Superior Preservation (DBESP) Finding to CDFW on July 3, 2018. CDFW confirmed receiving the project on August 15, 2018. A revised NES and DBESP was submitted on March 2, 2019 and subsequent revisions to both documents on April 18, 2019. Consistency Determination was received on May 9, 2019.
Regional Water Quality Control Board	Porter-Cologne Act and CWA Section 401 Water Quality Certification	To be submitted after approval of Project Report and Final Environmental Document.
U.S. Army Corps of Engineers	Clean Water Act (CWA) Section 404 Nationwide Permit	To be submitted after approval of Project Report and Final Environmental Document.
U.S. Fish and Wildlife Service (USFWS)	Federal Endangered Species Act Section 7 consultation MSHCP Consistency Determination	Caltrans submitted a request for MSHCP Consistency Determination and Determination of Biologically Equivalent or Superior Preservation (DBESP) Finding to CDFW on July 3, 2018. USFWS confirmed they received the project on August 13, 2018. Section 7 Biological Opinion received on May 10, 2019.
United States Forest Service (USFS)	USFS Concurrence	Caltrans requested USFS Concurrence on April 26, 2018 and received a Letter of Concurrence on June 20, 2018.

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

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

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

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

2.1 Human Environment

2.1.1 Parks and Recreational Facilities

2.1.1.1 Affected Environment

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

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

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

Section 4(f) Resources

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

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

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

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

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

Privately Owned Resources

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

2.1.1.2 Environmental Consequences

Build Alternative

Temporary

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

Permanent

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

Section 4(f) Properties

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

No-Build Alternative

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

2.1.1.3 Avoidance, Minimization, and/or Mitigation Measures

No measures are required.

2.1.2 Timberland

2.1.2.1 Regulatory Setting

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

2.1.2.2 Affected Environment

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

2.1.2.3 Environmental Consequences

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

2.1.2.4 Avoidance, Minimization, and/or Mitigation Measures

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

2.1.3 Utilities/Emergency Services

2.1.3.1 Affected Environment

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

2.1.3.2 Environmental Consequences

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

2.1.3.3 Avoidance, Minimization, and/or Mitigation Measures

Refer to TMP-1 in Section 2.1.4.

2.1.4 Traffic and Transportation

2.1.4.1 Affected Environment

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

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

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

2.1.4.2 Environmental Consequences

Temporary Impacts

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

Permanent Impacts

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

Table 2-2. Traffic Data Information

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

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

2.1.4.3 Avoidance, Minimization, and/or Mitigation Measures

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

2.1.5 Visual/Aesthetics

2.1.5.1 Regulatory Setting

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

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

2.1.5.2 Affected Environment

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

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

2.1.5.3 Environmental Consequences

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

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

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

2.1.5.4 Avoidance, Minimization, and/or Mitigation Measures

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

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

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

2.1.6 Cultural Resources

2.1.6.1 Regulatory Setting

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

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

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

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

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

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

2.1.6.2 Affected Environment

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

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

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

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

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

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

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

Consultation Efforts

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

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

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

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

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

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

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

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

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

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

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

2.1.6.3 Environmental Consequences

Build Alternative

The records search conducted for the proposed project revealed 11 previously recorded cultural resources within the APE. Two previously unrecorded cultural resources were subsequently identified within the project limits during field surveys. Additionally, an Archaeological District was recognized, but not recorded, in consultation with Joe Ontiveros, THPO of the Soboba Band of Luiseno Indians. CA-RIV-508/H Prehistoric Habitation Site (MR-2; Prehistoric Component only, located in Upper San Juan Campground) archaeological site within the APE is considered eligible for inclusion in the NRHP and/or CHLs for the purposes of this project only because they will be protected in their entirety from any potential effects through the establishment of ESAs in accordance with Section 106 PA Stipulation VIII.C.3 and as applicable PRC 5024 MOU Stipulation VIII.C.3. Therefore, Caltrans determined there will be No Adverse Effect (without standard conditions) on this historic property. CA-RIV-506 Prehistoric Habitation Site; and Unnamed Archeological District in Proximity to CA-RIV-506, are considered eligible for inclusion in the NRHP and/or CHLs for the purposes of this project only because evaluation was not possible, in accordance with Section 106 PA Stipulation VIII.C.4 and as applicable PRC 5024 MOU Stipulation VIII.C.4. Therefore, Caltrans determined there will be a No Adverse Effect (without standard conditions) on these historic properties. The Morrill Canyon Bridge-which has been previously determined ***eligible*** **for the NRHP.** No actual work is to occur on the bridge as part of the project, therefore there is No Adverse Effect (without standard conditions) to the bridge.

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

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

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

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

Section 4(f) Resources

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

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

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

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

The two prehistoric sites, the El Cariso Habitation Site and the site associated with the Upper San Juan Campground, and the presumed archaeological district will be protected with Environmentally Sensitive Areas (ESAs), the enforcement of which will be monitored as per the ESA Action Plan that was completed for the project. The proposed Undertaking will not adversely affect the integrity of NRHP/CRHR eligibility of the historic properties located inside the APE of the project. Caltrans has consulted with SHPO and determined that the project will

result in a *Section 106 Finding of No Adverse Effect without Standard Conditions* on the bridge, a Section 4(f) *de minimis* finding is appropriate.

No-Build Alternative

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

2.1.6.4 Avoidance, Minimization, and/or Mitigation Measures

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

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

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

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

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

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2.2 Physical Environment

2.2.1 Water Quality and Storm Water Runoff

2.2.1.1 REGULATORY SETTING

Federal Requirements

Clean Water Act

In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States (U.S.) from any point source[1] unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. This act and its amendments are known today as the Clean Water Act (CWA). Congress has amended the act several times. In the 1987 amendments, Congress directed dischargers of storm water from municipal and industrial/construction point sources to comply with the NPDES permit scheme. The following are important CWA sections:

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

The goal of the CWA is "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters."

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

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

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

decision to approve is based on compliance with U.S. Environmental Protection Agency's Section 404 (b)(1) Guidelines (40 Code of Federal Regulations [CFR] Part 230), and whether the permit approval is in the public interest. The Section 404(b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S. and not have any other significant adverse environmental consequences. According to the Guidelines, documentation is needed that a sequence of avoidance, minimization, and compensation measures has been followed, in that order. The Guidelines also restrict permitting activities that violate water quality or toxic effluent[2] standards, jeopardize the continued existence of listed species, violate marine sanctuary protections, or cause "significant degradation" to waters of the U.S. In addition, every permit from the USACE, even if not subject to the Section 404(b)(1) Guidelines, must meet general requirements. See 33 CFR 320.4. A discussion of the LEDPA determination, if any, for the document is included in the Wetlands and Other Waters section.

State Requirements

Porter-Cologne Water Quality Control Act

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

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

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

State Water Resources Control Board and Regional Water Quality Control Boards

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

National Pollutant Discharge Elimination System (NPDES) Program

Municipal Separate Storm Sewer Systems (MS4)

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

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

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

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

Construction General Permit

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

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

Section 401 Permitting

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

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

2.2.1.2 AFFECTED ENVIRONMENT

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

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

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

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

2.2.1.3 ENVIRONMENTAL CONSEQUENCES

Build Alternative

Temporary

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

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

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

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

Permanent

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

No-Build Alternative

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

2.2.1.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

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

2.2.2 Geology/Soils/Seismicity/Topography

2.2.2.1 REGULATORY SETTING

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

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

2.2.2.2 AFFECTED ENVIRONMENT

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

Topography

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

Soil Conditions

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

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

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

Geologic Hazards

Landslides

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

Seismicity and Fault Rupture

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

Cut and Fill Slopes

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

Liquefaction

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

Seiches and Tsunamis

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

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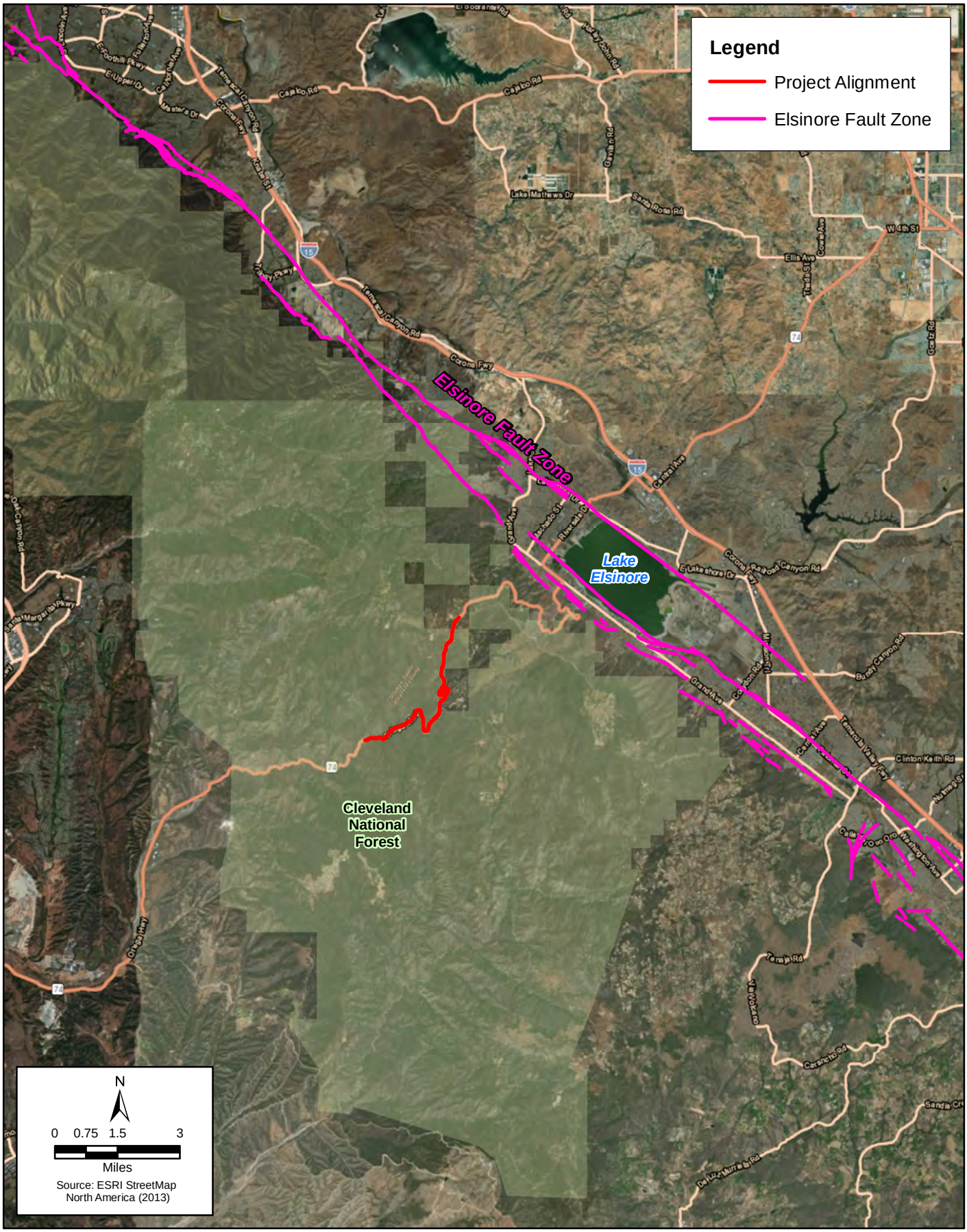

Figure 2-1
Earthquake Fault Zone
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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2.2.2.3 ENVIRONMENTAL CONSEQUENCES

Build Alternative

Temporary

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

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

Permanent

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

Landslides and Rockfalls

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

Seismic Shaking

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

Liquefaction

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

No-Build Alternative

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

2.2.2.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

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

2.2.3 Hazardous Waste/Materials

2.2.3.1 REGULATORY SETTING

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

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

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

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

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

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

2.2.3.2 AFFECTED ENVIRONMENT

Environmental Records Review

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

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

EnviroStor:

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

GeoTracker:

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

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

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

2.2.3.3 ENVIRONMENTAL CONSEQUENCES

Build Alternative

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

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

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

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

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

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

No-Build Alternative

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

2.2.3.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

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

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2.3 Biological Environment

2.3.1 Western Riverside County MSHCP

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

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

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

2.3.2 Natural Communities

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

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

2.3.2.1 AFFECTED ENVIRONMENT

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

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

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

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

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

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

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

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

2.3.2.2 ENVIRONMENTAL CONSEQUENCES

Build Alternative

Vegetation Communities

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

No-Build Alternative

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

2.3.2.3 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

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

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

BIO-2: Equipment Staging. Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats .

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

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

BIO-5: ESA Fencing. Prior to vegetation clearing or construction, highly visible barriers (such as orange construction fencing) will be installed providing a no work buffer around riparian and riverine communities adjacent to the project footprint and flagged as Environmentally Sensitive Areas (ESAs) to be preserved. The ESAs will serve as an exclusionary buffer delineating areas where no work shall be performed. More specifically, no grading or fill activity of any type will be permitted within these ESAs. In addition, heavy equipment, including motor vehicles, will not be allowed to operate within the ESAs. All construction equipment will be operated in a manner so as to prevent accidental damage to nearby preserved areas. No structure of any kind, or incidental storage of equipment or supplies, shall be allowed within these protected zones. Silt fencing or other sediment trapping materials will be installed at the downstream end of construction activities to minimize the transport of sediments off-site.

2.3.3 Wetlands and Other Waters

2.3.3.1 REGULATORY SETTING

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Federal Water Pollution Control Act, more commonly referred to as the Clean Water Act (CWA) (33 United States Code [USC] 1344), is the primary law regulating wetlands and surface waters. One purpose of the CWA is to regulate the discharge of dredged or fill material into waters of the U.S., including wetlands. Waters of the U.S. include navigable waters, interstate waters, territorial seas, and other waters that may be used in interstate or foreign commerce. The lateral limits of jurisdiction over non-tidal water bodies extend to the ordinary high water mark (OHWM), in the absence of adjacent wetlands. When adjacent wetlands are present, CWA jurisdiction extends beyond the OHWM to the limits of the adjacent wetlands. To classify wetlands for the purposes of the CWA, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils formed during saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the CWA.

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

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

Ordinarily, projects that do not meet the criteria for a Regional or Nationwide Permit may be permitted under one of USACE's Individual permits. There are two types of Individual permits: Standard permits and Letters of Permission. For Individual permits, the USACE decision to approve is based on compliance with U.S. EPA's Section 404(b)(1) Guidelines (40 Code of Federal Regulations [CFR] 230), and whether permit approval is in the public interest. The

Section 404 (b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a "least environmentally damaging practicable alternative" (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S., and not have any other significant adverse environmental consequences.

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

At the state level, wetlands and waters are regulated primarily by the State Water Resources Control Board (SWRCB), the Regional Water Quality Control Boards (RWQCBs) and the California Department of Fish and Wildlife (CDFW). In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission or the Tahoe Regional Planning Agency) may also be involved. Sections 1600-1607 of the California Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFW before beginning construction. If CDFW determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFW jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the USACE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFW.

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

2.3.3.2 AFFECTED ENVIRONMENT

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

A jurisdictional delineation of water resources was performed for the proposed project in September 2015 (refer to Figure 2-2). The project study area occurs along SR-74 that traverses the Santa Ana Mountains with elevations ranging from approximately 2,470 feet above mean sea level (AMSL) at the north end to 1,430 feet AMSL at the south end. The average rainfall in the area is 12.3 inches per year. The undeveloped portions of the project area are dominated by chaparral and oak riparian forest. Various un-named drainages traverse the eastern portion of the

project area and San Juan Creek generally flows adjacent to the western half of the project area. The widths of the on-site drainages range from 3 to 20 feet. The streambed of the on-site drainages is largely unvegetated and the overstory is dominated by coast live oak (*Quercus agrifolia*) and western sycamore (*Platanus racemosa*). San Juan Creek flows into a traditional navigable waterway, the Pacific Ocean, approximately 20 miles downstream. The on-site drainages also contribute flow to the Pacific Ocean, and would therefore be considered jurisdictional Waters of the U.S. (WUS). There were no wetlands identified in the BSA based on the absence of hydric soil, hydric soil indicators, and hydrophytic vegetation.

2.3.3.3 ENVIRONMENTAL CONSEQUENCES

Build Alternative

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

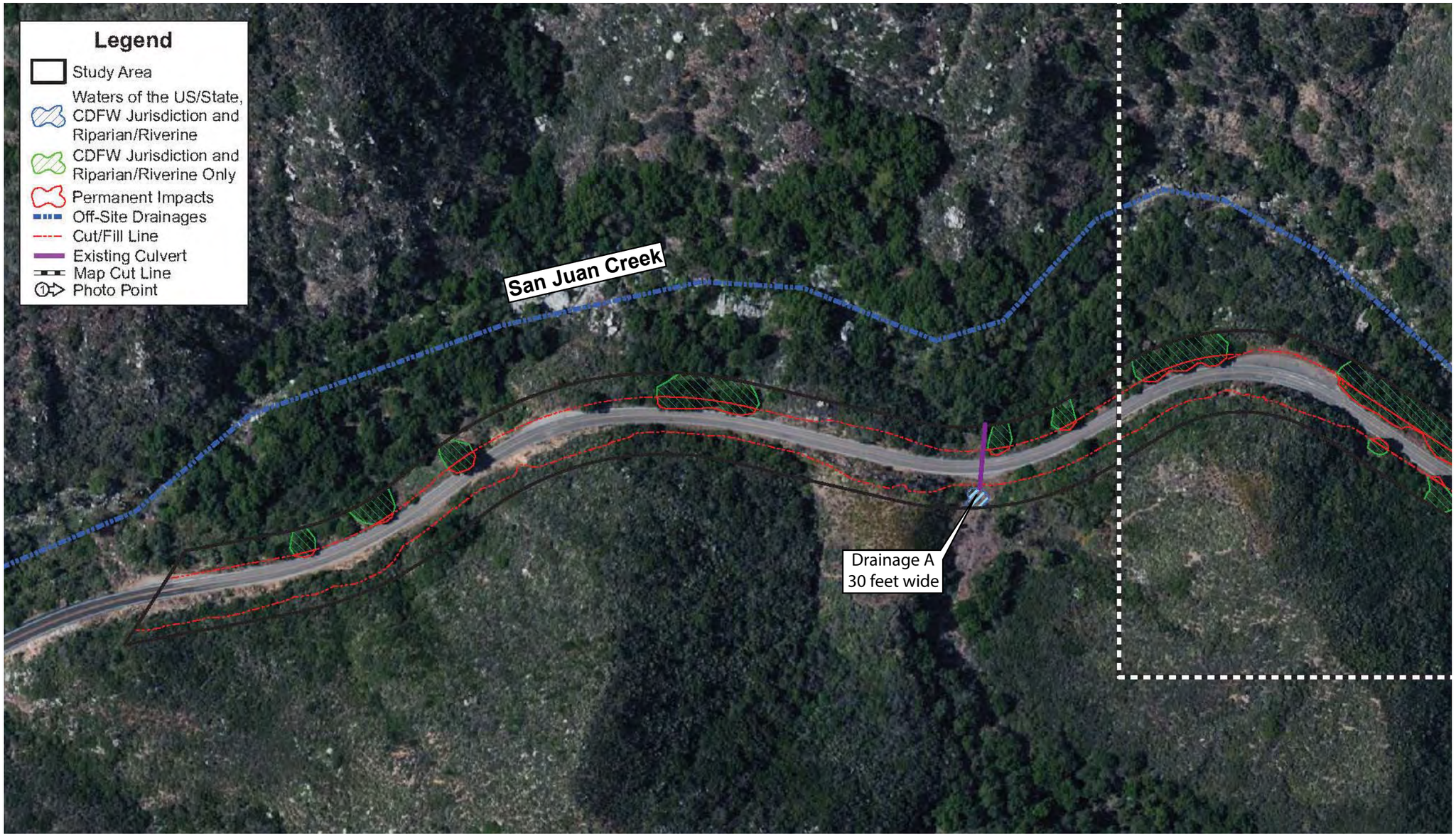

Figure 2-2
Sheet 1 of 11
Jurisdictional Delineation Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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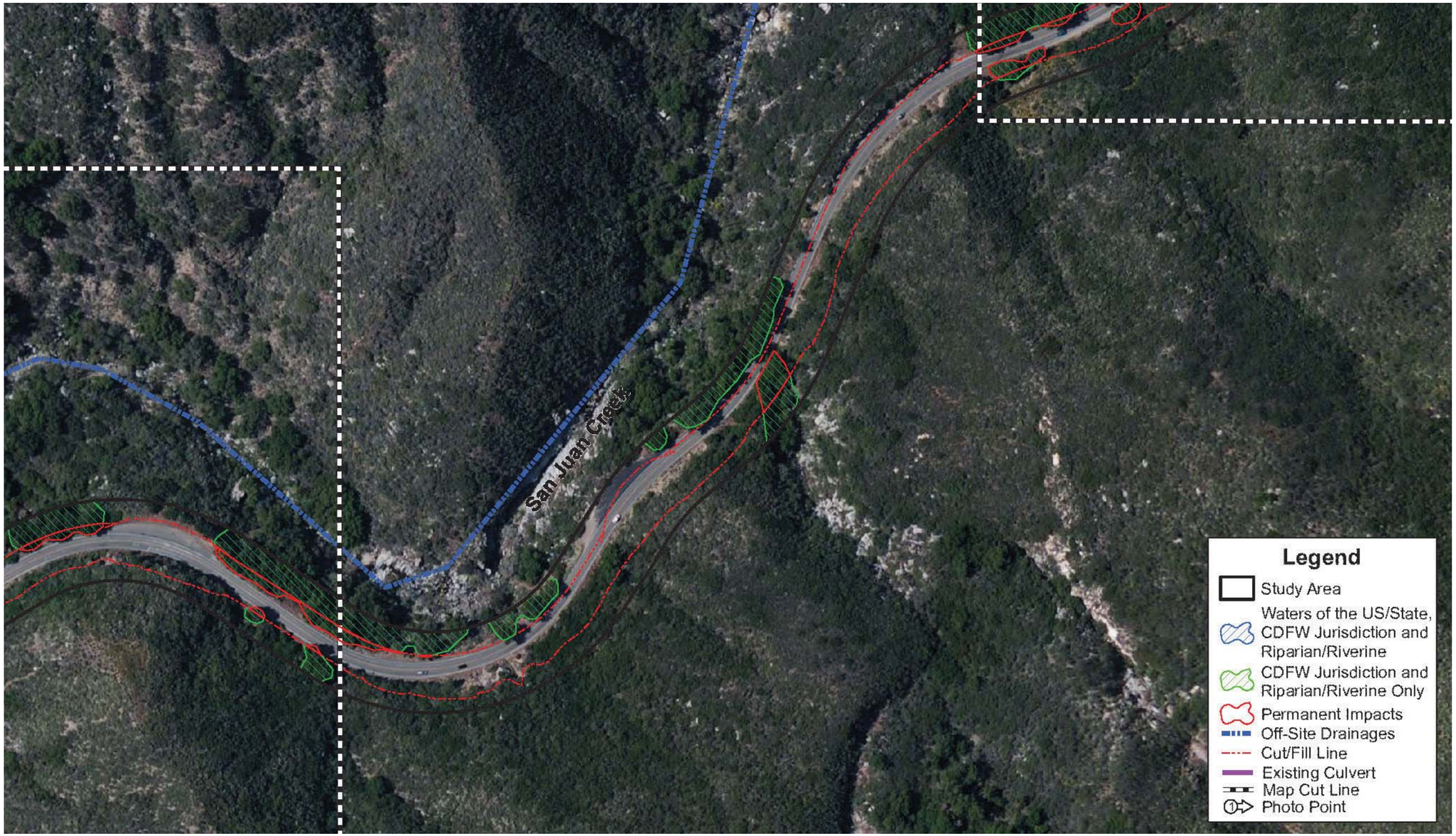

Figure 2-2
Sheet 2 of 11
Jurisdictional Delineation Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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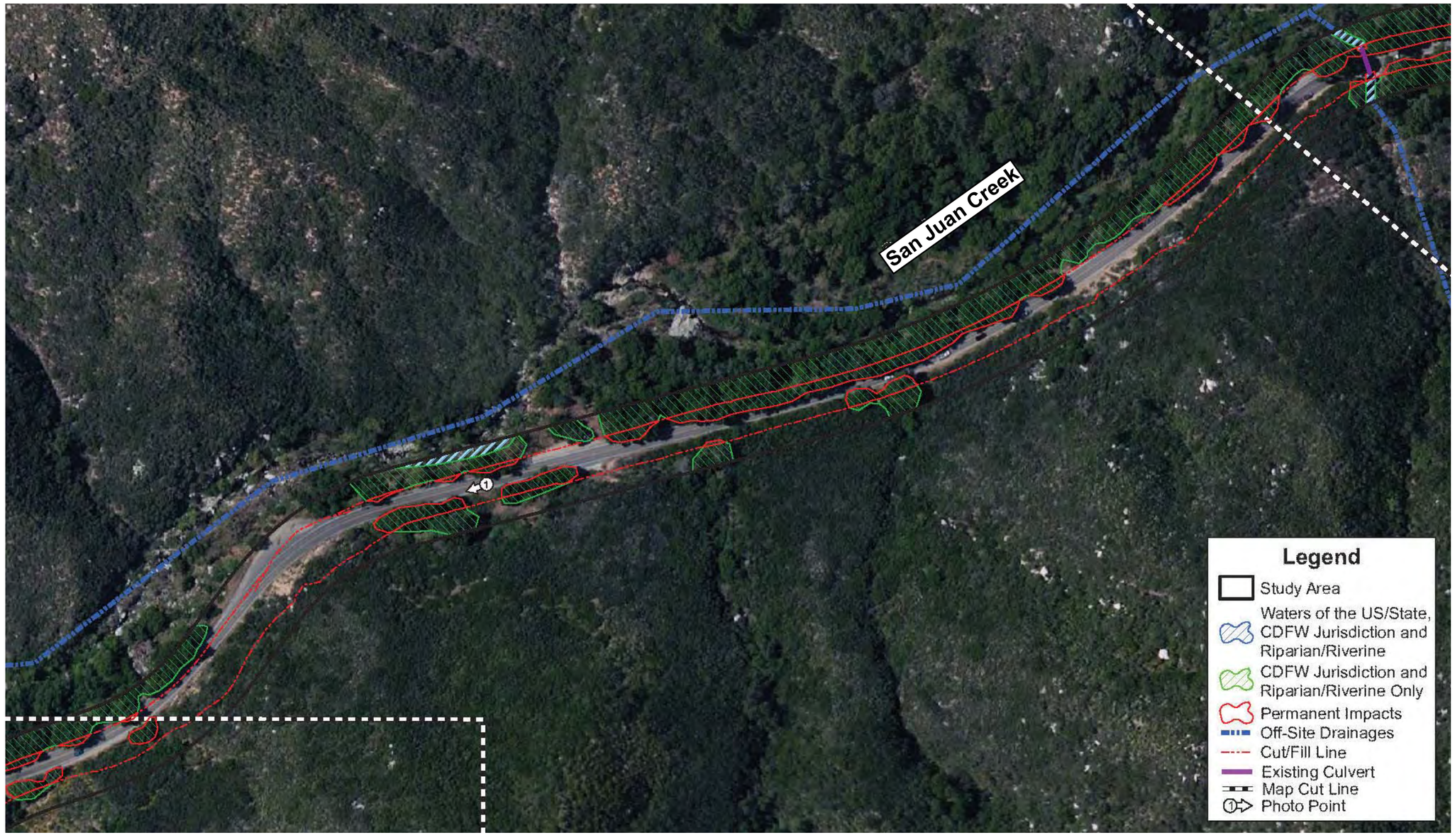

Figure 2-2
Sheet 3 of 11
Jurisdictional Delineation Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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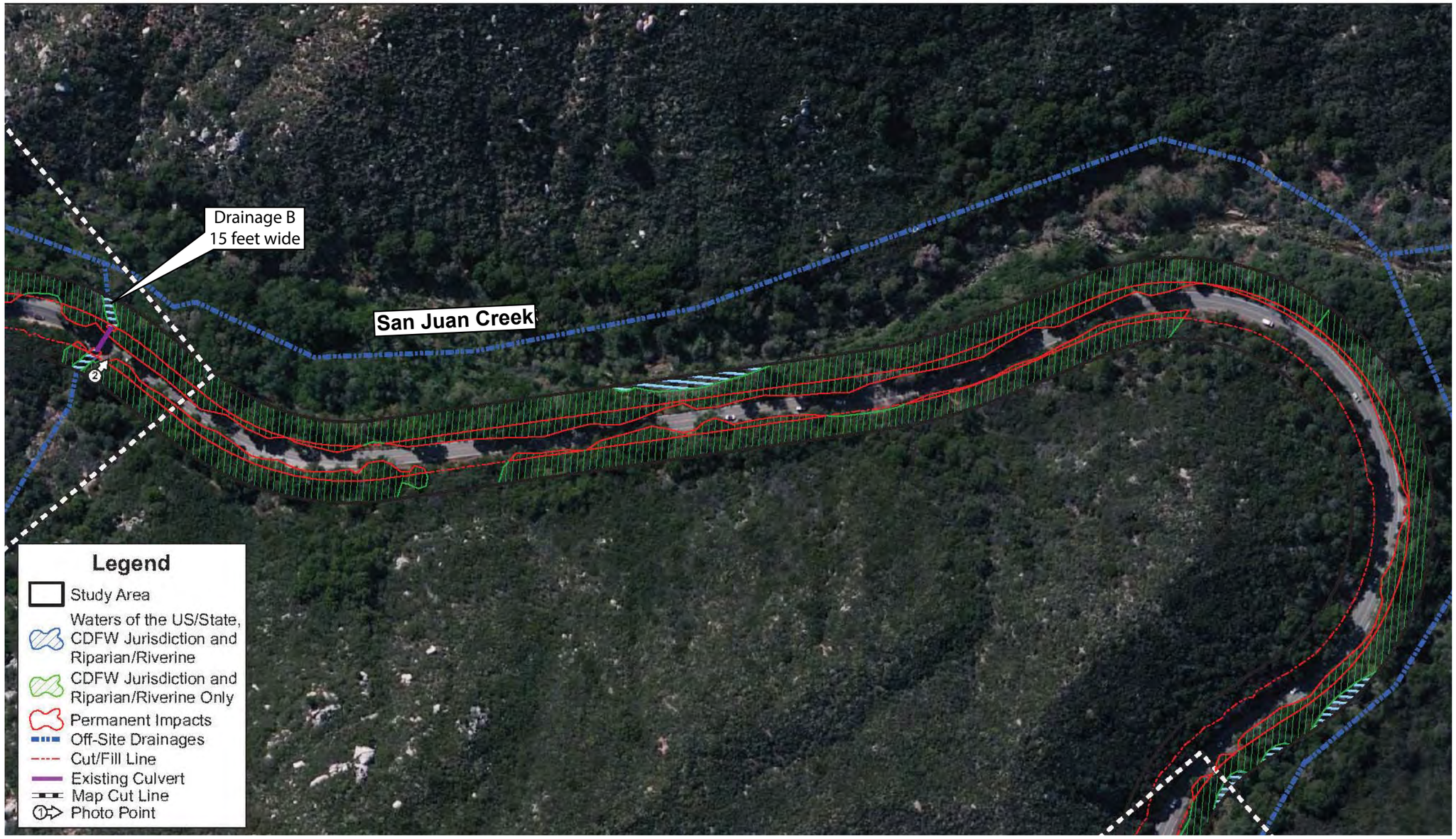

Figure 2-2
Sheet 4 of 11
Jurisdictional Delineation Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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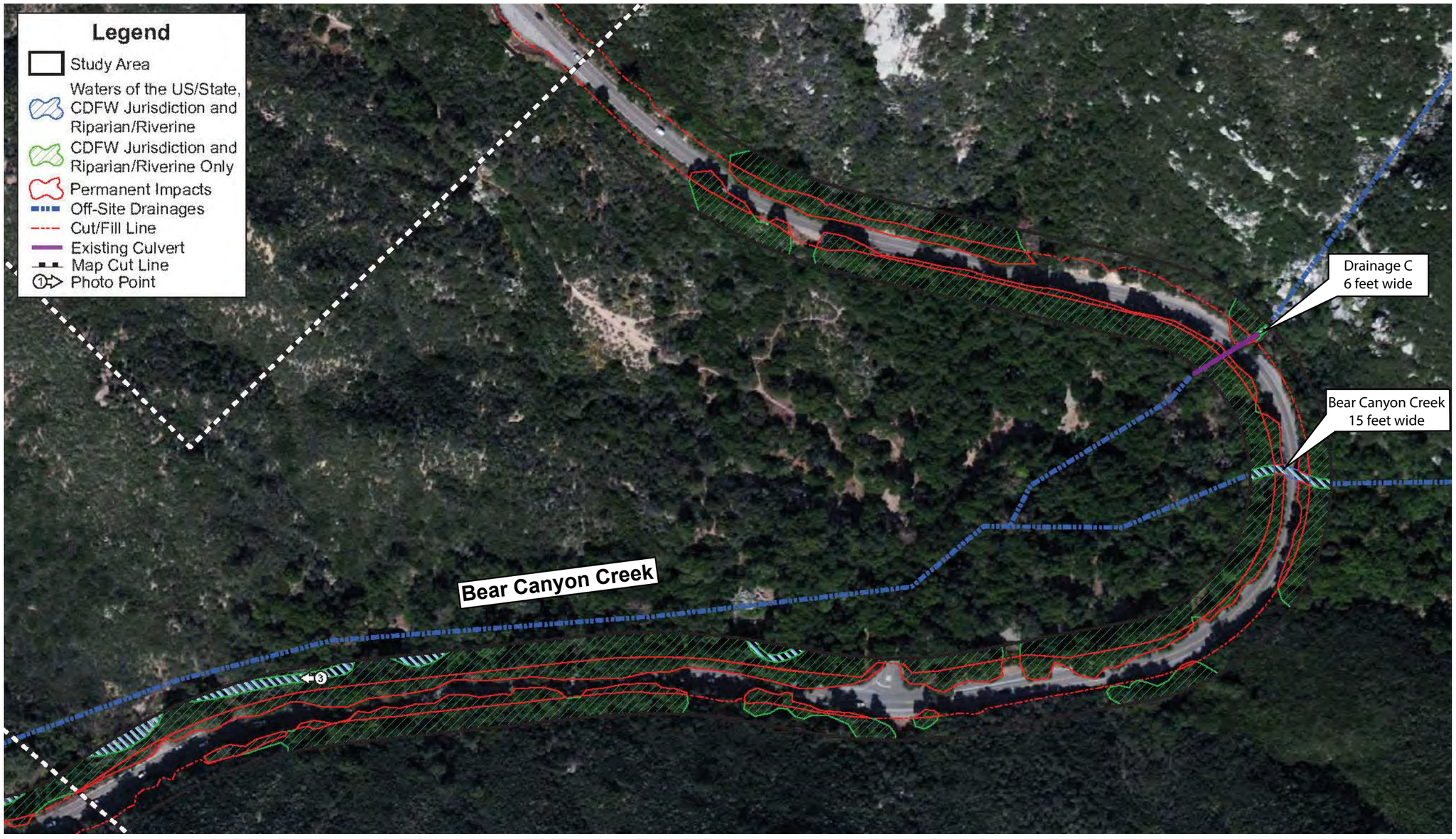

Figure 2-2
Sheet 5 of 11
Jurisdictional Delineation Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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

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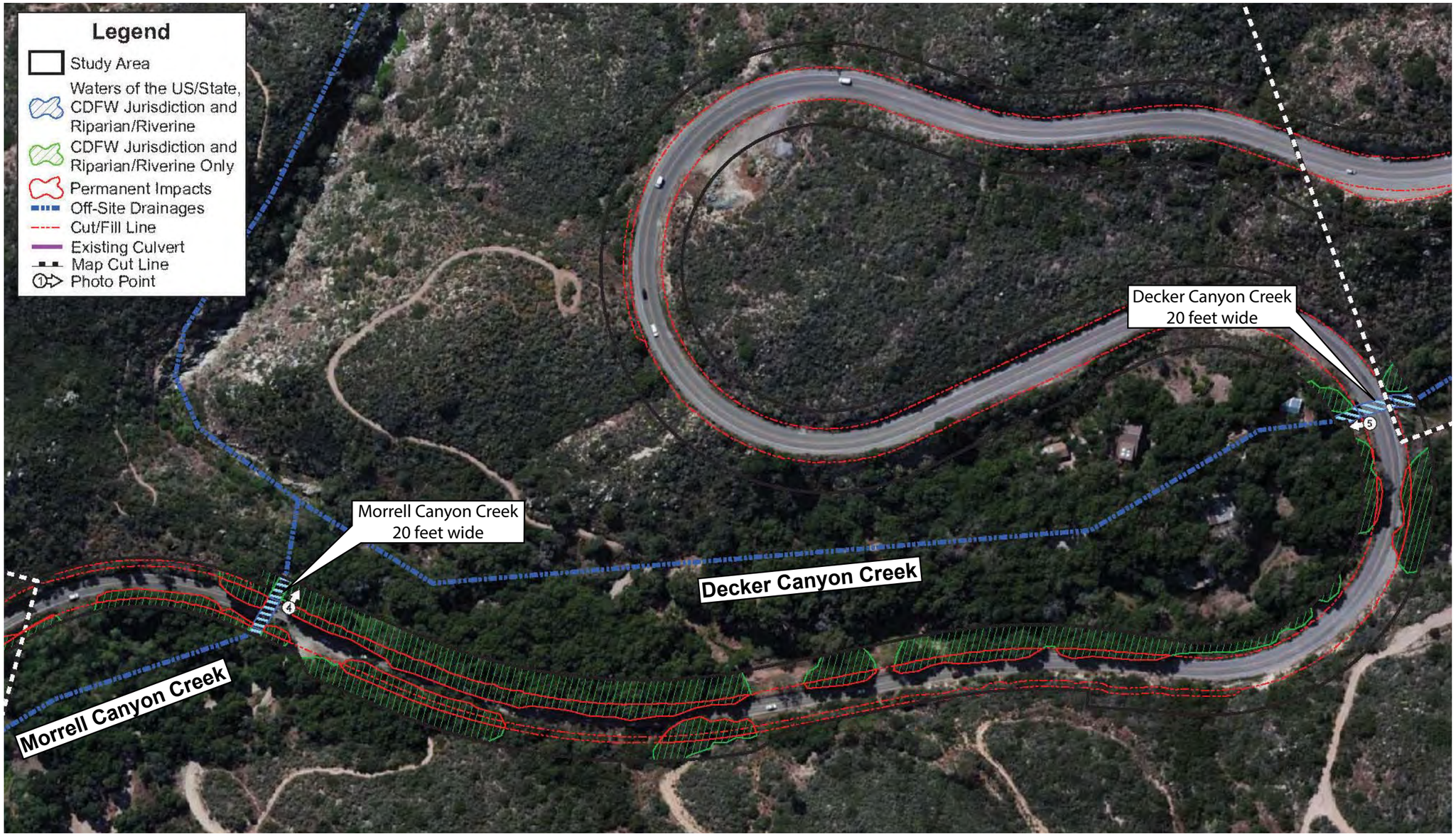

Figure 2-2
Sheet 7 of 11
Jurisdictional Delineation Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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

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

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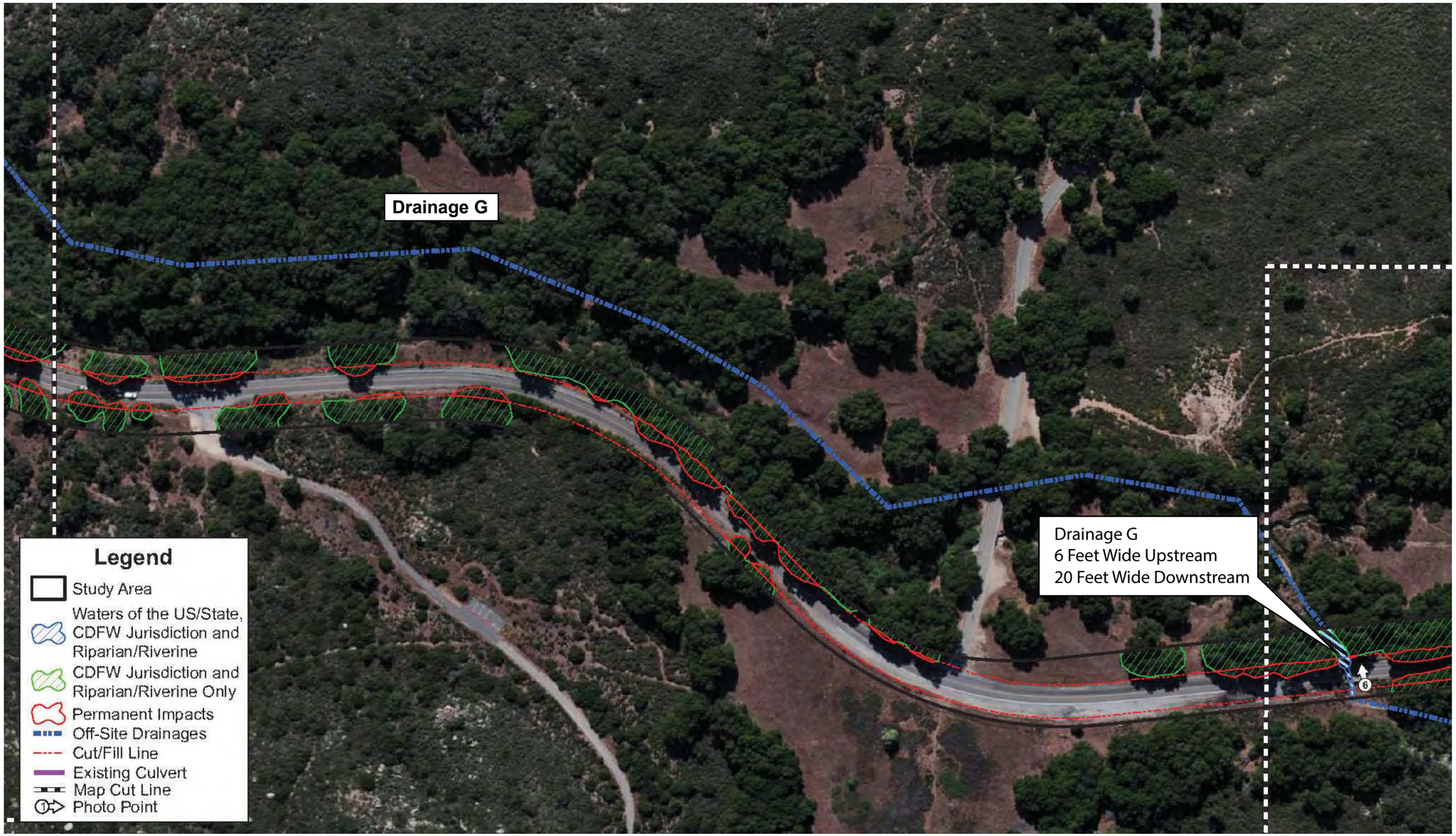

Figure 2-2
Sheet 10 of 11
Jurisdictional Delineation Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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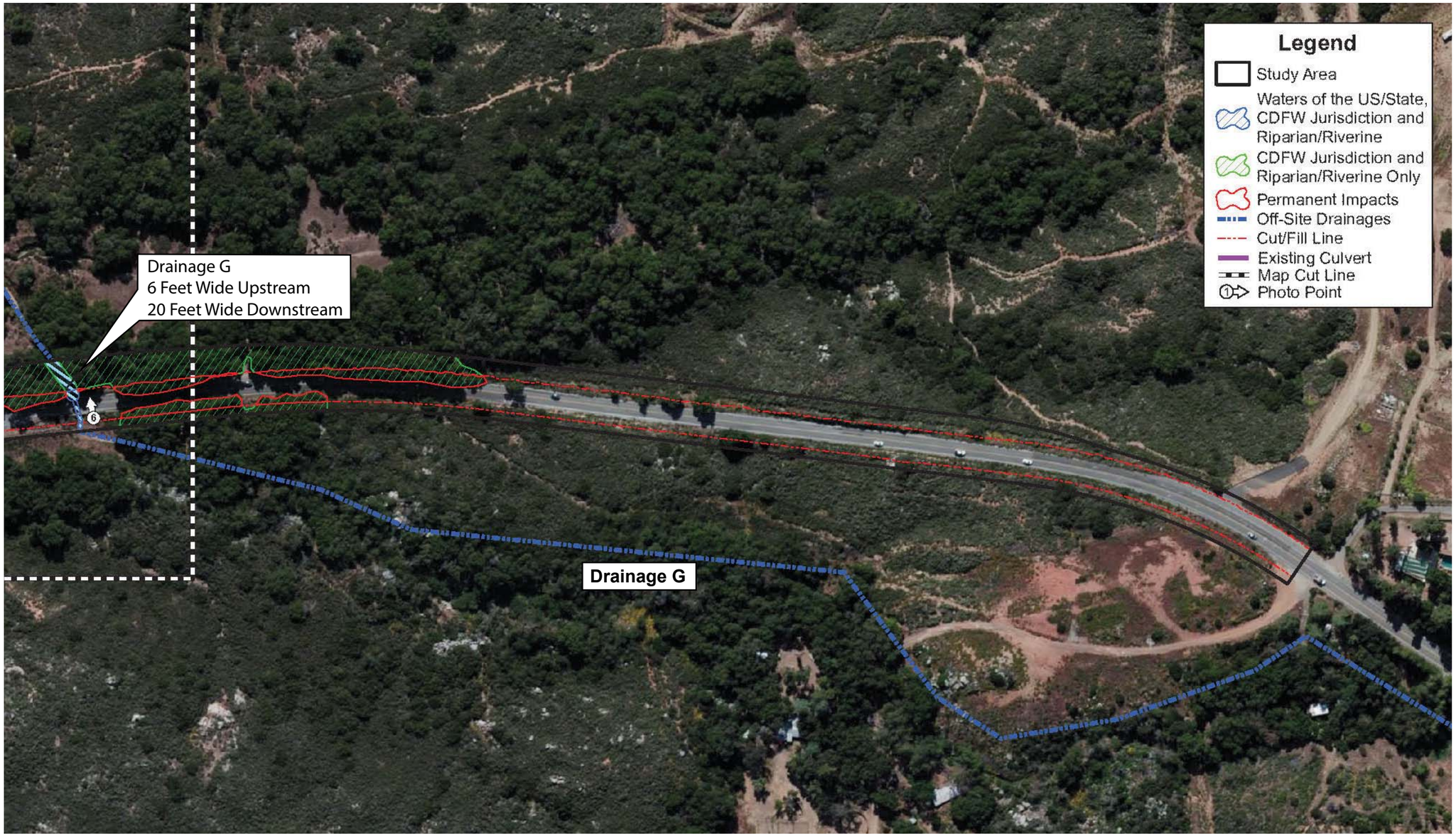

Figure 2-2
Sheet 11 of 11
Jurisdictional Delineation Map
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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Table 2-3. Summary of Impacts on Jurisdictional Areas

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

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

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

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

No-Build Alternative

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

2.3.3.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

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

2.3.4 Plant Species

2.3.4.1 REGULATORY SETTING

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

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

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

2.3.4.2 AFFECTED ENVIRONMENT

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

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

Special-status Plant Species

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

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

Common Name	Scientific Name	Status	Habitat and Distribution	Habitat Present/ Absent	Rationale
San Miguel savory	*Clinopodium chandleri*	CNPS 1B.2, WRCMSHCP	Chaparral, cismontane woodland, coastal scrub, riparian woodland, valley and foothill grassland. Rocky, gabbroic or metavolcanic substrate. Bloom period: March–July. Elevation: 393–3,526 ft.	HP	Suitable habitat is present in the BSA and there are records on both sides of the project with the closest less than 0.25 mile to the west; however, species was not observed during 2015/2017 plant surveys.
Many-stemmed dudleya	*Dudleya multicaulis*	CNPS 1B.2, WRCMSHCP, USFS	Chaparral, coastal sage scrub, and grasslands on clay soils. Bloom period: April–July. Elevation: 49–2,591 ft.	A	Associated soils do not occur on site, and species was not observed during 2015/2017 rare plant surveys.
Hammitt's claycress	*Sibaropsis hammittii*	CNPS 1B.2, USFS, WRCMSHCP	Coastal sage scrub, chaparral, and peninsular juniper woodland on clay soils. Bloom period: March–April. Elevation: 984–3,280 ft.	A	Associated soils do not occur on site; additionally species was not observed during 2015/2017 plant surveys.
Wright's trichocoronis	*Trichocoronis wrightii var. wrightii*	CNPS 2B.1, WRCMSHCP	Meadows and seeps, marshes and swamps, riparian forest, vernal pools. Associated within highly alkaline, silty-clay soils. Bloom Period: May–Sept. Elevation: 16–1,427 ft.	A	Associated soils do not occur on site. This species is outside of its known elevation range; species was not observed during 2015/2017 plant surveys.

Source: Caltrans 2018

Notes:

Federal Classification: FT—Federal Threatened, USFS—Forest Service Sensitive Species, SC—Former Candidate (Category 2) for listing under ESA, Species of Concern.

California Classification: SE—State Endangered, ST—State Threatened, SSC—Species of Special Concern.

Local Classification: WRCMSHCP—Western Riverside County Multiple Species Habitat Conservation Plan Special-Status Species.

California Native Plant Society Classifications (CNPS): 1A—Plants presumed Extirpated in CA, but more common elsewhere. 1B—Plants Rare, Threatened, or Endangered in CA and Elsewhere. 2A—Plants presumed extirpated in CA, but more common elsewhere. 2B—Plants Rate, Threatened, or Endangered in CA, but more common elsewhere. 3—Plants about which more information is needed, a CNPS review list. 4—Plants of Limited Distribution, a Watch List. .1—Seriously threatened in CA (over 80% of occurrences threatened). .2—Moderately threatened in CA (20%–80% occurrences threatened). .3—Not very threatened in CA (<20% of occurrences threatened).

Habitat Present/Absent: CH—Critical Habitat, project footprint is located within designated Critical Habitat, but does not necessarily mean that appropriate habitat is present. HP—Habitat Present, is or may be present, species may be present. P—Present, species is present. A—Absent, no habitat present and no further work needed.

2.3.4.3 ENVIRONMENTAL CONSEQUENCES

Build Alternative

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

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

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

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

No-Build Alternative

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

2.3.4.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

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

2.3.5 Animal Species

2.3.5.1 REGULATORY SETTING

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

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

Federal laws and regulations pertaining to wildlife include the following:

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

State laws and regulations pertaining to wildlife include the following:

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

2.3.5.2 AFFECTED ENVIRONMENT

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

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

Habitat Connectivity

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

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

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

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

Bat Species

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

Non-listed Special-status Animal Species

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

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

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

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

Common Name	Scientific Name	Status	Habitat and Distribution	Habitat Present/ Absent	Rationale
Yuma myotis	*Myotis yumanensis*	SC	Common and widespread in California. Found in a wide variety of habitats ranging from sea level to 11,000 ft. (3,300 m). Optimal habitats are open forests and woodlands with sources of water over which to feed.	HP	Suitable habitat is present in the BSA; observed during the SR-74 Orange County 2011 surveys.
Reptiles					
Red-diamond rattlesnake	*Crotalus ruber*	SSC, USFS	Chaparral, woodland, grassland, and desert areas from San Diego County to the eastern slopes of the mountains. Occurs in rocky areas and dense vegetation. Needs rodent burrows, cracks in rocks or surface cover objects.	HP, P	Suitable habitat is present in the BSA; surveys identified this species at San Juan Creek.
Coast horned lizard	*Phrynosoma blainvillii*	SSC	Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes. Open areas for sunning, bushes for cover, patches of loose soils for burial and abundant supply of ants and other insects.	HP	Potential habitat present in the BSA; CNDDB occurrence of species 2 miles east of the BSA.
Two-striped garter snake	*Thamnophis hammondii*	SSC, USFS	Coastal California from vicinity of Salinas to northwest Baja, California. From sea to 7,000 ft. elevation. Highly aquatic, found or near permanent fresh water. Often along streams with rocky beds and riparian growth.	HP, P	Suitable habitat is present in the BSA; surveys identified this species at the San Juan Creek.

Source: Caltrans 2018

Notes:

Federal Classification: FT—Federal Threatened, USFS—Forest Service Sensitive Species, SC—Former Candidate (Category 2) for listing under ESA, Species of Concern.

California Classification: SE—State Endangered, ST—State Threatened, SSC—Species of Special Concern.

Local Classification: WRCMSHCP—Western Riverside County Multiple Species Habitat Conservation Plan Special-Status Species.

Habitat Present/Absent: CH-Critical Habitat, project footprint is located within designated Critical Habitat, but does not necessarily mean that appropriate habitat is present. HP-Habitat Present, is or may be present, species may be present. P-Present, species is present. A-Absent, no habitat present and no further work needed.

2.3.5.3 ENVIRONMENTAL CONSEQUENCES

Build Alternative

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

Arroyo Toad

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

Coast Range Newt

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

Yellow Warbler

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

Western Mastiff Bat

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

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

Western Small-footed Myotis

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

Yuma Myotis

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

Red-diamond Rattlesnake

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

Coast Horned Lizard

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

Two-striped Garter Snake

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

Impact Summary

The proposed project area has suitable habitat for two-striped garter snake, red diamond rattle snake, coast horned lizard, and Coast Range newt. Focused surveys were not required for these species. Several species were observed incidentally during other surveys and CNDDB also has known occurrences within the project area. Project-related activities including ground and noise disturbance could deter individuals from the project vicinity. In order to prevent potential impacts, the project will be required to implement measures **BIO-1** to **BIO-7** and **BIO-12**.

Furthermore, project-related activities could deter bird species from nesting and/or foraging in the project vicinity during the nesting bird season (recognized as February 15–September 1). In order to prevent potential impacts on nesting birds, the project will implement measures **BIO-1** to **BIO-7** and **BIO-18 and BIO-19**.

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

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

The widening and modification of culverts will more likely increase future potential roosting habitat. As such, the proposed project is not expected to substantially affect the bats' long-term use of the structures. Only marginally suitable rock crevice habitat is present in the road cuts. Many bat species require a clearance height to initiate flight, and the proximity of the road cuts containing these crevices to the high volume of vehicular traffic likely further reduces the desirability of these small and sporadic crevices as roosting habitat to bats. Therefore, no substantial loss of crevice roosting habitat is anticipated. Due to the current knowledge of bat behavior and the limited bat data available, project impacts will be addressed by implementing measures **BIO-1** to **BIO-7**, **BIO-17**, **BIO-20**. If the seasonal restrictions and protocols described in the measures are adhered to for tree removal and rock slope excavation, impacts on bat maternity colonies will be minimized to less-than-significant levels.

No-Build Alternative

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

2.3.5.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

Implementation of measures **BIO-1** to **BIO-7** and **BIO-12** would minimize impacts on two-striped garter snake, red diamond rattle snake, coast horned lizard, and Coast Range newt. Furthermore, implementation of measures **BIO-1** to **BIO-7, BIO-18** and **BIO-19** would prevent potential impacts on nesting birds. Measures **BIO-1** to **BIO-7**, **BIO-12**, **BIO-17**, **BIO-20** would minimize impacts on bat species.

BIO-7: Biological Monitor. The biologist will monitor construction-related activities to ensure that conservation measures are being implemented and that there are no unanticipated impacts. These activities include, but are not limited to, blasting work, clearing and grubbing, and staging/ storage of equipment.

BIO-12: **Lighting**. Artificial lighting shall be shielded and/or directed away from adjacent habitats, as feasible.

BIO-17: Fence Removal. All fencing shall be removed as a last order of work. During removal, a biological monitor familiar with ARTO and authorized to handle and relocate ARTO should be present.

BIO-18: Clear and Grub Pre-Construction Survey. Pre-construction nesting bird surveys will be conducted by a qualified biologist 3 days prior to clearing and grubbing activities.

BIO-19: Pre-Construction Nesting Bird Survey. Pre-construction nesting bird surveys will 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 will be established and monitored at the discretion of the qualified biologist.

BIO-20: Bat Management Plan. A bat management plan will be submitted to CDFW and require CDFW approval prior to construction activities that will include a bat habitat assessment and associated measures, as applicable. .

2.3.6 Threatened and Endangered Species

2.3.6.1 REGULATORY SETTING

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 United States Code (USC) Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. This act and later amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration (FHWA) (and the Department, as assigned), are required to consult with the U.S. Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration's National Marine

Fisheries Service (NOAA Fisheries Service) to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 may include a Biological Opinion with an Incidental Take statement or a Letter of Concurrence. Section 3 of FESA defines take as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct."

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

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

2.3.6.2 AFFECTED ENVIRONMENT

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

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

that are known to occur in the study area. The table includes information on the species, including status, habitat requirements, and the potential for occurrence.

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

San Diego button celery

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

Encinitas Baccharis

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

Slender-horned Spineflower

The slender-horned spineflower is an annual herb found in sandy soil associated with mature alluvial scrub. This species is generally dependent on alluvial scrub that is maintained by periodic flooding and sediment transport. The individual species may be small and difficult to locate, occurring in sandy or gravelly soils, frequently in cryptogamic crusts. Suitable habitat for this species is present in the BSA; however, the species was not observed during the 2015 and 2017 rare plant surveys.

Arroyo Toad

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

only extant viable populations of Arroyo toad. Populations elsewhere in the Los Angeles, Cleveland, and San Bernardino National Forests and adjacent areas are more numerous but appear to be relatively small in population size.

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

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

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

Stephen's Kangaroo Rat

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

Least Bell's Vireo

Least Bell's vireo (LBV) is a small, migratory, insectivorous bird that occurs in riparian habitats, primarily occupying low, dense riparian growth along water or dry parts of intermittent streams. Typically it is associated with habitats such as southern willow scrub, cottonwood forest, mule fat scrub, sycamore alluvial woodland, coast live oak riparian forest, and willow riparian forest. Nesting habitat of this species is usually willow (*Salix*) and/or mule fat (*Baccharis salicifolia*) dominated riparian scrub. Although most often associated with low elevation habitats below 2,000 feet, the species is known to occur at up to 4,100 feet. Although this bird is drab in plumage and can be secretive within its densely vegetated habitat, males are easy to detect on the breeding grounds due to their conspicuous, frequently given, and diagnostic song.

LBV were formerly widespread and common throughout the low-lying riparian habitats of central and Southern California, but are now restricted to a limited number of locations in Southern California. They are still relatively rare in central California. Habitat reduction has

contributed to this species' significant population declines. Nest parasitism by brown-headed cowbirds (*Molothrus ater*) has also seriously affected reproductive success of LBV, as well as many other species that build cup nests. The population is slowly recovering as a result of habitat restoration and cowbird control efforts. LBV is listed as endangered by the CDFW and USFWS. A final determination of critical habitat was made in 1994. The project BSA is not within federally designated critical habitat for LBV.

Southwestern Willow Flycatcher

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

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

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

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

Common Name	Scientific Name	Status	Habitat and Distribution	Habitat Present/ Absent	Rationale
California Orcutt grass	*Orcuttia californica*	FE, CNPS 1B.1, WRCMSHCP	Vernal pools. Bloom period: April–August. Elevation: 49–2,165 ft.	A	Associated soils do not occur on site. Additionally, species is not within historic or known occurrences and was not observed during 2015/2017 plant surveys.

Source: SR-74 Shoulder Widening Project Natural Environment Study, June 2018.

Notes:

Federal Classification: FT—Federal Threatened, USFS—Forest Service Sensitive Species, SC—Former Candidate (Category 2) for listing under ESA, Species of Concern.

California Classification: SE—State Endangered, ST—State Threatened, SSC—Species of Special Concern.

Local Classification: WRCMSHCP—Western Riverside County Multiple Species Habitat Conservation Plan Special-Status Species.

California Native Plant Society Classifications (CNPS): 1A—Plants presumed Extirpated in CA, but more common elsewhere. 1B—Plants Rare, Threatened, or Endangered in CA and Elsewhere. 2A—Plants presumed extirpated in CA, but more common elsewhere. 2B—Plants Rate, Threatened, or Endangered in CA, but more common elsewhere. 3—Plants about which more information is needed, a CNPS review list. 4—Plants of Limited Distribution, a Watch List. .1—Seriously threatened in CA (over 80% of occurrences threatened). .2—Moderately threatened in CA (20%–80% occurrences threatened). .3—Not very threatened in CA (<20% of occurrences threatened).

Habitat Present/Absent: CH—Critical Habitat, project footprint is located within designated Critical Habitat, but does not necessarily mean that appropriate habitat is present. HP—Habitat Present, is or may be present, species may be present. P—Present, species is present. A—Absent, no habitat present and no further work needed.

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

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

Common Name	Scientific Name	Status	Habitat and Distribution	Habitat Present/ Absent	Rationale
Fish					
steelhead	*Oncorhynchus mykiss*. Population: CA, Central Valley DPS	FT	Aquatic, south coast flowing waters.	A	The project area is outside the known distribution range for this species.
	Oncorhynchus mykiss. Population: CA, Southern California DPS	FE	Aquatic, south coast flowing waters.	A	The project area is outside the known distribution range for this species.
Insect					
Quino checkerspot butterfly	*Euphydryas editha quino*	FE	Chaparral, Coastal scrub, specific host plant populations.	A	Although habitat and host plants are within the project area, the project area is outside the known distribution for this species.
Mammals					
Stephens' kangaroo rat	*Dipodomys stephensi*	FE, ST	Alluvial fan sage scrub, coastal sage scrub.	A	Steep hills and dense chaparral are unsuitable for this species.

Source: SR-74 Shoulder Widening Project Natural Environment Study, June 2018.

Notes:

Federal Classification: FT—Federal Threatened, USFS—Forest Service Sensitive Species, SC—Former Candidate (Category 2) for listing under ESA, Species of Concern.

California Classification: SE—State Endangered, ST—State Threatened, SSC—Species of Special Concern.

Local Classification: WRCMSHCP—Western Riverside County Multiple Species Habitat Conservation Plan Special-Status Species.

Habitat Present/Absent: CH—Critical Habitat, project footprint is located within designated Critical Habitat, but does not necessarily mean that appropriate habitat is present. HP—Habitat Present, is or may be present, species may be present. P—Present, species is present. A—Absent, no habitat present and no further work needed.

2.3.6.3 ENVIRONMENTAL CONSEQUENCES

Build Alternative

Based on the species list provided by the USFWS, NMFS, and CNDDB, 18 species were identified under the FESA that have the potential to occur at the proposed project site. The proposed project is also within federally designated critical habitat for Arroyo toad (refer to Figure 2-3). As a result of USFWS protocol surveys for Arroyo toad, and due to its previously confirmed presence at San Juan Creek, which is adjacent to the proposed project site, it is presumed to be present at the proposed project site. Project activities that may affect the Arroyo toad include activities related to construction, construction work off the paved roadway, alterations to drainages and/or the San Juan Creek streambed, and potential direct mortality resulting from project construction activities. Permanent effects may also result with the addition of new pavement and/or project activities related to cut and fill activities. Implementation of measures **BIO-1** to **BIO-17**, would be required.

Habitat suitability, rare plant, and USFWS protocol surveys were conducted in 2015 and 2017 to determine the potential to support rare plant species, coastal California gnatcatcher, LBV, and SWWF. Rare plant species were not observed in either the 2015 or 2017 rare plant surveys. Habitat suitability surveys were completed and the characteristics of the proposed project site were determined to be unsuitable to support coastal California gnatcatcher due to the mountainous and dense chaparral-dominated vegetation. USFWS protocol surveys were negative for LBV and SWWF due to marginal suitable habitat. Most of the existing and potential LBV habitat in the Cleveland National Forest is not expected to support a large number of breeding pairs because the riparian vegetation is sparsely distributed and the habitat is at or near the upper elevation limits for the species. There are no documented Cleveland National Forest occurrences near San Juan Creek and protocol surveys were negative for LBV. Similarly, SWWF surveys were conducted in the project area and three polygons of suitable habitat were identified; however, no species were detected during the surveys. Project-related activities could deter individuals of SWWF and LBV from nesting and/or foraging within identified suitable habitat; however, due to the fragmented habitat and negative protocol survey, it is not anticipated that these species will be within the project vicinity. In order to prevent potential impacts on SWWF and LBV, the project will implement measures **BIO-1** to **BIO-7**.

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

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

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

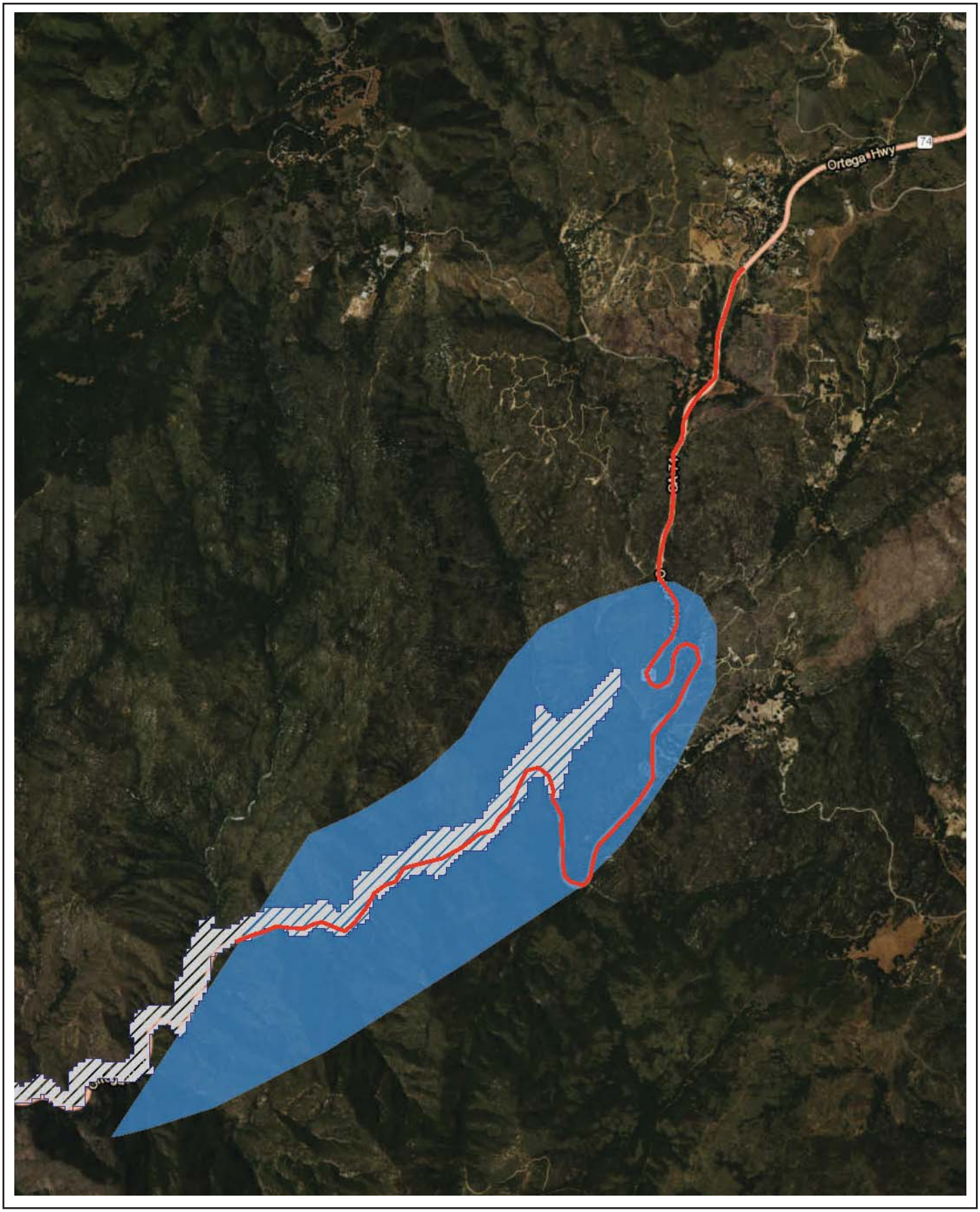

Figure 2-3
Critical Habitat (striped) and Amphibian Survey Area (solid)
SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

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

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

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

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

Table 2-8. Preliminary Effects Findings

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

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

California Endangered Species Act

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

No-Build Alternative

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

2.3.6.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

Implementation of **BIO-1** to **BIO-5**, as listed in Section 2.3.2.3 above, as well as measures **BIO-7** to **BIO-17** (listed in Section 2.3.5.4 or below) would be implemented in order to ensure impacts on Arroyo toad are avoided and minimized. Implementation of measures **BIO-1** to **BIO-7** would prevent potential impacts on SWWF and LBV.

BIO-8: Exclusion Fence. Prior to any ground-disturbance activities, exclusionary fencing (i.e., silt fence or other suitable non-penetrable fencing) will be installed along the boundary to prevent any construction activities from encroaching into adjacent areas and to prevent ARTO from moving into the construction area.

BIO-9: Fence Monitoring. Daily fence and enclosure (onsite cleared areas) inspections shall occur throughout the duration of the project by the monitor and/or project personnel trained by the monitor prior to commencing construction activities and after construction activities are completed. If during construction the fence fails work will cease until it is repaired and the biological monitor inspects (and clears) the site for ARTOs.

BIO-10: Control of Work. No construction work within ARTO habitat shall occur until the area is cleared of the species. No work will be allowed if any of the exclusionary devices are not installed in accordance with respective specifications.

BIO-11: Construction Window. No blasting will occur within drainage areas during ARTO breeding season (in which the breeding season is recognized as March 1 to August 31).

BIO-13: Biological Resource Information Program. An education program will be developed and presented by the qualified biologist to all onsite personnel who will be in the project limits for longer than 30 minutes prior to the onset of ground-disturbing activities. At a minimum, the program will include the following topics: distribution, general behavior, and ecology of the ARTO, sensitivity of the species to human activities, legal protection afforded to these species, penalties for violations of Federal and State laws, notification procedures by workers or contractors if a tortoise is found in a construction area, and project features designed to reduce the impacts to these species and promote continued successful occupation of the project area. The program will consist of a class presented by a qualified biologist or a video, provided the qualified biologist is present to answer questions. Handout materials will be distributed for workers with important information about the regulated species for future reference and as a reminder of the program's content. Following the education program, the handouts will be posted in the contractor and resident engineer office, where they will remain through the duration of the project. The contractor, resident engineer, and the qualified biologist will be responsible for ensuring that employees are aware of the listed species. If additional employees are added to the project after initiation, they will receive instruction prior to working on the project.

BIO-14: Pre-Construction Surveys. The pre-construction surveys will be conducted by a USFWS-approved qualified Biologist (i.e., one with ARTO surveying/handling experience) to determine their presence or absence within the construction footprint. The Biologist will walk the impact area to search for any potential breeding areas. A report documenting the pre-construction survey results and measures that will be required during construction will be provided to Caltrans and the Wildlife Agencies. The surveys and the relocation of ARTOs shall be conducted as directed by the relocation plan approved by USFWS.

BIO-15: ARTO in Project Area. If during construction activities an ARTO is discovered within the project site, all construction activities shall stop and the biologist shall be notified. The biologist shall relocate the ARTO as directed in the relocation plan.

BIO-16: ARTO Relocation Plan. A relocation plan for the Arroyo toad shall be submitted to USFWS for approval prior to commencing construction activities.

2.3.7 Invasive Species

2.3.7.1 REGULATORY SETTING

On February 3, 1999, President William J. Clinton signed Executive Order (EO) 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as "any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose

introduction does or is likely to cause economic or environmental harm or harm to human health." Federal Highway Administration (FHWA) guidance issued August 10, 1999 directs the use of the State's invasive species list maintained by the California Invasive Species Council to define the invasive species that must be considered as part of the National Environmental Policy Act (NEPA) analysis for a proposed project.

2.3.7.2 AFFECTED ENVIRONMENT

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

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

2.3.7.3 ENVIRONMENTAL CONSEQUENCES

Build Alternative

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

No-Build Alternative

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

2.3.7.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

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

2.4 Cumulative Impacts

2.4.1 Regulatory Setting

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

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

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

Methodology

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

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

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

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

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

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

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

Wake Rider Beach Resort and Beach Park Project

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

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

Lakepointe Apartments Residential Design Review Project

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

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

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

2.4.2 Parks and Recreation Facilities

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

2.4.3 Emergency Services

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

2.4.4 Visual/Aesthetics

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

2.4.5 Water Quality/Stormwater Runoff

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

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

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

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

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

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

2.4.6 Timberlands

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

2.4.7 Biological Resources

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

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

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

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

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

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

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

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

Neither the proposed project nor the cumulative projects would result in adverse effects with implementation of measures **BIO-1** to **BIO-20**. As such, the proposed project would not result in cumulatively considerable impacts.

2.4.8 Avoidance, Minimization and/or Mitigation Measures

No additional measures are planned for cumulative impacts.

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Chapter 3 CEQA Evaluation

3.1 Determining Significance under CEQA

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

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

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

3.2 CEQA Environmental Checklist

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

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

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

3.2.1 CEQA Significance Determinations for Aesthetics

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

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

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☒	☐
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?	☐	☐	☐	☒

3.2.2 CEQA Significance Determination for Agriculture and Forest Resources

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

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

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
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?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

3.2.3 CEQA Significance Determinations for Air Quality

a) No Impact. California is divided geographically into 15 air basins for the purpose of managing the air resources of the state on a regional basis. Each air basin generally has similar meteorological and geographic conditions throughout. Local districts are responsible for preparing the portion of the State Implementation Plan (SIP) applicable within their boundaries for achieving attainment of ambient air quality standards as required under the federal Clean Air Act. 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, each agency prepares plans for the attainment of air quality standards, as well as maintenance of those standards once achieved.

The "on-road emissions" budgets are developed based on the regional transportation planning documents that are prepared by the Southern California Association of Governments. The proposed project is included in the SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as a grouped project for safety improvements under Project ID 3GR104. The proposed project has been incorporated into the SCAG 2019 FTIP under project ID RIVLS01. The 2016-2040 RTP/SCS was found by FHWA and FTA to be in conformity with the SIP on June 1, 2016. The most recent amendment to the 2019 FTIP found to be in conformity with the SIP was Amendment 3, which FHWA and FTA approved on March 19, 2019.

Because the proposed project is listed, as currently proposed, in the region's conforming SCAG 2016-2040 RTP/SCS and 2019 FTIP regional transportation planning documents, project emissions are consistent with applicable air quality plans.

b) Less Than Significant Impact.

Construction

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other construction-related activities. Emissions from construction equipment also are expected and would include CO, nitrogen oxides (NOX), volatile organic compounds (VOCs), directly emitted particulate matter (PM10 and PM2.5), and toxic air contaminants such as diesel exhaust particulate matter. Ozone is a regional pollutant that is derived from NOX and VOCs in the presence of sunlight and heat.

Site preparation and roadway construction typically involve clearing; cut-and-fill activities; grading, removing, or improving existing roadways; and paving roadway surfaces. Construction-related effects on air quality from most highway projects would be greatest during the site preparation phase because most engine emissions are associated with the excavation, handling, and transport of soils to and from the site. These activities could temporarily generate enough PM10, PM2.5, and small amounts of CO, SO2, NOX, and VOCs to be of concern. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site could deposit mud on local streets, which could be an added source of airborne dust after it dries. PM10 emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM10 emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Table 3-1 shows the estimates of pollutants that would be generated during the construction period. As shown therein, emissions would be greatest during the Grading/Excavation period, with anticipated daily emissions of 7 pounds of VOC, 79 pounds of NOX, 51 pounds of CO, 13 pounds of PM10, and 5 pounds of PM2.5. Emissions were estimated using the Road Construction Emissions Model (RCEM) (version 9.0.0) developed by the Sacramento Metropolitan Air Quality Management District using project-specific parameters provided by the project design team. Although RCEM was developed for the Sacramento Metropolitan Air Quality Management District, the model includes emission factors applicable statewide, and is therefore recognized as a tool for analyzing air quality in other air districts.

Table 3-1. Construction Period Regional Mass Emissions (pounds per day).

	ROG[b]	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Construction Phase						
Grubbing/Land Clearing	1	13	11	< 1	11	3
Grading/Excavation	7	79	51	< 1	13	5
Drainage/Utilities/Sub-Grade	4	40	32	< 1	12	4
Paving	2	20	20	< 1	1	1
Maximum Daily Emissions	**7**	**79**	**51**	**< 1**	**13**	**5**
SCAQMD Regional Construction Threshold [a]	75	100	550	150	150	55

[a] Caltrans has not adopted SCAQMD significance thresholds. Thresholds are provided for informational purposes only.
[b] The terms volatile organic compounds (VOCs) and reactive organic gases (ROG) are used interchangeable. ROG is used in this table based on the Road Construction Emissions Model.
Lead is not emitted from construction equipment and vehicles due to the use of unleaded fuels.
Source: Emissions estimates conducted by ICF using the Road Construction Emissions Model version 9.0.0. Refer to Appendix F.

Construction activities for large development projects are estimated by the U.S. EPA to add 1.2 tons of fugitive dust per acre of soil disturbed per month of activity. If water or other soil

stabilizers are used to control dust, the emissions can be reduced by up to 50 percent. The Department's Standard Specifications (Section 14-9) on dust minimization require use of water or dust palliative compounds and would reduce potential fugitive dust emissions during construction.

In addition to dust-related PM10 emissions, heavy-duty trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2, NOX, VOCs, and some soot particulate (PM10 and PM2.5) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site. The only sensitive land uses in the project vicinity are residences adjacent to the northern project limits and a recreational vehicle park and campground to the east of central portion of the project alignment. As shown in the table below, total on-site emissions from construction equipment were estimated using RCEM to determine the extent to which local receptors would be affected.

Table 3-2. Construction Period Localized Emissions (pounds per day).

	CO	NO_X	PM_{10}	$PM_{2.5}$
Construction Phase				
Grubbing/Land Clearing	9.04	12.27	0.51	0.47
Grading/Excavation	45.39	67.83	2.90	2.66
Drainage/Utilities/Sub-Grade	28.20	34.03	1.58	1.50
Paving	15.99	14.07	0.79	0.73
Maximum Daily On-Site Emissions	**45.39**	**67.83**	**2.90**	**2.66**
SCAQMD Localized Significance Threshold for Construction [a]	750	162	4	3

[a] Caltrans has not adopted SCAQMD significance thresholds. Thresholds are provided for informational purposes only. A 1-acre site and 25-meter receptor distances in SRA 25 Lake Elsinore was used, which has the most stringent LSTs; no LSTs have been established for VOC and SO_X.
Source: Emissions estimates conducted by ICF using the Road Construction Emissions Model version 9.0.0. See Appendix F.

SO_2 is generated by oxidation during combustion of organic sulfur compounds contained in diesel fuel. Under California law and ARB regulations, off-road diesel fuel used in California must meet the same sulfur and other standards as on-road diesel fuel (not more than 15 parts per million of sulfur), so SO_2-related issues due to diesel exhaust would be minimal.

Most of the construction impacts on air quality are short-term in duration and, therefore, would not result in long-term adverse conditions. Implementation of the standardized measures, such as compliance with SCAQMD Rule 403 to reduce onsite fugitive dust, would reduce any air quality impacts resulting from construction activities to a less-than-significant levels.

Operation

Because the project would not increase the number of travel lanes on SR-74, no increase in vehicle miles traveled (VMT) would occur as result of project implementation, and traffic volumes would be the same under the Build Alternative and No-Build Alternative. Therefore, the proposed project would not increase roadway capacity on SR-74 and would not increase

emissions of criteria pollutants and their precursors following the construction period. No operational impact related to violation of air quality standards would occur.

c) Less Than Significant Impact. Sensitive land uses located adjacent to the project site include residences adjacent to the northern project limits and a recreational vehicle park and campground to the east of central portion of the project alignment. As discussed above, the proposed project would generate pollutant emissions during the construction period, which would be temporary and limited to the immediate area surrounding the construction activities. Based on the short-term duration and that construction at any given location along the project alignment would be limited to no more than a few days, impacts related to exposing sensitive receptors to substantial pollutant concentrations would be less than significant.

All criteria pollutants are associated with some form of health risk, such as asthma and other respiratory conditions. However, negative health effects associated with criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, the number and character of exposed individuals [e.g., age, health, gender]). In particular, ozone can be formed through complex chemical reactions over long distances. Directly emitted PM also does not always equate to a specific localized impact because emissions can be transported and dispersed. Given factors that influence the formation and transport of pollution, quantifying specific health consequences from the proposed project's construction emissions is not feasible because the models designed to evaluate future ozone and PM levels and resulting health effects are based on regional or national conditions. In other words, the minor increases in air pollution from the proposed project's construction activities would not result in material changes to ambient air quality or human health.

As shown above in Table 3-1, the proposed project's estimated regional construction emissions would not exceed any of SCAQMD's regional significance thresholds for criteria pollutants. Additionally, given that the proposed project's peak daily construction regional emissions of 7 pounds per day for VOC and 79 pounds per day for NOX would not exceed 10 tons per year for either pollutant, the proposed project would represent a relatively small project where it would not be feasible to directly correlate its emissions of VOC or NOX with specific health impacts from ozone. Accordingly, an analysis correlating the relatively minor emissions generated by the project with specific levels of health impacts would not yield reliable or accurate results and has therefore not been conducted.

Furthermore, it should be noted that the NAAQS and CAAQS are health-protective standards and define the maximum amount of ambient pollution that can be present without harming public health. SCAQMD's Localized Significance Thresholds (LSTs) represent the level of pollutant emissions from onsite sources from a project that would not exceed the most stringent applicable federal or state ambient air quality standards. As such, projects with emissions below the applicable LSTs will not be in violation of the NAAQS or CAAQS, and, thus, the USEPA's and CARB's health protective standards. As shown in Tables 3-1, the maximum daily on-site emissions would not exceed the applicable LSTs. Thus, there would be no violations of the health-protective CAAQS and NAAQS.

d) No Impact. According to the ARB and SCAQMD's CEQA Air Quality Handbook, 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 be implemented near any of these types of uses, no impacts would occur.

IV. BIOLOGICAL RESOURCES: Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
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?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

3.2.4 CEQA Significance Determination for Biological Resources

a), b) Less Than Significant with Mitigation Incorporated. The proposed project is anticipated to permanently affect 1.30 acre of coast live oak-sycamore riparian habitat. Direct permanent impacts on sycamore riparian woodland and Riparian Conservation Areas are anticipated due to the construction of retaining walls, installation of drainage improvements, and the widening of the shoulders along SR-74. To the extent riparian areas are permanently affected by the project, compensatory mitigation for this habitat will likely be required where it is associated with jurisdictional waters that are subject to United States Army Corps of Engineers (USACE) regulatory authority under the Section 404 permitting requirements and California Department of

Fish and Wildlife (CDFW) under the Section 1600 permitting requirements. Mitigation ratios for permanent impacts on these resources will be determined during the regulatory agency permits processing period. The USFS requires mitigation for impacts in Riparian Conservation Areas associated with San Juan Creek by control of Spanish broom outside of Arroyo toad breeding season, in which Arroyo toad breeding season is recognized as March 1 to June 30.

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

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

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

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

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

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

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

3.2.5 CEQA Significance for Cultural Resources

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

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

VI. GEOLOGY AND SOILS: Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☒	☐

VI. GEOLOGY AND SOILS: Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

3.2.6 CEQA Significance Determination for Geology and Soils

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

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

VII. GREENHOUSE GAS EMISSIONS: Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Caltrans has used the best available information based to the extent possible on scientific and factual information, to describe, calculate, or estimate the amount of			

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	greenhouse gas emissions that may occur related to this project. The analysis included in the climate change section of this document provides the public and decision-makers as much information about the project as possible. It is Caltrans' determination that in the absence of statewide-adopted thresholds or GHG emissions limits, it is too speculative to make a significance determination regarding an individual project's direct and indirect impacts with respect to global climate change. Caltrans remains committed to implementing measures to reduce the potential effects of the project. These measures are outlined in the climate change section that follows the CEQA checklist and related discussions.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

3.2.7 CEQA Significance Determinations for Hazards and Hazardous Materials

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

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

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

IX. HYDROLOGY AND WATER QUALITY: Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☒

3.2.8 CEQA Significance Determination for Hydrology and Water Quality

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

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

3.2.9 CEQA Significance Determinations for Land Use and Planning

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

XI. MINERAL RESOURCES: Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

3.2.10 CEQA Significance Determinations for Mineral Resources

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

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

3.2.11 CEQA Significance Determinations for Noise

a), b), c), d), e), f) No Impact. The San Juan Trailhead, El Cariso North Picnic Site, and El Cariso Campground are located in the vicinity of the proposed project. Specifically, the San Juan Trailhead is adjacent to SR-74 and the El Cariso North Picnic Site and El Cariso Campground are approximately 0.5 mile east of the project site. The Ortega Oaks Candy Store and Goods (34950 Ortega Highway) and the Ortega Oaks RV Park and Campground (34040 Ortega

Highway) are also located along SR-74 within the project area. No noise impacts are anticipated because construction would be conducted in accordance with Caltrans Standard Specifications 14.8-02. Construction-related noise would be short term and intermittent during the construction period; therefore, noise impacts would last only during the duration of construction and would not affect potential noise-sensitive receptors in the vicinity including campgrounds and recreational users. The project would also not expose people to or generate noise levels in excess of standards established in a general or noise ordinance, or applicable standards of other agencies. The proposed project would not permanently increase ambient noise levels in the project vicinity and is not located within an airport land use plan, or in the vicinity of a private airstrip.

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

3.2.12 CEQA Significance Determinations for Population and Housing

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

XIV. PUBLIC SERVICES:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				

XIV. PUBLIC SERVICES:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☐	☒

3.2.13 CEQA Significance Determinations for Public Services

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

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

XV. RECREATION:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

3.2.14 CEQA Significance Determination for Recreation

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

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

3.2.15 CEQA Significance Determinations for Transportation/Traffic

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

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

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

3.2.16 CEQA Significance Determinations for Tribal Cultural Resources

a), b). Less than Significant with Mitigation Incorporated. The records search conducted for the proposed project revealed 11 previously recorded cultural resources within the APE. Two previously unrecorded cultural resources were subsequently identified within the project limits during field surveys. Additionally, an Archaeological District was recognized, but not recorded,

in consultation with Joe Ontiveros, THPO of the Soboba Band of Luiseno Indians. Less than significant impacts are anticipated with implementation of measures CR-1, CR-2, and CR-3.

XVIII. UTILITIES AND SERVICE SYSTEMS: Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

3.2.17 CEQA Significance Determinations for Utilities and Service Systems

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

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
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)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

3.2.18 CEQA Significance Determinations for Mandatory Findings of Significance

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

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

Chapter 4 Climate Change

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

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization in 1988 has led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity, including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), HFC-23 (fluoroform), HFC-134a (1,1,1,2-tetrafluoroethane), and HFC-152a (difluoroethane).

In the U.S., the main source of GHG emissions is electricity generation, followed by transportation.[1] In California, however, transportation sources (including passenger cars, light-duty trucks, other trucks, buses, and motorcycles) are the largest contributors of GHG emissions.[2] The dominant GHG emitted is CO_2, mostly from fossil fuel combustion.

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

4.1 Regulatory Setting

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

4.1.1 Federal

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

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

[1] https://www.epa.gov/ghgemissions/us-greenhouse-gas-inventory-report-1990-2014
[2] https://www.arb.ca.gov/cc/inventory/data/data.htm

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

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

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

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

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

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

[3] https://www.fhwa.dot.gov/environment/sustainability/resilience/
[4] https://www.sustainablehighways.dot.gov/overview.aspx

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

U.S. EPA in conjunction with the National Highway Traffic Safety Administration (NHTSA) issued the first of a series of GHG emission standards for new cars and light-duty vehicles in April 2010[5] and significantly increased the fuel economy of all new passenger cars and light trucks sold in the United States. The standards required these vehicles to meet an average fuel economy of 34.1 miles per gallon by 2016. In August 2012, the federal government adopted the second rule that increases fuel economy for the fleet of passenger cars, light-duty trucks, and medium-duty passenger vehicles for model years 2017 and beyond to average fuel economy of 54.5 miles per gallon by 2025. Because NHTSA cannot set standards beyond model year 2021 due to statutory obligations and the rules' long timeframe, a mid-term evaluation is included in the rule. The Mid-Term Evaluation is the overarching process by which NHTSA, EPA, and ARB will decide on CAFE and GHG emissions standard stringency for model years 2022–2025. NHTSA has not formally adopted standards for model years 2022 through 2025. However, the EPA finalized its mid-term review in January 2017, affirming that the target fleet average of at least 54.5 miles per gallon by 2025 was appropriate. In March 2017, President Trump ordered EPA to reopen the review and reconsider the mileage target.[6]

NHTSA and EPA issued a Final Rule for "Phase 2" for medium- and heavy-duty vehicles to improve fuel efficiency and cut carbon pollution in October 2016. The agencies estimate that the standards will save up to 2 billion barrels of oil and reduce CO_2 emissions by up to 1.1 billion metric tons over the lifetimes of model year 2018–2027 vehicles.

4.1.2 State

With the passage of legislation including State Senate and Assembly bills and executive orders, California has been innovative and proactive in addressing GHG emissions and climate change.

Assembly Bill 1493, Pavley Vehicular Emissions: Greenhouse Gases, 2002: This bill requires the California Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year.

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

[5] https://one.nhtsa.gov/Laws-&-Regulations/CAFE-%E2%80%93-Fuel-Economy
[6] http://www.nbcnews.com/business/autos/trump-rolls-back-obama-era-fuel-economy-standards-n734256 and https://www.federalregister.gov/documents/2017/03/22/2017-05316/notice-of-intention-to-reconsider-the-final-determination-of-the-mid-term-evaluation-of-greenhouse

Assembly Bill 32 (AB 32), Chapter 488, 2006: Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 codified the 2020 GHG emissions reduction goals as outlined in EO S-3-05, while further mandating that ARB create a scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." The Legislature also intended that the statewide GHG emissions limit continue in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020 (Health and Safety Code Section 38551(b)). The law requires ARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

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

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

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

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

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

Executive Order B-30-15 (April 2015) establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 in order to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets. It also directs ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent ($MMTCO_2e$). Finally, it requires the Natural Resources Agency to update the state's climate adaptation strategy, Safeguarding California, every 3 years, and to ensure that its provisions are fully implemented.

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

4.2 Environmental Setting

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

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

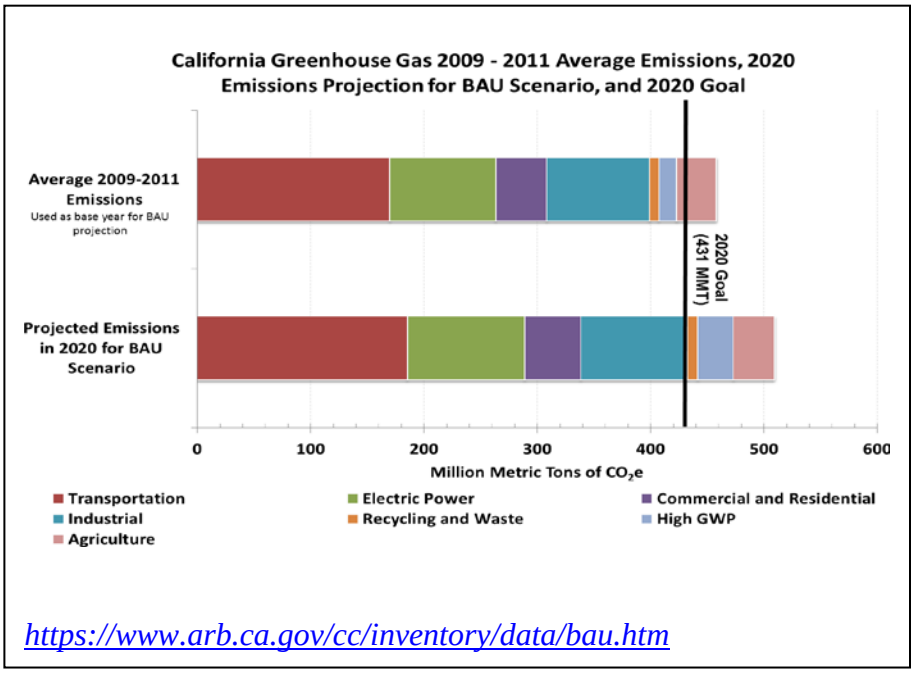
An emissions projection estimates future emissions based on current emissions, expected regulatory implementation, and other technological, social, economic, and behavioral patterns. The projected 2020 emissions provided in Figure 4-1 represent a business-as-usual (BAU) scenario assuming none of the Scoping Plan measures are implemented. The 2020 BAU emissions estimate assists ARB in demonstrating progress toward meeting the 2020 goal of 431 $MMTCO_2e$.[8] The 2018 edition of the GHG emissions inventory (released July 2018) found total California emissions of 429 $MMTCO_2e$ for 2016.

The 2020 BAU emissions projection was revisited in support of the First Update to the Scoping Plan (2014). This projection accounts for updates to the economic forecasts of fuel and energy demand as well as other factors. It also accounts for the effects of the 2008 economic recession and the projected recovery. The total emissions expected in the 2020 BAU scenario include reductions anticipated from Pavley I and the Renewable Electricity Standard (30 $MMTCO_2e$ total). With these reductions in the baseline, estimated 2020 statewide BAU emissions are 509 $MMTCO_2e$.

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

[8] The revised target using Global Warming Potentials (GWP) from the IPCC Fourth Assessment Report (AR4)

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



https://www.arb.ca.gov/cc/inventory/data/bau.htm

4.3 Project Analysis

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

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

4.3.1 Operational Emissions

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

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

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

4.3.2 Construction Emissions

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

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

Construction-period GHG emissions were modeled using the Sacramento Metropolitan Air Quality Management District Road Construction Emissions Model, version 9.0.0. Short-term construction activities would result in GHG emissions from fuel combustion associated with off- and on-road construction equipment and vehicles, which would result in estimated emissions of 1,559 metric tons of CO_2-equivalent (CO_2e)[10] over the approximately 18-month construction period.

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

4.3.3 CEQA Conclusion

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

[10] Because GHGs differ in how much heat each traps in the atmosphere, and CO_2 is the most important GHG, amounts of other gases are expressed relative to CO_2. Measurements are then summed to yield a total in metric tons of CO_2-equivalent over a given time period. The Road Construction Emissions Model calculates only CO_2, methane, and nitrous oxide.

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

4.3.3.1 GREENHOUSE GAS REDUCTION STRATEGIES

Statewide Efforts

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

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

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

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

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

Caltrans Activities

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

California Transportation Plan (CTP 2040)

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

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

Caltrans Strategic Management Plan

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

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

Funding and Technical Assistance Programs

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

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

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

Project-Level GHG Reduction Strategies

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

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

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

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

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

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

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

Adaptation Strategies

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

Federal Efforts

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

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

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

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

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

State Efforts

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

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

[11] https://obamawhitehouse.archives.gov/administration/eop/ceq/initiatives/resilience
[12] https://www.fhwa.dot.gov/environment/sustainability/resilience/policy_and_guidance/usdot.cfm
[13] https://www.fhwa.dot.gov/legsregs/directives/orders/5520.cfm
[14] https://www.fhwa.dot.gov/environment/sustainability/resilience/
[15] *Sea Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future* (2012) is available at: http://www.nap.edu/catalog.php?record_id=13389.

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

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

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

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

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

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

[16] http://www.climatechange.ca.gov/adaptation/strategy/index.html
[17] http://www.opc.ca.gov/2013/04/update-to-the-sea-level-rise-guidance-document/

Chapter 5 Comments and Coordination

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

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

5.1 Consultation and Coordination with Public Agencies

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

5.1.1 United States Forest Service

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

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

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

5.1.2 United States Fish and Wildlife Service

Coordination with USFWS was initiated in June 2015, during which Caltrans Biologists spoke to USFWS Biologists regarding survey protocol for Arroyo toad. In later meetings on November 10, 2015 and February 17, 2016, presence of Arroyo toad, Arroyo toad Critical Habitat, and determination were discussed. Geo-technical borings studies were sent to USFWS for Concurrence, Consistency, and Section 7 Consultation on August 22, 2017. A request for Western Riverside County MSHCP Consistency and DBESP Finding was submitted to USFWS on July 3, 2018. A request for USFWS Section 7 was submitted to USFWS on July 3, 2018.

USFWS confirmed receipt on August 13, 2018 and Caltrans received Section 7 Biological Opinion on May 10, 2019.

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

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

5.1.3 California Department of Fish and Wildlife

Geo-technical borings studies were sent to CDFW for Concurrence, Consistency, and Section 7 Consultation on August 22, 2017. A request for Western Riverside County MSHCP Consistency and DBESP Finding was submitted to CDFW on July 3, 2018. CDFW confirmed receipt on August 15, 2018. Comments were received by Caltrans from the wildlife agencies on December 17, 2018. Caltrans continued ongoing communication with the agencies and formally responded to comments on March 5, 2019. Additional comments were received on April 17, 2019 and Caltrans responded on April 18, 2019. Caltrans received MSHCP Consistency on May 9, 2019.

5.1.4 Native American Heritage Commission

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

VIII.C.3 and VIII.C.4, will also protect an undefined potential archaeological district in the vicinity. Furthermore, cultural sensitivity training and tribal monitoring shall be required and implemented as planned.

5.1.5 Agency Correspondence and Documentation

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

Biological Resources:

- USFWS iPaC, NMFS Species List, CDFW California Natural Diversity Database (CNDDB) Species List.
- MSHCP Consistency Letter.
- USFWS Biological Opinion.

Cultural Resources:

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

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Carlsbad Fish And Wildlife Office
2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385
Phone: (760) 431-9440 Fax: (760) 431-5901
http://www.fws.gov/carlsbad/

In Reply Refer To: February 01, 2019
Consultation Code: 08ECAR00-2018-SLI-0193
Event Code: 08ECAR00-2019-E-00918
Project Name: 1C850/0813000047 08-RIV-74-0.0/5.8 Shoulder Widening Project

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

To Whom It May Concern:

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

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

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

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

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

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

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

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

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

Attachment(s):

- Official Species List

Official Species List

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

This species list is provided by:

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

Project Summary

Consultation Code: 08ECAR00-2018-SLI-0193

Event Code: 08ECAR00-2019-E-00918

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

Project Type: TRANSPORTATION

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

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

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

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

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

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

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

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

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

Project Location:

02/01/2019 Event Code: 08ECAR00-2019-E-00918 4

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

Counties: Orange, CA | Riverside, CA

Endangered Species Act Species

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

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

Mammals

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

Birds

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

Amphibians

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

Insects

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

Crustaceans

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

Flowering Plants

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

Critical habitats

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

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

From: NMFSWCRCA Specieslist - NOAA Service Account
To: Curtis, Alisha@DOT
Subject: Re: Caltrans District 8 1C850/0813000047 08-RIV-74-PM0.0/5.8 Shoulder Widening (NMFS Species List)
Date: Thursday, May 30, 2019 5:36:08 PM

Receipt of this message confirms that NMFS has received your email to nmfswcrca.specieslist@noaa.gov. If you are a federal agency (or representative) and have followed the steps outlined on the California Species List Tools web page (http://www.westcoast.fisheries.noaa.gov/maps_data/california_species_list_tools.html), you have generated an official Endangered Species Act species list.

Messages sent to this email address are not responded to directly. For project specific questions, please contact your local NMFS office.

Northern California/Klamath (Arcata) 707-822-7201

North-Central Coast (Santa Rosa) 707-387-0737

Southern California (Long Beach) 562-980-4000

California Central Valley (Sacramento) 916-930-3600

From: Curtis, Alisha@DOT
To: nmfswcrca.specieslist@noaa.gov
Cc: Curtis, Alisha@DOT
Subject: Caltrans District 8 1C850/0813000047 08-RIV-74-PM0.0/5.8 Shoulder Widening (NMFS Species List)
Date: Thursday, May 30, 2019 5:36:01 PM

Search Results:

Quad Name **Sitton Peak**

Quad Number **33117-E4**

ESA Anadromous Fish

SONCC Coho ESU (T) -

CCC Coho ESU (E) -

CC Chinook Salmon ESU (T) -

CVSR Chinook Salmon ESU (T) -

SRWR Chinook Salmon ESU (E) -

NC Steelhead DPS (T) -

CCC Steelhead DPS (T) -

SCCC Steelhead DPS (T) -

SC Steelhead DPS (E) - **X**

CCV Steelhead DPS (T) -

Eulachon (T) -

sDPS Green Sturgeon (T) -

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -

CCC Coho Critical Habitat -

CC Chinook Salmon Critical Habitat -

CVSR Chinook Salmon Critical Habitat -

SRWR Chinook Salmon Critical Habitat -

NC Steelhead Critical Habitat -

CCC Steelhead Critical Habitat -

SCCC Steelhead Critical Habitat -

SC Steelhead Critical Habitat -

CCV Steelhead Critical Habitat -

Eulachon Critical Habitat -

sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) -

Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) -

Olive Ridley Sea Turtle (T/E) -

Leatherback Sea Turtle (E) -

North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) -

Fin Whale (E) -

Humpback Whale (E) -

Southern Resident Killer Whale (E) -

North Pacific Right Whale (E) -

Sei Whale (E) -

Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -

Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -

Chinook Salmon EFH -

Groundfish EFH -

Coastal Pelagics EFH -

Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office

562-980-4000

MMPA Cetaceans -

MMPA Pinnipeds -

Quad Name **Alberhill**

Quad Number **33117-F4**

ESA Anadromous Fish

SONCC Coho ESU (T) -

CCC Coho ESU (E) -

CC Chinook Salmon ESU (T) -

CVSR Chinook Salmon ESU (T) -

SRWR Chinook Salmon ESU (E) -
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) - X
CCV Steelhead DPS (T) -
Eulachon (T) -
sDPS Green Sturgeon (T) -

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat -
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) -
Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) -
Olive Ridley Sea Turtle (T/E) -
Leatherback Sea Turtle (E) -
North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -

Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -

Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -

Chinook Salmon EFH -

Groundfish EFH -

Coastal Pelagics EFH -

Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office

562-980-4000

MMPA Cetaceans -

MMPA Pinnipeds -

Federal agency name and address:
California Department of Transportation, District 8
Biological Studies and Permit Branch
464 W 4th St, MS 822, San Bernardino, CA 92401

Point-of-contact name, email address, and phone number:
Alisha Curtis
909-388-2099
Alisha.curtis@dot.ca.gov

Alisha Curtis, MPH
Associate Environmental Planner (Natural Sciences)
Biological Studies and Surveys
California Department of Transportation, District 8
464 W. 4th Street, 6th Fl, MS 822, San Bernardino, CA 92401
(909) 388-2099

From: John Taylor
To: Wentworth, Craig S@DOT; Curtis, Alisha@DOT
Cc: Romich, Kimberly@Wildlife
Subject: SR-74 Ortega Hwy Shoulder Widening (FWS/CDFW-WRIV-17B0690-19CPA0069)
Date: Thursday, May 9, 2019 8:00:38 AM

Craig and Alisha,
Thank you for your extensive coordination on the State Route (SR) 74 Shoulder Widening Project (Project). The initial Natural Environmental Study (NES) and a Determination of Biologically Equivalent or Superior Preservation (DBESP) for the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) submitted to the California Department of Fish and Wildlife (Department) and the U.S. Fish and Wildlife Service, hereinafter the Wildlife Agencies, on July 3, 2018 via hardcopy and email. Based on Wildlife Agency feedback, a revised NES and DBESP was submitted to the Wildlife Agencies March 2, 2019, and subsequent revision to both documents provided to the Wildlife Agencies April 18, 2019.

Revisions included, but were not limited to, clarification for offsets to riparian and riverine resources, information pertaining to invasive species removal within San Juan Creek to enhance arroyo toad habitat, and standard Special Provisions for fire avoidance. The Wildlife Agencies also received supplementary files including drainage design plans, a jurisdictional delineation report, and geospatial files identifying Project features and impact areas.

To address temporary and permanent impacts to MSHCP riparian and riverine resources, Caltrans will pursue 18 acres of credits through an approved mitigation bank, in-lieu fee program, or via land acquisition. To address impacts to arroyo toad habitat, Caltrans, in coordination with the Cleveland National Forest and Wildlife Agencies, will provide three years of monitoring and maintenance for 1) removal of Spanish broom within Caltrans right-of-way and adjacent San Juan Creek, and 2) exotic aquatic species removal. Caltrans will provide a mitigation plan to the Wildlife Agencies for review and approval prior to completion of Project related activities.

Based upon edits to the NES and DBESP, the Wildlife Agencies find the SR-74 Shoulder Widening Project consistent with the Western Riverside MSHCP and thank you for coordination. Should you have any questions, please contact either myself or Kim Romich of the Department.

Sincerely,

John M. Taylor
Fish & Wildlife Biologist
U.S. Fish and Wildlife Service - Palm Springs
777 East Tahquitz Canyon Way, Suite 208
Palm Springs, CA 92262
760-322-2070 x418
john_m_taylor@fws.gov

United States Department of the Interior
U.S. FISH AND WILDLIFE SERVICE
Ecological Services
Palm Springs Fish and Wildlife Office
777 East Tahquitz Canyon Way, Suite 208
Palm Springs, California 92262

In Reply Refer to:
FWS-WRIV-17B0690-19F0950

May 10, 2019
Sent by Email

Mr. Craig Wentworth
Senior Environmental Planner
Department of Transportation – District 8
464 West Fourth Street, 6th Floor, MS 760
San Bernardino, California 92401-1400

Subject: Streamlined Formal Section 7 Consultation for the State Route 74 Shoulder Widening Project, Riverside County, California

Dear Mr. Wentworth:

This document transmits the U.S. Fish and Wildlife Service's (Service) biological opinion on the proposed State Route (SR) 74 Shoulder Widening Project (Project) and its potential effects on the federally endangered arroyo toad {a. southwestern t. [*Anaxyrus californicus* (*Bufo microscaphus c.*)]; arroyo toad} and its designated critical habitat in accordance with section 7 of the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*). The Project is receiving Federal funding through the Federal Highway Administration (FHWA). The California Department of Transportation (Caltrans) has assumed FHWA's National Environmental Policy Act (NEPA) responsibilities for section 7 consultation in accordance with 23 U.S.C. 327, and under authorities identified in the signed NEPA assignment Memorandum of Understanding between FHWA and Caltrans (effective October 1, 2012).

To address non-standard transportation design between post miles 0.0 and 5.8 of SR-74 between the Orange/Riverside County border and the City of Lake Elsinore, California, Caltrans will widen existing east- and west-bound lanes to 12 feet, increase outside shoulder width to 4 feet, and add a 2-foot wide median. In addition, the Project will upgrade existing culverts and turnouts to accommodate the increased width of the upgraded facility. The completed Project will provide increased safety for the motoring public, while ensuring compliance with current Caltrans operational requirements.

On June 22, 2004, the Service issued a section 10(a)(1)(B) permit for the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP established a multiple species conservation program to minimize and mitigate habitat loss and the incidental take of covered species, including arroyo toad, in association with activities covered under the permit. The proposed Project is located within the MSHCP plan area boundary and Caltrans is a permittee under the MSHCP. In order for Caltrans to receive incidental take authorization, the proposed action (Project) must be consistent with the MSHCP and its associated implementation agreement and permit. As a

permittee under the MSHCP, Caltrans received incidental take authorization for impacts to arroyo toad through their section 10(a)(1)(B) permit for the plan.

This biological opinion is based on information provided in the following documents: (1) *Intra-Service Formal Section 7 Consultation/Conference for Issuance of Endangered Species Act Section 10(a)(1)(B) Permit TE-088609-0 for the Western Riverside County Multiple Species Habitat Conservation Plan*, dated June 22, 2004 (FWS-WRIV-870.19); (2) *State Route 74 Shoulder Widening Project Natural Environment Study* (SR-74 NES), *Near the City of Lake Elsinore, Riverside County, California; 08-RIV-74-PM 0.0 to 5.8; EA 1C850*, dated March 18, 2019; (3) *State Route 74 Shoulder Widening Project and Determination of Biologically Equivalent or Superior Preservation* (SR-74 DBESP), dated March 18, 2019; (4) *Intra-Service Reinitiation of Consultation and Amendment to the Biological Opinion Regarding Issuance of an Endangered Species Act Section 10(a)(l)(B) Permit (TE088609-l) for the Western Riverside County Multiple Species Conservation Plan, Riverside County, California*, dated September 22, 2011 (FWS-WRIV-11B0266-11F0413); (5) an email, dated May 8, 2019, from the Service and California Department of Fish and Wildlife (CDFW) documenting the consistency of the proposed Project with the MSHCP (FWS/CDFW-WRIV-17B0690-19CPA0069); (6) correspondence from your agency requesting initiation of formal section 7 consultation, received via email July 3, 2018; and (7) electronic and verbal communication with your office.

Impacts to Federally Listed Species

Effects to federally listed species are expected from Project activities include (1) vegetation removal, (2) vibrations and soil disturbance associated with retaining wall installations and cut/fill activities to increase shoulder width and culvert removal installation, (3) an increase in the right-of-way footprint, and (4) lighting impacts from Project related activities at night. Effects to federally listed species are discussed more fully below in the context of the MSHCP, with avoidance and minimization measures identified in Section 4 of the NES.

MSHCP Consistency

As an MSHCP Covered Activity, Project implementation needs to ensure consistency with Sections 6.1.2, 6.1.3, 6.1.4, 7.5.1, and 7.5.3 of the MSHCP.

Section 6.1.2 Riparian/Riverine and Arroyo Toad

In accordance with the MSHCP Riparian/Riverine and Vernal Pools Policy, Section 6.1.2, a Determination of Biologically Equivalent or Superior Preservation (DBESP) was prepared to address the impacts to Riparian/Riverine habitat. Impacts to Riparian/Riverine resources include 6.23 acres of permanent impacts to riparian habitat and 0.01 acres of permanent impacts riverine features, for a total of 6.24 acres.

Arroyo toad

There are 7.6 acres of arroyo toad designated critical habitat within the Project footprint. Excluding paved surfaces and the lack of physical and biological features that define designated critical habitat for the arroyo toad, 1.58 acres of suitable habitat will be permanently affected by the Project. Impacts

to designated critical habitat are a result of cut and fill activities to support additional roadway width for shoulders and standard lane widths, vegetation removal, grading of habitat adjacent to the roadway for staging areas, and other disturbance related to Project activities.

MSHCP mitigation

To address impacts to riparian and riverine resources, Caltrans will offset permanent impacts at a 3:1 ratio and temporary impacts at a 1:1 ratio. The cumulative 18 acres of compensatory mitigation will be offset through an approved mitigation bank, in-lieu fee program, or via land acquisition.

To address impacts to arroyo toad habitat, Caltrans, in coordination with the Service, CDFW and Cleveland National Forest, will provide 3 years of monitoring and maintenance for (1) removal of Spanish broom within the Caltrans right-of-way adjacent to San Juan Creek, and (2) exotic aquatic species removal. Prior to completion of Project related action, Caltrans will provide a mitigation plan, detailing monitoring and maintenance activities, to the Service and CDFW for review and approval.

Section 6.1.3 (Narrow Endemic Plant Species Survey Areas)

This Project site is within MSHCP Narrow Endemic Plant Species Survey Area 9. Pursuant to MSHCP requirements, focused botanical surveys were conducted in 2015 and 2017 for the following species: California Orcutt Grass (*Orcuttia californica*), Hammitt's clay-cress (*Sibaropsis hammittii*), many-stemmed dudleya (*Dudleya multicaulis*), San Miguel savory (*Clinopodium chandleri* [*Satureja c.*]), spreading navarretia (*Navarretia fossalis*), Wright's trichocoronis (*Trichocoronis wrightii* var. *wrightii*). None of the target species were detected (SR-74 NES).

Section 6.1.4 (Guidelines pertaining to Urban/Wildlands Interface)

Per MSHCP Section 6.1.4, with the presence of current and future conservation areas within or near the Project area, Caltrans has incorporated avoidance and minimization measures to control adverse effects related to Project implementation. These measures include: (1) controlling the quantity and quality of surface runoff from the facility; (2) precluding the use of any chemicals toxic to wildlife, habitat, or water sources; (3) shielding and limiting Project lighting by directing light downward, and only into the active Project footprint; and (4) avoiding the use of non-native species, as presented in Table 6-2 of the MSHCP, for erosion control. Please see the SR-74 DBESP for additional details.

Section 7.5.1 (Guidelines for the Siting and Design of Planned Roads Within the Criteria Area and Public/Quasi-Public Lands)

As designed, the Project demonstrates consistency with the biological goals and objectives as set forth in Section 7.5.1 of the MSHCP. Section 7.5 of the MSHCP addresses the Guidelines for Facilities within the Criteria Area and Public/Quasi Public (PQP) Lands. The proposed Project has or will implement the conditions set forth in Section 7.5.1 through the design process, or will through the implementation process.

Section 7.5.3 (Construction Guidelines)

Caltrans will ensure best management practices as identified in Section 7.5.3 of the MSHCP will be implemented for the duration of Project related activities.

Conclusion Based on Consistency with the MSHCP

Based on our review of the information provided to us, we have determined the proposed Project is consistent with relevant MSHCP policies and procedures. The status of the arroyo toad and the effects of implementing the MSHCP were previously addressed in our biological opinion dated June 22, 2004, where we concluded that the level of anticipated take in the MSHCP Plan Area was not likely to result in jeopardy to this species. We do not anticipate any adverse effects to arroyo toad that were not previously evaluated in the biological opinion for the MSHCP. Therefore, it is our conclusion that implementation of the proposed Project will not result in jeopardy to arroyo toad.

In addition, with the Service's 2011 amendment to the 2004 biological opinion, and the Project's consistency with the MSHCP, we have determined implementation of the proposed Project will not appreciably diminish the ecological function or value of the physical and biological features essential to the species' conservation in the Project area, or result in adverse modification of arroyo toad designated critical habitat.

This concludes formal consultation on the proposed action. As provided in 50 CFR §402.16, reinitiation of formal consultation is required where discretionary Federal agency involvement or control over the action has been retained (or is authorized by law) and if: (1) the amount or extent of incidental take is exceeded; (2) new information reveals effects of the proposed action that may affect listed species or critical habitat in a manner or to an extent not considered in this opinion; (3) the agency action is subsequently modified in a manner that causes an effect to listed species or critical habitat that was not considered in this opinion; or (4) a new species is listed or critical habitat is designated that may be affected by the proposed action. In instances where the amount or extent of incidental take is exceeded, any operations causing such take must cease pending reinitiation. Should you have any questions regarding the species listed or your responsibilities under the Act, please contact John M. Taylor of this office at 760-322-2070, extension 418.

Sincerely,

KENNON COREY Digitally signed by KENNON COREY
Date: 2019.05.10 16:18:49 -07'00'

Kennon A. Corey
Assistant Field Supervisor

State of California • Natural Resources Agency
Gavin Newsom, *Governor*

DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION
Lisa Ann L. Mangat, *Director*

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

January 22, 2019

VIA EMAIL

In reply refer to: FHWA_2018_1218_001

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

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

Dear Mr. Price:

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

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

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

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

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

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

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

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

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

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

Sincerely,

Julianne Polanco
State Historic Preservation Officer

5.2 Public Participation

The Draft Environmental Document prepared for the project was circulated for public review and comment between March 28, 2019 and April 26, 2019.

A Notice of Intent to Adopt a Mitigated Negative Declaration was published in the Press Enterprise on March 28, 2019 in English and La Prensa Newspaper in Spanish on March 29, 2019. The notice informed the public of the location where the DED was available for public review, the start and end dates of the public review period, length of the public review period, and how the public could submit comments on the DED. The published newspaper notices, in both English and Spanish are included below.

The published notice was also mailed to those listed on the distribution list included in Chapter 7. The distribution list included occupants/owners of all addresses within a 0.5-mile radius of the project limits.

Additionally, a Notice of Completion was transmitted to the State Clearinghouse on March 29, 2019. The State Clearinghouse distributed the Draft Environmental Document to selected state agencies for review between March 29, 2019 and April 29, 2019. The State Clearinghouse provided a confirmation of the results of the circulation in a letter, included below.

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Gavin Newsom
Governor

Kate Gordon
Director

April 30, 2019

Shawn Oriaz
Caltrans 8 (San Bernardino)
464 West 4th Street
San Bernardino, CA 92401

Subject: SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project
SCH#: 2019039163

Dear Shawn Oriaz:

The State Clearinghouse submitted the above named MND to selected state agencies for review. The review period closed on 4/29/2019, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act, please visit: https://ceqanet.opr.ca.gov/2019039163/2 for full details about your project.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL 1-916-445-0613 state.clearinghouse@opr.ca.gov www.opr.ca.gov

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

Summary

SCH Number	2019039163
Lead Agency	Caltrans 8 (San Bernardino) *(California Department of Transportation, District 8)*
Document Title	SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project
Document Type	MND - Mitigated Negative Declaration
Received	3/29/2019
Document Description	The California Department of Transportation (Caltrans) proposes to widen existing lanes to provide 12-foot standard lanes, widen outside shoulders to four feet, and add 2-foot wide median and shoulder ground-in rumble strips on State Route 74 (SR-74) from the Orange County Line [Post Mile (PM) 0.0] to Monte Vista Street (PM 5.8), near Lake Elsinore in Riverside County. Widening the shoulders will require constructing retaining walls with concrete barriers, cutting the rock slopes and placement of fill slopes. In some areas, the outside shoulders will require being widened to eight feet for rock catchment. All of the project improvements are anticipated within the existing right of way, and no additional right of way is required.

Location

Cities	Lake Elsinore
Counties	Riverside
Cross Streets	SR-74 and Monte Vista Street
Total Acres	various
Parcel #	Various
State Highways	I-15
Schools	Lakeside HS
Waterways	Lake Elsinore
Township	6S
Range	6W
Section	36

Notice of Completion

Review Period Start	3/29/2019
Review Period End	4/29/2019
Development Type	Transportation:Other (Road Widening, Rumble Strips)

https://ceqanet.opr.ca.gov/2019039163/2 4/15/2019

Local Action Transportation

Project Issues Cumulative Effects | Landuse | Wetland/Riparian | Water Quality | Vegetation | Traffic/Circulation | Toxic/Hazardous | Solid Waste | Soil Erosion/Compaction/Grading | Schools/Universities | Recreation/Parks | Public Services | Population/Housing Balance | Noise | Minerals | Geologic/Seismic | Forest Land/Fire Hazard | Flood Plain/Flooding | Biological Resources | Archaeologic-Historic | Air Quality | Agricultural Land | Aesthetic/Visual

Reviewing Agencies Air Resources Board, Transportation Projects | Cal Fire | California Department of Parks and Recreation | California Highway Patrol | California Public Utilities Commission | Department of Fish and Wildlife, Region 6 | Department of Toxic Substances Control | Native American Heritage Commission | Regional Water Quality Control Board, Region 8 | Resources Agency | State Lands Commission | State Water Resources Control Board, Division of Drinking Water

Attachments

Environmental Document SR74 Final Draft ISEA PDF 20648 K | SUMM FORM PDF 187 K

NOC NOC PDF 762 K

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The Press Enterprise Newspaper, Published March 28, 2019 in English.

The Press-Enterprise - 03/28/2019 Copy Reduced to 45% from original to fit letter page **Page : A04**

RIGHT: A Disneyland initiative dubbed Project Stardust — a mashup of "Star Wars" and pixie dust — has been preparing for the massive crowds expected to descend on Star Wars: Galaxy's Edge by taking a comprehensive parkwide look at operations, infrastructure and crowd management with an eye toward improving efficiency, traffic flow and access. BELOW: Designated smoking areas will be eliminated from Disneyland, Disney California Adventure and Downtown Disney.

STAFF FILE PHOTOS

'Star Wars'

FROM PAGE 1

or Disney's Paradise Pier Hotel during the initial 24-day window will receive one reservation to Galaxy's Edge. A limited number of theme park visitors not staying in one of the three hotels will be able to make reservations for Galaxy's Edge. Disneyland has not yet released details on how the free reservation system will work.

"There will be no standby access to the land, and we want to make sure that that's clear for guests," said Disneyland Vice President Kris Theiler. "We don't want guests coming to the park thinking, 'I don't have a reservation. Maybe I'll just get in the queue and I'll be able to get in.' We're not going to have a standby line. So it will be limited solely to those guests that have reservations."

A reservation probably won't give visitors unlimited access to the new land for the entire day, Theiler said.

"We will be giving guests a window of time, but we're still working through what that looks like and the duration for that," she said. "We know guests might want to stay in there all day, but we've got a whole big group that wants to get in there. We're just trying to balance all those things and really deliver the right solution for our guests."

A Disneyland initiative dubbed Project Stardust — a mashup of "Star Wars" and pixie dust — has been preparing for the massive crowds expected to descend on Galaxy's Edge by taking a comprehensive parkwide look at operations, infrastructure and crowd management with an eye toward improving efficiency, traffic flow and access.

"We just know that there's really a lot of anticipation out there in regards to the land," Theiler said. "We wanted to try and do as much as we could to address that and to meet that anticipation and that excitement. ... We've been working very hard over the course of the last two to three years to really get ready for this."

Some of the changes include:

- Increasing parking capacity by 50 percent with the construction of a new 6,500-space parking structure, expected to be completed between late June and late July, and by opening 2,150 additional spaces in the Toy Story surface lot by late June.
- Removing benches and widening walkways to accommodate more people.
- Restricting the size of double strollers so they don't impede pedestrian traffic.
- Eliminating designated smoking areas from Disneyland, Disney California Adventure and Downtown Disney.

"Our current smoking location is right on the entry path to Star Wars: Galaxy's Edge and there's been a lot of discussion around that," Theiler said. "It makes sense for us to move the Disneyland Resort to be a smoke-free area. ... The vast majority of feedback from our guests is negative towards smoking, particularly for guests who have young children."

Once inside the land, visitors who want to experience the Millennium Falcon: Smugglers Run ride, Oga's Cantina cocktail bar, Savi's Workshop — Handbuilt Lightsabers shop or Droid Depot store during the soft opening period will have to get into first-come, first-served queues at each location. None of the attractions, restaurants or experiential shops in the new land will take reservations during the soft opening period.

It will be difficult to do everything in one visit to Galaxy's Edge during the initial 24-day reservation period. Visitors should expect hourslong waits for the lone attraction operating on opening day, the intimate must-see cantina, and the boutique build-your-own experiences.

"Guests won't have to spend the bulk of their time standing outside of the land waiting to get into the land," Theiler said. "This will allow our guests to take advantage of all the other great things at Disneyland park."

Disney rival Universal Studios had one of the largest grand openings in theme park history with the 2010 debut of the Wizarding World of Harry Potter at Islands of Adventure in Florida, which generated 10-hour lines just to get into the themed land on opening day.

The Avatar: Flight of Passage flight simulator at Disney's Animal Kingdom in Florida generated 6-hour queues when it debuted in May 2017 before settling down to 2- to 3-hour average wait times.

Touring Plans, which uses big data and statistical analysis to calculate daily crowd sizes and ride wait times at theme parks, anticipates visitors could encounter 6-hour waits for Millennium Falcon: Smugglers Run on opening day of Galaxy's Edge at Disneyland.

Wait times for the marquee Millennium Falcon attraction will be affected by two key factors. First, Disneyland will not offer FastPasses for the ride during the soft opening period. Second, Rise of the Resistance, the other major attraction in Galaxy's Edge, won't open until later this year, reducing the overall ride capacity for the new land.

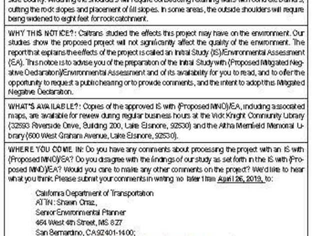
Disneyland plans to offer atmosphere talent, mobile app games and snack vending options for those waiting in line for Smugglers Run. Riders waiting in the Falcon queue will be able to get a bathroom pass and rejoin their party at the FastPass merge location in the attraction. Disney plans to eventually offer the same bathroom relief in the Rise of the Resistance queue when the attraction opens.

PUBLIC NOTICE

Notice of Intent to Adopt a Mitigated Negative Declaration. Study Results Available. Do you want a public hearing on changes proposed to State Route (SR) - 74?

Caltrans

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



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

WHY THIS NOTICE?: Caltrans studied the effects this project may have on the environment. Our studies show the proposed project will not significantly affect the quality of the environment. The report that explains the effects of the project is called an Initial Study (IS)/Environmental Assessment (EA). This notice is to advise you of the preparation of the Initial Study with (Proposed Mitigated Negative Declaration)/Environmental Assessment and of its availability for you to read, and to offer the opportunity to request a public hearing or to provide comments, and the intent to adopt this Mitigated Negative Declaration.

WHAT'S AVAILABLE?: Copies of the approved IS with (Proposed MND)/EA, including associated maps, are available for review during regular business hours at the Vick Knight Community Library (32593 Riverside Drive, Building 200, Lake Elsinore, 92530) and the Altha Merrifield Memorial Library (600 West Graham Avenue, Lake Elsinore, 92530).

WHERE YOU COME IN: Do you have any comments about processing the project with an IS with (Proposed MND)/EA? Do you disagree with the findings of our study as set forth in the IS with (Proposed MND)/EA? Would you care to make any other comments on the project? We'd like to hear what you think. Please submit your comments in writing no later than April 26, 2019, to:

California Department of Transportation
ATTN: Shawn Oriaz,
Senior Environmental Planner
464 West 4th Street, MS 827
San Bernardino, CA 92401-1400;
or via email to SR74.Rumble.Strips.Project@dot.ca.gov. Please include "State Route 74 Rumble Strips Project" in the subject line.

The date we will begin accepting comments is March 28, 2019. If there are no major comments, Caltrans will proceed with the project's design.

CONTACT: For more information about this study or this project, please contact the Caltrans District 8 Office of Public Affairs at (909)383-4631. For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, call or write to Shawn Oriaz, Senior Environmental Planner, 464 W. 4th Street, MS 827, San Bernardino, CA 92401-1400; (909)388-7034; or use the California Relay Service 1-800-735-2929 (TTY to Voice), 1-800-735-2922 (Voice to TTY), 1-800-854-7784 (From or to Speech to Speech), or dial 711

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The La Prensa Newspaper, Published March 29, 2019 in Spanish.

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INFRAESTRUCTURA

Arranca ampliación de Autopista 71 en Pomona

Comienzan a demoler casas para expandirla de 4 a 8 carriles

Lisset Márquez
Daily Bulletin / La Prensa

Los trabajadores de Caltrans han comenzado el trabajo para demoler algunas de las 17 viviendas necesarias para dar paso a la tan esperada ampliación de la Autopista 71 en Pomona.

Durante años, la agencia estatal tenía planes de expandir la Autopista 71 de cuatro a ocho carriles y agregar un puente peatonal que pasara por encima de la misma, en la calle Grier.

Sin embargo, esto no fue posible hasta que se puso en vigencia el financiamiento correspondiente en 2016, cuando los votantes aprobaron la Medida M, conocida como el Plan de Mejoras del Tráfico del Condado de Los Angeles, un impuesto a las ventas de medio por ciento para múltiples proyectos de transporte que van desde carriles para bicicletas en el Valle de San Fernando hasta la extensión de La Línea Doblada a Claremont.

"En realidad, comenzamos las demoliciones la semana pasada, fue una gran sorpresa", dijo recientemente el concejal Steve Lustro.

17 viviendas

Según Caltrans, para dar paso al proyecto, la agencia necesitaba comprar 17 casas entre los bulevares Mission y Phillips en los vecindarios de Pomona, Westmont y Phillips Ranch.

En un comunicado emitido el viernes pasado, Caltrans dijo que 12 de las residencias unifamiliares han sido compradas o están cerca del cierre del trato. Las cinco casas restantes están pendientes de liquidación con negociaciones en curso.

El trabajo de demolición ha comenzado en una docena de propiedades que ahora son propiedad de Caltrans, y los ocupantes se han ya trasladado. Tres propiedades han sido demolidas y las otras desocupadas restantes están programadas para seis en las primeras semanas de abril, dijo Caltrans.

Lustro dijo que notó que algunas casas habían estado vacías desde diciembre y se acercó al personal de Obras Públicas de Pomona para saber el estado del proyecto. Las lluvias, dijo, habían hecho que el progreso fuera lento.

"Estoy feliz de que sigan adelante. No es bueno que estas casas se desalojaran sin tener mantenimiento alguno. Estaba preocupado de que se convirtieran en un centro atractivo para actividades peligrosas en la comunidad", dijo.

Detalles

Según un informe del personal del 4 de marzo al Concejo Municipal, la primera fase de este proyecto abarcara la parte sur de la 71, desde la Autopista 60 a Mission Boulevard. La segunda fase será actualmente programada para correr desde Mission Boulevard hasta la Autopista 10.

"Hasido un proceso bastante largo, pero estamos llegando a un punto en el que podemos ver la luz al final del túnel", dijo.

Debido a que el proyecto se encuentra en su jurisdicción, Distrito 5, Lustro organizó una reunión comunitaria el jueves 28 de marzo en el Centro Comunitario de Westmont para escuchar el informe más actual, sobre la expansión de la autopista 71 directamente de un representante de Caltrans. La reunión comunitaria del Distrito 5 comenzara a las 7 p.m. en 9968 W. Ninth St.

WILL LESTER- SCNG/ INLAND VALLEY DAILY BULLETIN

Los viajeros bloquean la autopista 71a través de Pomona en 2016. Con la aprobación de la Medida M del Condado de Los Angeles, es posible avanzar con la ampliación de la autopista.

"Ha sido un proceso bastante largo, pero estamos llegando a un punto en el que podemos ver la luz al final del túnel".

Steve Lustro, concejal

EDUCACIÓN

FOTO DE WATCHARA PHOMICINDA, THE PRESS-ENTERPRISE / SCNG

John Longville, presidente de la Junta de Fideicomisarios del Distrito del Colegio Comunitario de San Bernardino, habla durante el lanzamiento del programa de matrícula gratuita de dos años del Distrito del Colegio Comunitario de San Bernardino.

Matrículas serán gratuitas para hasta 1,000 estudiantes

Beau Yarbrough
The Press Enterprise / La Prensa

Algunos estudiantes de Inland Empire, tendrán algo menos de qué preocuparse este otoño: San Bernardino Valley College y Crafton Hills está ofreciendo dos años de colegiatura gratuita, junto con ayuda adicional, para estudiantes participantes de su nuevo programa Free College Promise.

"A partir de ahora, queremos ofrecer a los estudiantes los primeros dos años de la universidad de forma gratuita", John Longville, presidente de la Junta de Fideicomisarios del Distrito del Colegio Comunitario de San Bernardino, dijo en el inicio del evento en San Bernardino el viernes de marcha. "Creemos que eso les dará una tremenda ventaja".

El programa Promise dará a 1,000 estudiantes calificados dos años de matrícula gratuita en los Colegios de SBVC o CHC, así como libros de texto gratuitos, $30,000 dólares en efectivo para gastos universitarios, acceso gratuito a una computadora portátil para el uno en sus cursos, asesoramiento individualizado y matriculación en cursos de manera prioritaria.

El financiamiento para el programa proviene de un donación de $10 millones de dólares establecida en octubre por los fideicomisarios de estar colegio comunitario.

"Muchos de nuestros estudiantes no pueden pagar la universidad," dijo el rector del distrito del San Bernardino Community College durante un evento reciente.

Un estudio publicado la semana pasada informó que el 19% de los estudiantes de colegios comunitarios de California han estado sin hogar el año pasado y el 50% ha luchado contra la inseguridad alimentaria. Para realizar el estudio, realizado por el Centro Hope para la universidad, la comunidad y la justicia en Temple Radical de Educación Universitaria en Filadelfia, encuestaron a casi 40,000 estudiantes en 67 colegios comunitarios durante los semestres de otoño de 2016 y 2018.

5.3 Comments and Responses to Comments

The public circulation period began on March 28, 2019 and ended on April 26, 2019. The State Clearinghouse review period began on March 29, 2019 and ended on April 29, 2019. Comment letters received during the public circulation and State Clearinghouse review period are included below.

Comment #1.

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL AND USPS:
SR74.Rumble.Strips.Project@dot.ca.gov
Shawn Oriaz, Senior Environmental Planner
California Department of Transportation
Division of Environmental Planning
464 West Fourth Street, MS-827
San Bernardino, CA 92401-1400

April 23, 2019

Mitigated Negative Declaration (MND) for the Proposed State Route 74 Widen Lanes, Add Shoulders & Rumble Strips Project

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final MND.

South Coast AQMD Staff's Summary of Project Description

The Lead Agency proposes to widen existing lanes and outside shoulders to 12 feet and 4 feet, respectively, along a six-mile segment of State Route 74 from the Orange County Line [Post Mile (PM) 0.0] to Monte Vista Street (PM 5.8) (Proposed Project). The Proposed Project will also include construction of a median of two feet in width and shoulder ground-in-rumble strips of one foot in width. The Proposed Project is located near the City of Lake Elsinore in Riverside County. Although the Proposed Project involves the widening of SR-74, it is not expected to increase or induce traffic capacity of the existing roadway[1]; the six-mile segment of widening is intended to address roadway deficiencies[2] that would result in safety improvements along the existing roadway, which is located in mountainous terrain with many vertical and horizontal curves[3]. Construction activities are expected to occur over 18 months[4]. Upon a review of the MND, South Coast AQMD staff found that residential units are scattered along SR-74 between PM 0.0 to PM 5.8[5].

South Coast AQMD Staff's Summary of the Air Quality Analysis

In the Air Quality Analysis, the Lead Agency *qualitatively* analyzed the Proposed Project's construction air quality impacts and found that impacts would be less than significant due to a short construction period[6] (*emphasis added*). The Lead Agency also *qualitatively* analyzed the Proposed Project's operational air quality impacts and found that impacts would be less than significant because the Proposed Project is not a capacity-increasing transportation project[7]. In the Greenhouse Gas Emissions Analysis, the Lead Agency used the Sacramento Metropolitan Air Quality Management District's Road Construction Emissions Model (RCEM) to quantify the Proposed Project's greenhouse gas (GHG) emissions during construction and found that the Proposed Project would result in 1,559 metric tons of CO2-equivalent emissions.

1 Initial Study/Environmental Assessment. Chapter 2. Page 2-7.
2 *Ibid.* Chapter 1. Page 1-10.
3 *Ibid.* Chapter 2. Page 2-29.
4 *Ibid.* Chapter 4. Page 4-7.
5 *Ibid.* Chapter 2. Page 2-1.
6 *Ibid.* Chapter 3. Page 3-4.
7 *Ibid.*

Response to Comment #1.

1-1. Thank you for your comment. The project is exempt from air quality conformity per 40 CFR 93.126 (Pavement Resurfacing and/or rehabilitation). The proposed project would widen existing lanes to provide 12- foot standard lanes, widen outside shoulders to four feet, and add two-foot wide median and 1-foot wide shoulder ground-in rumble strips on SR-74 to improve the safety performance of a portion of SR-74 from the Orange County line to Monte Vista Street in Riverside County. As such, the project would not add additional lanes, or increase roadway capacity.

Shawn Oriaz April 23, 2019

South Coast AQMD Staff's Comments

General Comments

South Coast AQMD staff is concerned with the Air Quality Analysis in the MND. The Lead Agency did not quantify the Proposed Project's construction or operational emissions in the MND[8] to support the findings that the Proposed Project's construction and operational air quality impacts would be less than significant. One of the basic purposes of CEQA is to inform government decision makers and the public about the potential, significant environmental effects of proposed activities (CEQA Guidelines Section 15002(a)(1)). A mitigated negative declaration is appropriate when the Lead Agency finds that the project will not have a significant effect on the environment after incorporating mitigation measures (CEQA Guidelines Sections 15070 to 15075). Reasons to support this finding shall be documented in the initial study. Evaluation of air quality impacts, unlike some other impact areas, easily lends itself to quantification. Not only does quantification make it easier for the public and decision-makers to understand the breadth and depth of the potential air quality impacts, but it also facilitates the identification of mitigation measures, if required, to reduce any significant adverse air quality impacts. Without quantifying emissions from construction and operational activities, the MND has not made the documentation which serves as substantial evidence to support a fair argument that the Proposed Project would not have any adverse effects on air quality. Since the Lead Agency used the RCEM to quantify the Proposed Project's GHG emissions, the same roadway construction emissions model is recommended for use to quantify the Proposed Project's regional and localized criteria pollutant emissions from construction and operational activities in the Final MND. The revised Air Quality Analysis would serve as substantial evidence to support the Lead Agency's findings. More detailed comments are discussed below.

Regional and Localized Air Quality Analysis during Construction and Operation

Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related emissions may be caused by a number of sources, including, but not limited to, stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources such as sources that generate or attract vehicular trips, if applicable to the Proposed Project, should also be quantified and included in the analysis. South Coast AQMD staff recommends that the Lead Agency quantify criteria pollutant emissions from construction and operational activities, and compare those emissions to the applicable South Coast AQMD's regional CEQA air quality significance thresholds for both construction[9] and operation[10] to determine the level of significance in the Final MND.

Sensitive receptors are people that have an increased sensitivity to air pollution or environmental contaminants. They include schools, parks and playgrounds, daycare centers, nursing homes, elderly care facilities, hospitals, and residential dwelling units. As stated above, although scattered, existing residential uses are located along SR-74 from post mile (PM) 0.0 to PM 5.8. To ensure that any nearby residences

[8] Please note that no air quality technical study documenting construction and operational emissions estimations was included with the MND that was circulated for public review and comments from February 15, 2019 to March 16, 2019.
[9] South Coast Air Quality Management District. South Coast AQMD Air Quality Significance Thresholds. Accessed at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf.
[10] South Coast Air Quality Management District. South Coast AQMD Air Quality Significance Thresholds. Accessed at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf.

2

are not adversely affected by construction activities that may be occurring in close proximity, and to analyze the worse-case localized air quality impact scenario, South Coast AQMD staff recommends that the Lead Agency identify the nearest sensitive receptor to quantify the Proposed Project's localized construction emissions in the Final MND. South Coast AQMD guidance for performing a localized air quality analysis is available on South Coast AQMD's website[1].

Mitigation Measures

If the Lead Agency finds, after revisions to the Air Quality Analysis, that construction and/or operational emissions would exceed South Coast AQMD's air quality CEQA daily significance thresholds, feasible mitigation measures to minimize these impacts are required. Several resources are available to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project, including:

- Chapter 11 "Mitigating the Impact of a Project" of South Coast AQMD'S *CEQA Air Quality Handbook*. South Coast AQMD's CEQA web pages available here: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies
- South Coast AQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- South Coast AQMD's Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf
- California Air Pollution Control Officers Association (CAPCOA)'s *Quantifying Greenhouse Gas Mitigation Measures* available here: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf

1-1

Additional mitigation measures that are capable of reducing construction-related air quality impacts resulting from off-road construction equipment and heavy-duty haul trucks as resources available to the Lead Agency include the following:

- Use off-road diesel-powered construction equipment that meets or exceeds the California Air Resources Board (CARB) and U.S. Environmental Protection Agency (USEPA) Tier 4 off-road emissions standards for equipment rated at 50 horsepower or greater during construction. Such equipment should be outfitted with Best Available Control Technology (BACT) devices including, but not limited to, a CARB certified Level 3 Diesel Particulate Filters (DPF). Level 3 DPFs are capable of achieving at least an 85 percent reduction in particulate matter emissions. A list of CARB verified DPFs are available on the CARB website. Additionally, the Lead Agency should include this requirement in applicable bid documents, and that successful contractor(s) must demonstrate the ability to supply compliant equipment prior to the commencement of any construction activities. A copy of each unit's certified tier specification and CARB or South Coast AQMD operating permit (if applicable) should be available upon request at the time of mobilization of each applicable unit of equipment. Additionally, the Lead Agency should require periodic reporting and provision of written documentation by contractors to ensure compliance, and conduct regular inspections to the maximum extent feasible to ensure compliance. In the event that the Lead Agency finds that Tier 4 construction equipment is not feasible pursuant to CEQA Guidelines Section 15364, the Project representative or contractor must demonstrate

[1] South Coast AQMD. Localized Significance Thresholds. Accessed at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

through future study with written findings supported by substantial evidence that is reviewed and approved by the Lead Agency before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, limiting the number of daily construction haul truck trips to and from the Proposed Project, and/or limiting the number of individual construction project phases occurring simultaneously, if applicable.

- Maintain equipment maintenance records for the construction portion of the Proposed Project. All construction equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their construction contractor(s) should be made available for inspection and remain on-site for a period of at least two years from completion of construction.

- Encourage construction contractors to apply for South Coast AQMD "SOON" funds. The "SOON" program provides funds to applicable fleets for the purchase of commercially-available low-emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road diesel vehicles. More information on this program can be found at South Coast AQMD's website: http://www.aqmd.gov/home/programs/business/business-detail?title=off-road-diesel-engines.

- Require the use of zero-emissions or near-zero emission on-road haul trucks (e.g., material delivery trucks and soil import/export) such as heavy-duty trucks with natural gas engines that meet the CARB's adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr). At a minimum, require that construction vendors, contractors, and/or haul truck operators commit to using 2010 model year or newer engines that meet CARB's 2010 engine emissions standards at 0.01 g/bhp-hr of particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks. Include analyses to evaluate and identify sufficient power available for zero emission trucks and supportive infrastructures in the Energy and Utilities and Service Systems Sections of the Final MND, where appropriate. Require that operators maintain records of all trucks associated with the Proposed Project's construction and make these records available to the Lead Agency upon request. The records will serve as evidence to prove that each truck called to the Proposed Project meets the minimum 2010 model year engine emission standards. The Lead Agency should conduct regular inspections of the records to the maximum extent feasible and practicable to ensure compliance with this mitigation measure.

- Restrict non-essential diesel engine idle time, to not more than five consecutive minutes or another time-frame as allowed by the California Code of Regulations, Title 13 section 2485 - CARB's Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling. For any vehicle delivery that is expected to take longer than five minutes, each project applicant, project sponsor, or public agency will require the vehicle's operator to shut off the engine. Notify the vendors of these idling requirements at the time that the purchase order is issued and again when vehicles enter the gates of the facility. To further ensure that drivers and operators understand the idling requirement, post signs at the entry of the construction site and throughout the Proposed Project site stating that idling longer than five minutes is not permitted.

Conclusion

Pursuant to CEQA Guidelines Section 15074, prior to approving the Proposed Project, the Lead Agency shall consider the MND for adoption together with any comments received during the public review process. Please provide South Coast AQMD with written responses to all comments contained herein prior to the adoption of the Final MND. When responding to issues raised in the comments, responses

Shawn Oriaz April 23, 2019

should provide sufficient details giving reasons why specific comments and suggestions are not accepted. There should be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful, informative, or useful to decision makers and the public who are interested in the Proposed Project. Further, if the Lead Agency makes a finding that additional recommended mitigation measures are not feasible, the Lead Agency should describe the specific reasons for rejecting or substituting these mitigation measures in the Final MND (CEQA Guidelines Section 15074.1).

South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Alina Mullins, Assistant Air Quality Specialist, at amullins@aqmd.gov or (909) 396-2402, should you have any questions.

Sincerely,

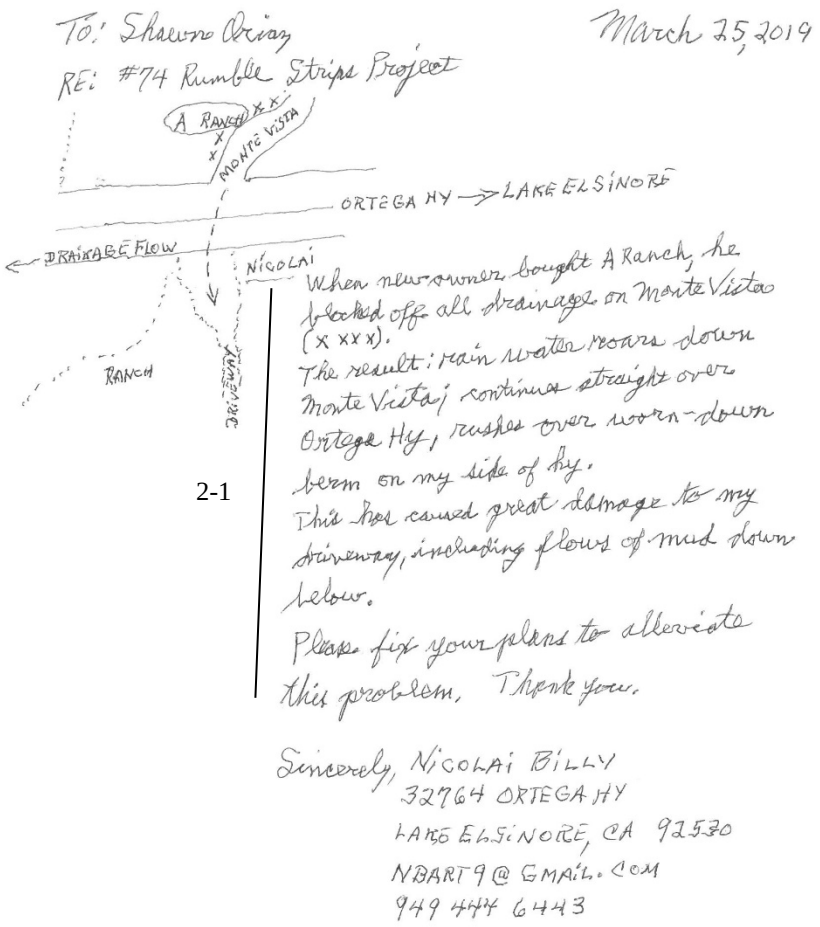
Lijin Sun

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

LS:AM
RVC190405-01
Control Number

5

Comment #2.



2-1

Response to Comment #2.

2-1. Thank you for your comment. The purpose of the project is to improve the safety performance of a portion of the SR-74. This drainage issue was not identified as a safety issue to be corrected in correlation to this project. If an issue is identified during construction, then the impact will be assessed.

Comment #3.	**Response to Comment #3.**
From: JAMES GORSKI Sent: Thursday, March 28, 2019 7:48 PM To: SR 74 Rumble Strips Project@DOT <SR74.Rumble.Strips.Project@dot.ca.gov> Subject: State Route 74 Rumble Strips Project I am the owner of San Juan Farm at the corner of Hwy 74 and Monte Vista. I have several concerns. How will this affect my land and road frontage. What is the time frame for completion. Will the work be done during the night. What will be done at the large turns to deter motorcycle racing. District 12 initiated a project to widen SR 74 from Antonio to the Riverside County Line a few years ago. The construction went way past it's proposed timeframe. Limited work was done at night. A low bid minority contractor was selected and could not have been more inept….i.e. They were installing guard rails with a hand wrench. The area still floods as drainage was not incorporated into the project. Traffic control for the escorts were in excess of 20 minute waits as they had no idea how to keep the flow proceeding. I could go on. I am a resident, farm owner and use the road daily out of necessity. I am not a commuter that wants to shortcut avoiding SR 91. I have animals to care for and another 2 year project is a huge problem for residents of El Cariso. For the past 20 years I have seen commuter traffic increase ten fold. I have seen hundreds if not thousands of commercial dirt hauler and cement trucks use what was once a country road. I say, put a limit on commercial trucks and solve the issue of road degradation by them. I have personally seen motorcycle racing and photography almost every weekend and the associated deaths yet nothing is done to slow them down. Please answer my questions above and I will be attending the meetings. James Gorski San Juan Farm 40617 Hwy 74	3-1: Right of way acquisitions, relocations, and temporary construction easements would not be required for the project. All of the improvements for the project would be within the existing right of way and no additional right of way would be required. Construction is expected to begin in September 2020 and anticipated for completion in April 2022. Night time construction will occur from approximately 8 pm to 5 am, with temporary road closures occurring during non-peak hours. A team will analyze the Traffic Management Plan (TMP) to reduce impact to commuters and residents. The purpose of the project is to enhance the safety concerns identified as part of the project's purpose and need. The Public Information Office will notify the residents and commuters throughout the duration of the project. The team is aware of the issues that arose from the District 12 project and is using it as a lesson learned. The project will address drainage as needed for the purpose and need of the project. SR-74 is a State Highway and can not prohibit commercial trucks from using it. The team is committed to completing the project as soon as possible since it is addressing safety.

3-1

Comment #4.	**Response to Comment #4.**
From: Oriaz, Shawn M@DOT **Sent:** Wednesday, March 13, 2019 6:02 PM **To:** Naguib, Nader N@DOT **Cc:** Lieng, Malisa@DOT **Subject:** 1C850 public comment Hi- 4-1 I received a comment from Jay Lamont who lives off Monte Vista. He asked whether we are adding a left turn pocket at Monte Vista. He says that there have been numerous times when he was almost rear ended at this location trying to make the left turn. He said that it takes some time to make that turn due to the traffic in the opposing lane. He also asked if there could be better signage to encourage the use of the turn outs and that he believes that the most dangerous areas on SR 74 are where there are straightaways and cars passing in the opposite lanes. If you have any questions please give me a call or email. Thank you, Shawn Oriaz Caltrans, District 8 Environmental Planning (909) 388-7034 *Caltrans District 8 enhances our economies and communities by providing an efficient transportation network throughout San Bernardino and Riverside Counties.*	4-1. Thank you for your comment. An examination of the most current Traffic Accident Surveillance and Analysis System (TASAS) data (from March 1, 2016 through February 28, 2019), and the analysis of the left-turn lane warrant analysis of the Access Management Plan (Table 17.B-3) does not indicate the installation of a left-turn lane on SR-74 to Monte Vista Street is warranted at this time. The left-turn lane is not part of this project's scope. This improvement will be pursued when traffic volume and need warrants the improvement.

Comment #5.	**Response to Comment #5.**
From: Ortega Oaks Manager < **Sent:** Thursday, March 14, 2019 12:46 PM **To:** SR 74 Rumble Strips Project@DOT <SR74.Rumble.Strips.Project@dot.ca.gov> **Subject:** State Route 74 Rumble Strips Project Good Afternoon As the manager of a property in the middle of the proposed widening zone, I am concerned about how this project will affect both my property and the residents. 5-1 We have a number of homes that are almost directly along the highway & to create the 12 foot wide lanes, with a 2 foot median and 4ft shoulders, would mean that the roadway would be mere feet from the homes in question. Our property also houses the 74 Candy Store – this widening would also encroach on the slip way onto and off of the property, which in turn affects parking and fire access at The Candy Store. Please provide more details as to the plans to mitigate the issues raised above. Regards Sarah St Amand Ortega Oaks RV & Campground 34040 Ortega Highway Lake Elsinore, CA 92530 951-678-9136	5-1. Thank you for your comment. Right of way acquisitions, relocations, or temporary construction easements would not be required for the projects. All improvements will occur within the existing Caltrans right of way and no additional right of way is required. Parking and fire access at The Candy Store are not anticipated to be impacted by the project as all roadway improvements will occur within the Caltrans right of way. Please also refer to the attached layout sheets for further details.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	RIV	74	0.0/5.8	X	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
AHMAD SHAH
No. C55259
Exp. 9-30-16
CIVIL
STATE OF CALIFORNIA

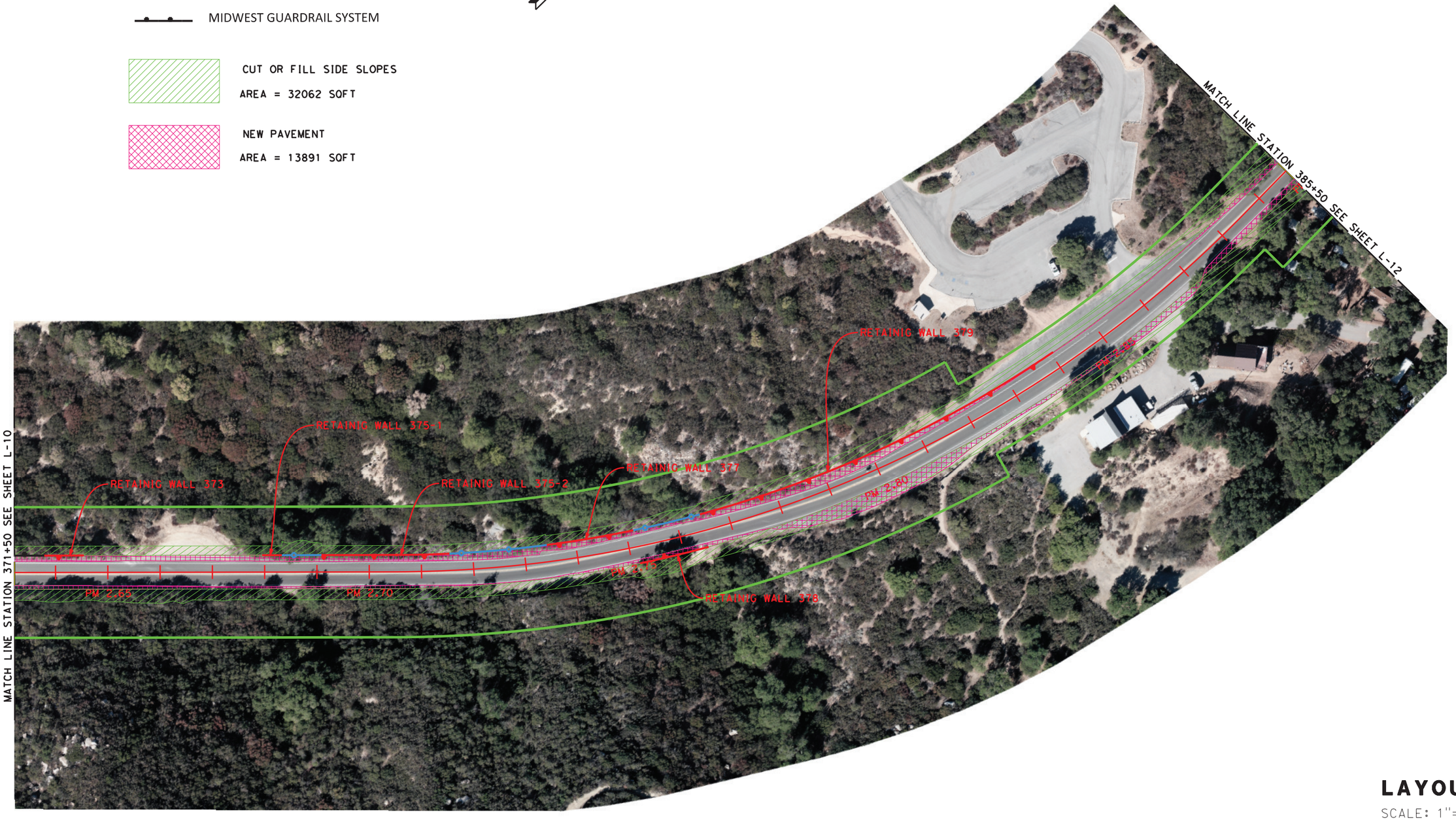
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

LEGEND

- RIGHT OF WAY
- RETAINING WALL
- CONCRETE BARRIER
- MIDWEST GUARDRAIL SYSTEM

CUT OR FILL SIDE SLOPES
AREA = 32062 SQFT

NEW PAVEMENT
AREA = 13891 SQFT



LAYOUT

SCALE: 1"=50'

L-11

ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

CALCULATED-DESIGNED BY					
CHECKED BY					
REVISED BY	KEA NEEDS				
DATE REVISED	AHMAD SHAH				
FUNCTIONAL SUPERVISOR	GEORGE MORHIG				
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN				

LAST REVISION 00-00-00
DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

BORDER LAST REVISED 7/2/2010
USERNAME => $USER
DGN FILE => $REQUEST
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 2231
PROJECT NUMBER & PHASE 08000000000

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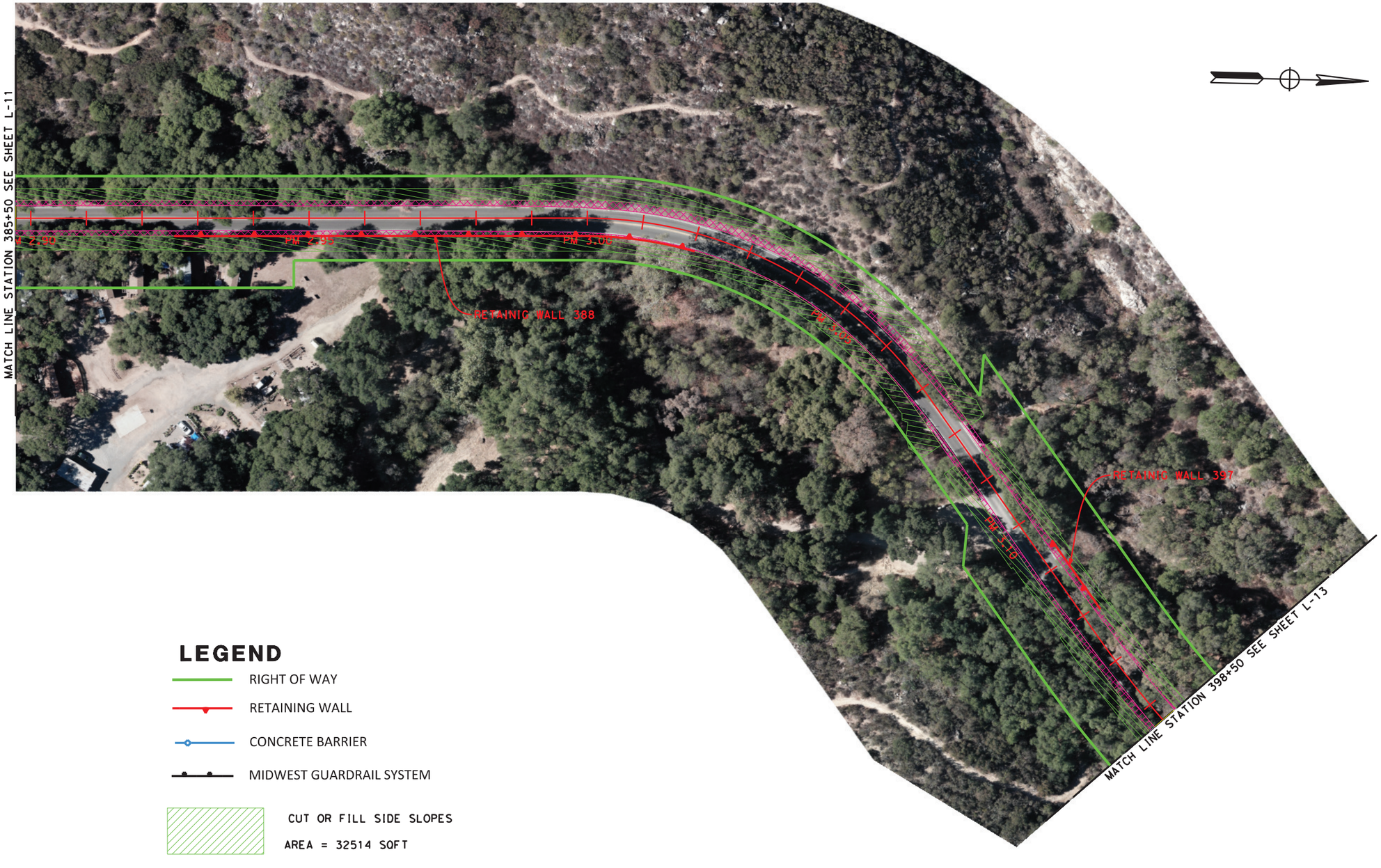
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	RIV	74	0.0/5.8	X	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
AHMAD SHAH
No. C55259
Exp. 9-30-16
CIVIL
STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LEGEND

- RIGHT OF WAY
- RETAINING WALL
- CONCRETE BARRIER
- MIDWEST GUARDRAIL SYSTEM

CUT OR FILL SIDE SLOPES
AREA = 32514 SQFT

NEW PAVEMENT
AREA = 12613 SQFT

ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

LAYOUT

SCALE: 1"=50'

L-12

CALCULATED-DESIGNED BY	KEA NEEDS	REVISED BY
CHECKED BY	AHMAD SHAH	DATE REVISED

FUNCTIONAL SUPERVISOR: GEORGE MORHIG

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

LAST REVISION 00-00-00
DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

BORDER LAST REVISED 7/2/2010
USERNAME => $USER
DGN FILE => $REQUEST
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 2231
PROJECT NUMBER & PHASE 08000000000

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Comment #6.	**Response to Comment #6.**
From: David Fillis <defillis@hotmail.com> **Sent:** Monday, April 29, 2019 4:38 PM **To:** SR 74 Rumble Strips Project@DOT <SR74.Rumble.Strips.Project@dot.ca.gov> **Subject:** State Route 74 Rumble Strips Project My name is David Fillis and I live on Monte Vista Road in El Cariso Village at the beginning point of the proposed SR74 Rumble Strips project. I believe this project is a benefit to those who live in the area and regularly travel SR74. I have two suggestions that I feel would increase the safety of motorists who travel this section of highway: 6-1. ***A posted speed limit of 45 mph***. Currently, the 45 mph speed limit on SR 74 ends just west of Monte Vista Rd. After that, there is no posted speed limit. The basic speed law set forth in CA vehicle code 22350 now applies permitting any speed up to 55 mph. Driving SR74, with its many sharp hairpin turns at speeds approaching 55 mph is both unrealistic and outright dangerous. Even with a posted speed limit of 45, many motorists will still attempt to drive unsafely at 50 mph or faster, but it should help improve safety overall. 6-2. Rather than rumble strips in the center of the roadway, I suggest ***raised half-moon domes*** about 10 inches in diameter and 6 inches high be solidly affixed in the area inbetween the yellow lines where the rumble strips are proposed. I have seen these domes used on other highways and roads to control traffic, and I believe they would do a better job of keeping vehicles within their own lane of travel. They would effectively eliminate the frequent and	6-1. Thank you for your comment. After the project is completed, the appropriate signs will be installed. 6-2. The purpose of the project is to enhance safety and reduce cross median collisions. After completion, the Department will monitor the corridor. Other state measure will be implemented, if needed.

very dangerous attempts by some motorists to pass other vehicles upon SR 74 where passing is prohibited, and many serious and often fatal collisions do occur. Sincerely, David Fillis 13770 Monte Vista Road El Cariso Village	

Comment #7.

OC Public Works
Integrity, Accountability, Service, Trust
Shane L. Silsby, Director

April 25, 2019 NCL-19-009

Shawn Oriaz, Senior Environmental Planner
California Department of Transportation
464 West 4th Street, MS 827
San Bernardino, CA 92401-1400

Subject: Notice of Intent to adopt a Mitigated Negative Declaration for the SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project

Dear Mr. Oriaz:

Thank you for the opportunity to comment on the Notice of Intent to adopt a Mitigated Negative Declaration for the SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project. The County of Orange offers the following comments for your consideration.

OC Roads/Traffic

7-1 1. Please provide a copy of the TMP to OC Traffic Engineering for review, when it becomes available.

If you have any questions regarding this comment, please contact Jamie Reyes in OC Roads at (714) 647-3903 or Cindy Salazar in OC Development Services at (714) 667-8870.

Sincerely,

Richard Vuong, Manager, Planning Division
OC Public Works Service Area/OC Development Services
300 North Flower Street
Santa Ana, California 92702-4048
Richard.Vuong@ocpw.ocgov.com

cc: Jamie Reyes, OC Roads/Traffic

300 N. Flower Street, Santa Ana, CA 92703 www.ocpublicworks.com
P.O. Box 4048, Santa Ana, CA 92702-4048 714.667.8800 | Info@OCPW.ocgov.com

Response to Comment #7.

7-1. The TMP is still pending. It will be provided when it becomes available.

Comment #8.

County of Riverside

RIVERSIDE OFFICE:
4080 LEMON STREET, 5TH FLOOR
RIVERSIDE, CA 92501
(951) 955-1010
FAX (951) 955-1019

DISTRICT OFFICE:
16275 GRAND AVENUE
LAKE ELSINORE, CA 92530
(951) 471-4500
FAX (951) 471-4510

SUPERVISOR KEVIN JEFFRIES
FIRST DISTRICT

March 11, 2019

California Department of Transportation
Attn: Shawn Oriaz
Senior Environmental Planner
464 West 4th St, MS 827
San Bernardino, CA 92401-1400

Re: SR 74 Rumble Strips Project

Thank you for your efforts to bring more safety improvements to Ortega Highway. As the County Supervisor who represents the portions of SR 74 within this proposed project, I can testify as to the dangers of the road in its current condition. I served as a volunteer firefighter in the area for almost three decades, and witnessed firsthand the deadly results of the narrow curves and steep cliffs and rock faces. Since being elected to the State Assembly in 2006, and then to the Riverside County Board of Supervisors in 2012, improving Ortega Highway to make it safer for residents, commuters, and visitors has been one of my top priorities, and I wish to add my voice of strong support to this project.

8-1 The topography of the route and the sensitive nature of the land through which it passes means Ortega Highway will never be widened in a way that some have hoped, but we owe it to the memory of the lives that are lost there every year to make any and all safety improvements along the way where possible, including widening lanes and shoulders wherever possible, and adding median and shoulder rumble strips to reduce speeds and encourage people to stay in their own lanes.

Thank you again for your consideration of this important project, and for any future expansions you may consider to similarly improve the rest of the highway. I encourage you to adopt the Mitigated Negative Declaration and move forward on this project as soon as possible.

Respectfully,

KEVIN D. JEFFRIES
Supervisor, First District

WEBSITE: WWW.SUPERVISORJEFFRIES.ORG

Response to Comment #8.

8-1. Thank you for the support of the project.

Comment #9.	**Response to Comment #9.**
CALIFORNIA NATIVE PLANT SOCIETY *Riverside-San Bernardino Chapter* www.riverside-sanbernardino.cnps.org April 26, 2019 California Department of Transportation Attn: Shawn Oriaz, Senior Environmental Planner 464 West 4th Street, MS827 San Bernardino, CA 92401-1400 SR74.Rumble.Strips.Project@dot.ca.gov Re: State Route 74 Rumble Strips Project Thank you for the opportunity to submit these comments on behalf of the California Native Plant Society, Riverside-San Bernardino Chapter. The California Native Plant Society (CNPS) is a non-profit environmental organization with about 10,000 members in 35 Chapters across California and Baja California, MX. CNPS' mission is to protect California's native plant heritage and preserve it for future generations through the application of science, research, education, and conservation. CNPS works closely with decision-makers, scientists, and local planners to advocate for well-informed policies, regulations, and land management practices. We have reviewed the document entitled State Route 74 Widen Lanes, Add Shoulders & Rumble Strips Project: Initial Study [with Proposed Mitigated Negative Declaration] / Environmental Assessment (Riverside County, District 8 Riv-74 PM 0.0 to 5.8, EA 08-1C8500/PN 0813000047). Our focus was on the Aesthetics and Biological Resources sections dealing with native plants, native plant communities, the related surveys, declared impacts, and proposed mitigation in relation to the Proposed Mitigated Negative Declaration (MND). In general, we are concerned that the details for the sensitive plant surveys are lacking, that estimates for potential temporary impacts to sensitive native vegetation communities and rare plant habitat are not clearly quantified (lack low and high estimates), and that the description of mitigation in the form of restoration is too brief to reveal if the impacts can be adequately mitigated. There is also too much uncertainty regarding the type of mitigation proposed for the permanent loss of oaks and other native trees presented (AES-1 and AES-2 are very different solutions). It is unclear how the local aesthetics along SR-74 could be mitigated if oaks are protected elsewhere as proposed by AES-2. Please provide more detail so that it will be clear if the proposed mitigation is sufficient to lower the potentially significant impacts to a level of non-significance. As it stands, the presentation of the impacts and proposed mitigation are not clear enough to warrant an MND. Below are our specific comments, intended as constructive criticism, and suggestions for clarifications.	9-1. Permanent and temporary impacts are limited to the Caltrans ROW. A BSA buffer of 500 ft was incorporated to properly assess and account for indirect effects to various species (i.e. noise for birds). Impacts in the ED were based on the preliminary design information and will be reevaluated during the design phase. Both permanent and temporary impacts are reviewed through consultation and require concurrence with regulatory permitting agencies before the project can move forward. In addition, temporary impacts within jurisdictional areas are further minimized through the Departments construction BMPs, Stormwater BMPs, and landscape architect requirements. 9-2. The survey methodology was consistent with recommendations from the California Native Plant Society and guidelines from the California Department of Fish and Wildlife. Rare plant surveys, including MSHCP narrow endemic plants, were conducted in 2015 and 2017 between April and June. A reference site for San Miguel Savory was consulted prior to conducting focused surveys to aid in the timing of focused surveys. Surveys were negative for San Miguel Savory in both years as well as the plants listed in the comment provided. 9-3. Vegetation mapping utilized CDFW and MSHCP vegetation dataset: Western Riverside County – 2005[ds170], updated 2015. The classification is based on the MCV (Manual of California Vegetation). Vegetation classification and mapping standards (January 11, 2018) and Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities (March 20, 2018) were not adhered to as these documents were posted after surveys were conducted and just prior to consultation with regulatory agencies. Both permanent and temporary impacts are reviewed through consultation and require concurrence with regulatory permitting agencies before the project can move forward.

9-1

1. Quantifying Impacts: In text and in Figure 2.2, sheets 1 to 11, please clarify how much of the areas within the Biological Survey Area (BSA) are expected to have temporary impacts. It is not clear if all areas (or some fraction) that are not designated as having permanent impacts are relegated to temporary impacts. On page 2.34 in section 2.3.2.1, the document states: "The BSA was created to encompass the project footprint and typical habitats in the immediate project vicinity and a 500-foot buffer that may be affected by the project." Please clarify the location of the expected temporary impacts within the BSA. Are they completely coincident with the study area in these figures?

Related to this point, Table 2-3 (Summary of Impacts on Jurisdictional Areas) only shows permanent impacts. What are the expected temporary impacts? There is text suggesting that the exact amount would be determined at the end of the built project, but there needs to be at least an estimate provided before permits are issued. It would help to provide a minimum and maximum expected amount of temporary impacts to each affected vegetation communities and jurisdiction.

The amount of indirect effects that require mitigation through restoration to alleviate potentially significant impacts should be mapped and acreage reported so that the mitigation can be adequately assigned, tracked, and substantiated. Please provide enough detail to reveal the amount of potentially impacted habitat so that the regulatory agencies and reviewers can better understand if the mitigation described is sufficient to avoid potentially significant impacts.

9-2

2. Avoidance, Minimization and/or Mitigation Measures for Special-status Plant Species (2.3.3.4, Table 2-4): What methods were used for focused surveys for special status plant species in 2015 and 2017? To be valid, the dates and protocols need to be provided and must be consistent with protocols required by the California Department of Fish and Wildlife (CDFW). Rare plants need to be searched for at the right times of year and there is no indication that this happened.

Table 2-4 is missing some special status plant species that have been documented to be in the project vicinity. A quick search of CalFlora, "What Grows Here", provided documentation of taxa of limited distribution close to the roadwork in addition to *Clinopodium chandleri*, San Miguel savory, 1B. Some were adjacent to the road and at least one observations was as recent as 2018. Were any of these taxa detected during surveys? Please include them.

Asplenium vespertinum, western speenwort, 4.2, http://www.rareplants.cnps.org/detail/1818.html

Chorizanthe leptotheca, Peninsular spineflower, 4.2, http://www.rareplants.cnps.org/detail/1622.html

Horkelia cuneata ssp. *puberula*, mesa horkelia, 1B.1. (critically imperiled in California) http://www.rareplants.cnps.org/detail/1934.html

Polygala cornuta var. *fishiae*, 4.3, http://www.rareplants.cnps.org/detail/664.html

Piperia cooperi, Cooper's rein orchid, 4.2, http://www.rareplants.cnps.org/detail/2012.html

9-4. Caltrans is coordinating with Cleveland National Forest to ensure that the plant palate is acceptable to them.

9-5. Additional oak woodland restoration and enhancement opportunities outside of the project limits were considered. However, it was determined that the Holy Jim fire did not reach SR-74 and it was also verified that oaks can be planted within the project limit.

Scutellaria bolanderi ssp. *austromontana*, southern skullcap, 1B.2 (This rare plant needs to be addressed), http://www.rareplants.cnps.org/detail/1766.html

3. Natural Vegetation Communities: A general description of the vegetation was provided. Natural vegetation communities should be classified to the alliance level (and association as needed) using classification methods and membership rules in *A Manual of California Vegetation, 2nd Edition* (2009)("MCV2") and state standards provided by the CDFW (https://www.wildlife.ca.gov/Data/VegCAMP/Natural-Communities). This will allow determining the extent of impacted natural plant communities that are sensitive. Was the new listing of sensitive natural communities consulted? Please clarify methods. What was the association and alliance for the alluvial scrub vegetation present within the BSA? What is its rarity ranking?

9-3

4. CEQA table IV. Biological Resources: To say that b) is "less than significant with mitigation incorporated" seems premature. The text suggests that restoration will mitigate any potential significant impacts to vegetation (BIO-3: Restoration of Vegetation. Temporarily affected areas will be restored with appropriate native vegetation, as determined by the habitat type prior to impacts and by surrounding vegetation), but lacks any details regarding specifications for the plant lists, plant source, or restoration protocols. At the very least, include a protocol for evaluation of native plant palettes to ensure that the species selections and populations for the mitigation will, indeed, be genetically and ecologically appropriate for the site as per US Forest Service standards. This is especially important given the position of the road relative to the Cleveland National Forest. A formal review of the plant palettes would be a way to ensure the right plants are used in this biologically sensitive area. CNPS could provide a review to ensure that species selection and source sites are appropriate for the mitigation sites.

9-4

5. Aesthetics: In appendix, Environmental Commitments Record, pages 2-4 the document states "AES-2: Oak trees to be removed may be mitigated through a transfer of oak mitigation efforts for Oak Woodland protection and conservation to the California Wildlife Conservation Board (WCB)." This is not consistent with the statement in the CEQA table I. Aesthetics that there would be less than significant impacts with mitigation incorporated based on the questions a) Have a substantial adverse effect on a scenic vista?; and g) Substantially degrade the existing visual character or quality of the site and its surroundings? A transfer of credits indicated under AES-2 could fail to correct the damaged aesthetics of the SR-74 corridor, and therefore there may be a potentially significant impact. Given the death of so many oaks in the nearby Holey Jim fire, consider that it could be better for this region to mitigate these impacts by planting oaks and other affected native trees along the roadside in temporarily impacted areas together with finding nearby oak woodland restoration and enhancement opportunities that can be enjoyed by the local community.

9-5

Sincerely,

Arlee M. Montalvo

Arlee Montalvo, Ph.D.
Co-Conservation Chair
Riverside-San Bernardino Chapter
California Native Plant Society

Comment #10.

SoCalGas
A Sempra Energy utility

Mike Campisi
Pipeline Planning Assistant

9400 Oakdale Ave
Chatsworth, CA 91311

Tel: 213-231-6081

May 6, 2019

Shawn Oriaz
California Department of Transportation (Caltrans)
464 W 4th St., MS 827
San Bernardino, CA 92401-1400
SR74.Rumble.Strips.Project@dot.ca.gov

Subject: **SR-74 Widen lanes, Add shoulder & Rumblr Strips Project**

DCF: **0916-19NC**

10-1 The Transmission Department of SoCalGas does not operate any facilities within your proposed improvement. However, the Distribution Department of SoCalGas may maintain and operate facilities within your project scope.

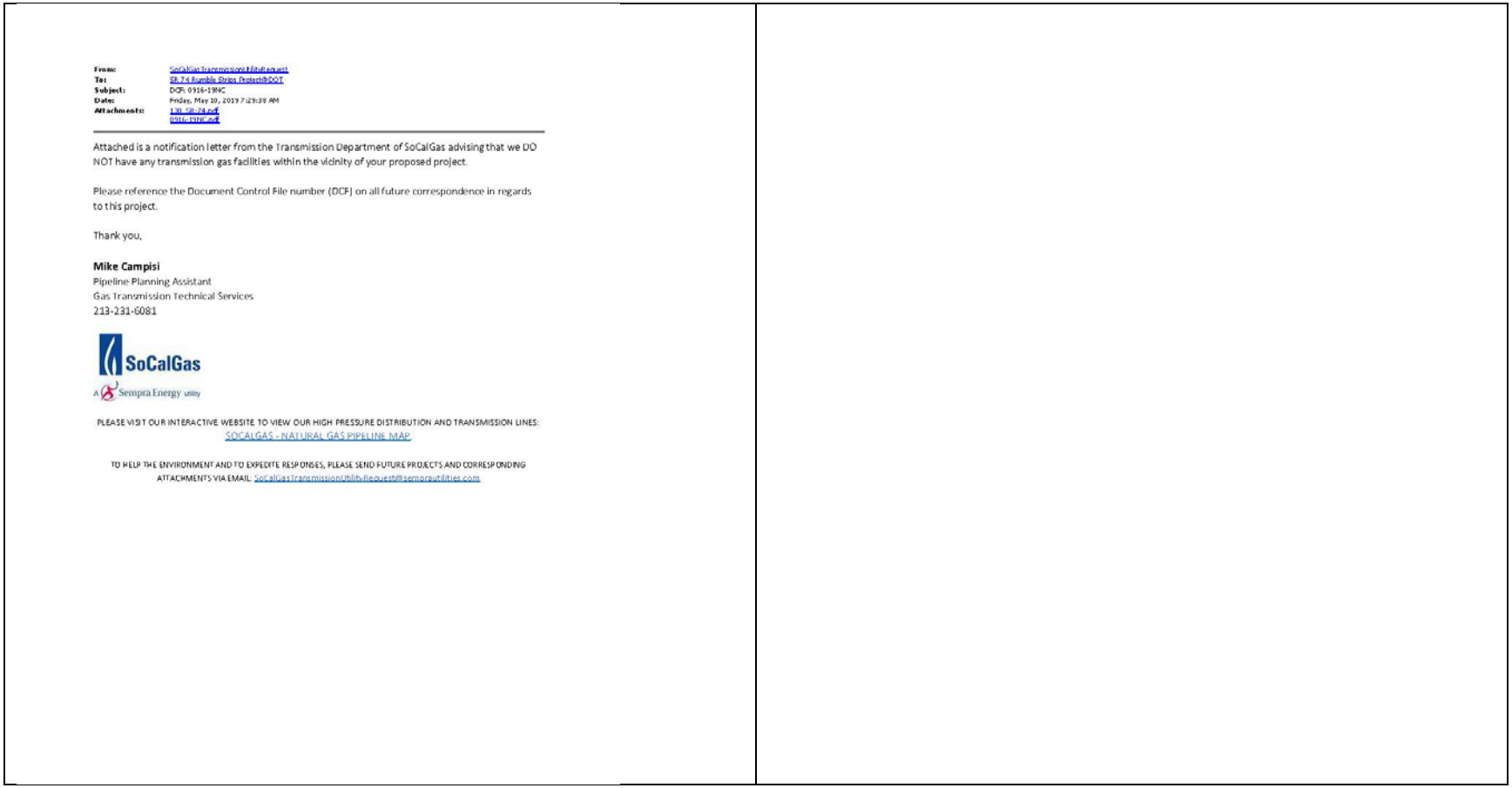
To assure no conflict with the Distribution's pipeline system, please e-mail them at:

Sincerely,

Mike Campisi
Pipeline Planning Assistant
SoCalGas Transmission Technical Services
SoCalGasTransmissionUtilityRequest@semprautilities.com

Response to Comment #10.

10-1. Thank you for your comment and the follow up letter confirming that there will not be a conflict with SoCal Gas' pipeline.



From: SoCalGas Transmission Utility Request
To: SR 74 Rumble Strips Project@DOT
Subject: DCF: 0916-19NC
Date: Friday, May 10, 2019 7:29:39 AM
Attachments: 130_SR-74.pdf
0916-19NC.pdf

Attached is a notification letter from the Transmission Department of SoCalGas advising that we DO NOT have any transmission gas facilities within the vicinity of your proposed project.

Please reference the Document Control File number (DCF) on all future correspondence in regards to this project.

Thank you,

Mike Campisi
Pipeline Planning Assistant
Gas Transmission Technical Services
213-231-6081

SoCalGas
A Sempra Energy utility

PLEASE VISIT OUR INTERACTIVE WEBSITE TO VIEW OUR HIGH PRESSURE DISTRIBUTION AND TRANSMISSION LINES:
SOCALGAS - NATURAL GAS PIPELINE MAP

TO HELP THE ENVIRONMENT AND TO EXPEDITE RESPONSES, PLEASE SEND FUTURE PROJECTS AND CORRESPONDING ATTACHMENTS VIA EMAIL: SoCalGasTransmissionUtilityRequest@semprautilities.com

Chapter 6 List of Preparers

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

6.1 California Department of Transportation

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

6.2 ICF

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

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Chapter 7 Distribution List

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

7.1 Agencies

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

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

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

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

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

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

California Highway Patrol
8118 Lincoln Avenue
Riverside, CA 92504

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

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

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

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

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

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

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

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

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

Riverside County Board of Supervisors, District 1
Honorable Kevin Jeffries
4080 Lemon Street
Riverside CA 92501

US Fish and Wildlife Service
777 E. Tahquitz Canyon Way, Suite 208
Palm Springs, CA 92262

California Dept. of Fish and Wildlife
3602 Inland Empire Blvd, Suite C-220
Ontario, CA 91764

U.S. Army Corps of Engineers
915 Wilshire Blvd. Suite 1101
Los Angeles, CA 90017

City of Lake Elsinore
Fire Department
130 South Main Street
Lake Elsinore CA 92530

City of Lake Elsinore
Police Department (Captain)
333 Limited Avenue
Lake Elsinore CA 92530

City of Lake Elsinore
City Engineer
130 South Main Street
Lake Elsinore CA 92530

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

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

Lake Elsinore Unified School District
545 Chaney Street
Lake Elsinore 92530

Orange County Public Works
ATTN: Richard Vuong, Planning Division Manager
300 North Flower Street
Santa Ana, CA 92702-4048

So Cal Gas
ATTN: Mike Campisi
9400 Oakdale Avenue
Chatsworth, CA 91311

7.2 Interested Groups, Organizations, and Individuals

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

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

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

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

CURRENT RESIDENT
16543 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16547 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16545 JOY ST
LAKE ELSINORE, CA 92530

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

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

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

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

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

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

BERTHA M HENNESSY
OR CURRENT OCCUPANT
221 MONTREAL
PLAYA DEL REY, CA 90293

JOSE M RODRIGUEZ
OR CURRENT OCCUPANT
406 N LAUREL ST
SANTA ANA, CA 92703

MOHAMMED HUSSEIN & RAMESH IZADPANAH OR CURRENT OCCUPANT
431 N ROCKBRIDGE RD
DIAMOND BAR, CA 91765

MOHAMMAD HUSSEIN & MOHAMMAD H IZADPANAH OR CURRENT OCCUPANT
431 N ROCKRIDGE RD
DIAMOND BAR, CA 91765

DIMITRI YU LIN OR CURRENT OCCUPANT
212 MATICH ST
LAKE ELSINORE, CA 92530

EVMWD OR CURRENT OCCUPANT
PO BOX 3000
LAKE ELSINORE, CA 92531

LEROY CHAVEZ OR CURRENT OCCUPANT
701 SHORE RD
WILMINGTON, CA 90744

CHRISTY JOHN ESTATE OF
OR CURRENT OCCUPANT
31491 PASEO CHRISTINA
SAN JUAN CAPISTRANO, CA 92675

MARIO B & HENEDINA C PARILLA
OR CURRENT OCCUPANT
19850 PARKWOOD DR
LAKE ELSINORE, CA 92530

LILIA & CECILIA MEDINA
OR CURRENT OCCUPANT
5831 PAINTER AVE
WHITTIER, CA 90601

LYNN MUELLER OR CURRENT OCCUPANT
PO BOX 2699
NEWPORT BEACH, CA 92659

SITL INV OR CURRENT OCCUPANT
PO BOX 566
RIVERSIDE, CA 92502

GERALDINE MOUREY
OR CURRENT OCCUPANT
13942 CLOSE ST
WHITTIER, CA 90605

NESTOR & ALEJANDRA CAMPOS
OR CURRENT OCCUPANT
2225 TREE HOUSE LN #207
CORONA, CA 92879

RAUL & CARMEN S VILLASENOR
OR CURRENT OCCUPANT
12703 CROSSDALE AVE
NORWALK, CA 90650

DARSHANA R KADAKIA
OR CURRENT OCCUPANT
910 S EL CAM REAL #A
SAN CLEMENTE, CA 92672

DARSHANA R KADAKIA
OR CURRENT OCCUPANT
910 S EL CAM REAL NO A
SAN CLEMENTE, CA 92672

ALEJANDRO IZARRARAZ GARCIA
OR CURRENT OCCUPANT
29960 ILLINOIS ST
LAKE ELSINORE, CA 92530

ALEXANDER MAXWELL DIXON
OR CURRENT OCCUPANT
2856 TUBEROSE DR
SAN JACINTO, CA 92582

PEDRO OTAMENDI GARCIA
OR CURRENT OCCUPANT
29780 ILLINOIS ST
LAKE ELSINORE, CA 92530

ERNESTO & NORA BRISENO
OR CURRENT OCCUPANT
970 SOLANO ST
CORONA, CA 92882

JOHN A LATIOLAIS OR CURRENT OCCUPANT
17585 STRICKLAND AVE
LAKE ELSINORE, CA 92530

MOHSEN A & MARCELA D ELAYOUBI
OR CURRENT OCCUPANT
17314 CAINE DR
ARTESIA, CA 90701

ESTHER CIPRIANO OR CURRENT OCCUPANT
3320 BALSA CIR
LAKE ELSINORE, CA 92530

PDS INV CORP OR CURRENT OCCUPANT
3216 PLEASANT ST
LYNWOOD, CA 90262

MASTER BUILDERS DEV
OR CURRENT OCCUPANT
12676 STAGE COACH DR
VICTORVILLE, CA 92392

MICHAEL L & CRYSTAL M DAVIS
OR CURRENT OCCUPANT
29940 N ILLINOIS ST
LAKE ELSINORE, CA 92530

GONZALO & MARIA LETICIA ESTRADA
OR CURRENT OCCUPANT
26762 VIA LINARES
MISSION VIEJO, CA 92691

PATRICIA A BOGGS
OR CURRENT OCCUPANT
15538 ALLINGHAM AVE
NORWALK, CA 90650

MARIA FUENTES OR CURRENT OCCUPANT
49709 REDONDO PONIENTE
COACHELLA, CA 92236

KARL K EVANS OR CURRENT OCCUPANT
PO BOX 5
WILDOMAR, CA 92595

JOSE & BERTHA GONZALEZ
OR CURRENT OCCUPANT
200 HIGH ST
LAKE ELSINORE, CA 92530

INVESTMENT PROP TRUST
OR CURRENT OCCUPANT
PO BOX 7096
BEVERLY HILLS, CA 90212

A E & ELEANOR D BILLINGS
OR CURRENT OCCUPANT
2332 W 239TH ST
TORRANCE, CA 90501

SOLERA PARTNERS
OR CURRENT OCCUPANT
933 WOODSIDE DR #202
CARSON CITY, NV 89701

ESMERALDA RIOS OR CURRENT OCCUPANT
1814 ILLINOIS ST
RIVERSIDE, CA 92507

HABIB UDDIN & IKHLAS SHAHNAZ MALIK OR CURRENT OCCUPANT
4031 ESCUDERO DR
IRVINE, CA 92720

OM YERMO OR CURRENT OCCUPANT
904 SILVER SPUR #479
ROLLING HILLS EST, CA 90274

KENNETH L & JOAN JOHNSTON
OR CURRENT OCCUPANT
17172 EDGEWATER LN
HUNTINGTON BEACH, CA 92649

THANG Q PHAM OR CURRENT OCCUPANT
46 E PENNINSULA CENTER
ROLLING HILLS EST, CA 90274

THANG Q PHAM OR CURRENT OCCUPANT
46 E PENINSULA CENTER
ROLLING HILLS EST, CA 90274

MVMA INV INC OR CURRENT OCCUPANT
5050 ROCKHAMPTON CT
YORBA LINDA, CA 92887

MILLER M M ESTATE OF
OR CURRENT OCCUPANT
2808 BROAD ST
NEWPORT BEACH, CA 92663

YOLANDA HUERTA
OR CURRENT OCCUPANT
23432 CAVANAUGH RD
LAKE FOREST, CA 92630

CARMELITA SALINAS G JIMENEZ
OR CURRENT OCCUPANT
33079 LIME ST
LAKE ELSINORE, CA 92530

RICKY A LANGLOIS OR CURRENT OCCUPANT
30355 ILLINOIS ST
LAKE ELSINORE, CA 92530

JOSHUA & ALMA R DELACRUZ
OR CURRENT OCCUPANT
42364 MASQUAZ CT
TEMECULA, CA 92592

CECILIA I MARTINEZ
OR CURRENT OCCUPANT
9650 SEPULVEDA BLVD #7
NORTH HILLS, CA 91343

DAVID & LINDA TRAN NGUYEN
OR CURRENT OCCUPANT
10250 ADOBE AVE
RIVERSIDE, CA 92503

APOSTOLIC ASSEMBLY FAITH IN CHRIST JESUS OR CURRENT OCCUPANT
10807 LAUREL ST
RANCHO CUCAMONGA, CA 91730

JUAN A & PATRICIA R VILLASALDO
OR CURRENT OCCUPANT
1108 E 5TH ST #25
CORONA, CA 91879

JUAN A & PATRICIA R VILLASALDO
OR CURRENT OCCUPANT
4177 LADRILLO ST
LAKE ELSINORE, CA 92530

S & H GLOBAL TRADES
OR CURRENT OCCUPANT
3645 JEPSON CIR
CORONA, CA 92882

LUIS SICARI ARELLANO
OR CURRENT OCCUPANT
1634 E BRIARVALE AVE
ANAHEIM, CA 92805

JAY S & BARBARA HATTABAUGH
OR CURRENT OCCUPANT
PO BOX 1485
LAKE ELSINORE, CA 92531

TROY BROOKS OR CURRENT OCCUPANT
30103 ILLINOIS ST
LAKE ELSINORE, CA 92530

ELLIOTT & SERGIO P RODRIGUEZ
OR CURRENT OCCUPANT
9286 DELANO DR
RIVERSIDE, CA 92503

REX E & LINDA TIPPIN
OR CURRENT OCCUPANT
30110 ILLINOIS ST
LAKE ELSINORE, CA 92530

VICTOR MANUEL COTA
OR CURRENT OCCUPANT
28241 CROWN VALLEY PKWY
LAGUNA NIGUEL, CA 92677

VICTOR MANUEL COTA
OR CURRENT OCCUPANT
46 VILLA VALTELENA
LAKE ELSINORE, CA 92532

ELIAS SANTILLAN OR CURRENT OCCUPANT
7512 COREY ST
DOWNEY, CA 90242

JOHN G MARTINEZ
OR CURRENT OCCUPANT
3740 HOLLY AVE
BALDWIN PARK, CA 91706

ALFRED & JESSICA M MALDONADO
OR CURRENT OCCUPANT
38317 CORTE ALEGRIA
TEMECULA, CA 92592

CHAI PONG OR CURRENT OCCUPANT
5001 VIA VERDE ST
ALTA LOMA, CA 91701

JOHN Z PLANTE OR CURRENT OCCUPANT
PO BOX 893
HUNTINGTON BEACH, CA 92648

DAVID T WILLIAMS
OR CURRENT OCCUPANT
12511 WILLIS LN
SANTA ANA, CA 92705

JAVIER M & IRENE R GOMEZ
OR CURRENT OCCUPANT
632 W GUAVA ST
OXNARD, CA 93033

CLAUDIO BARAUNA
OR CURRENT OCCUPANT
10575 SAN FERNANDO RD
PACOIMA, CA 91331

FROSTMOURNE TECHNOLOGIES INC
OR CURRENT OCCUPANT
5225 CANYON CREST DR #71
RIVERSIDE, CA 92507

JOHN & LUIS MORALES
OR CURRENT OCCUPANT
400 N MYERS ST #3
OCEANSIDE, CA 92054

ADMA FATA OR CURRENT OCCUPANT
20647 BRANA RD
RIVERSIDE, CA 92508

ASHLEY MUELLER OR CURRENT OCCUPANT
512 JOELYLE ST
BAKERSFIELD, CA 93314

FRANK & MARIA C ARREDONDO
OR CURRENT OCCUPANT
30498 ILLINOIS ST
LAKE ELSINORE, CA 92530

ALBERT & STELLA ANCHONDO
OR CURRENT OCCUPANT
PO BOX 439030
SAN YSIDRO, CA 92143

LAKE ELSINORE RESIDENTIAL DEV OR CURRENT OCCUPANT
PO BOX 12378
EL CAJON, CA 92022

DANNY LOZANO OR CURRENT OCCUPANT
29484 RIVERSIDE DR
LAKE ELSINORE, CA 92530

AZAR MIRSHAFIEE OR CURRENT OCCUPANT
24911 STONEGATE LN
LAGUNA NIGUEL, CA 92672

AZAR MIRSHAFIEE OR CURRENT OCCUPANT
PO BOX 7628
LAGUNA NIGUEL, CA 92607

WILLIE CHARLES & GRACE MAE GIVENS
OR CURRENT OCCUPANT
PO BOX 1861
PERRIS, CA 92572

JOSE A HERNANDEZ
OR CURRENT OCCUPANT
30553 ILLINOIS ST
LAKE ELSINORE, CA 92530

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

JOSE GUERRERO SANCHEZ OR CURRENT OCCUPANT
4 WRIGLEY
IRVINE, CA 92618

DYE ELANORE M ESTATE OF OR CURRENT OCCUPANT
21842 CAMARGO
MISSION VIEJO, CA 92691

BAHMAN & SHOKOOH PEYBERTH DIANATI OR CURRENT OCCUPANT
6151 PASEO LA VIS
WOODLAND HILLS, CA 91367

JOUNG HAHN KIM OR CURRENT OCCUPANT
938 S HOBART BLV #8
LOS ANGELES, CA 90006

HARRIS ABRAHAM B EXEMPTION TRUST OR CURRENT OCCUPANT
8465 ROYALSTON FALLS CT
LAS VEGAS, NV 89143

NGA NGUYEN OR CURRENT OCCUPANT
9315 BOLSA AVE #228
WESTMINSTER, CA 92683

DONALD A & JULIE A SUMMERS OR CURRENT OCCUPANT
30713 RIVERSIDE DR
LAKE ELSINORE, CA 92530

AKOP MELIKYAN OR CURRENT OCCUPANT
11934 SHELDON ST
SUN VALLEY, CA 91352

AMERICAN CERT INSTITUTE ORGANIZATION INC OR CURRENT OCCUPANT
1826 VALINDA AVE
LA PUENTE, CA 91744

DOLORES TAPIA OR CURRENT OCCUPANT
12786 17TH ST
CHINO, CA 91710

HABITAT FOR HUMANITY INLAND VALLEY OR CURRENT OCCUPANT
27475 YNEZ RD
TEMECULA, CA 92591

ANGEL LUGO OR CURRENT OCCUPANT
PO BOX 3036
ANAHEIM, CA 92803

JAMES REYNOLDS OR CURRENT OCCUPANT
269 ST BEVERLY DR #625
BEVERLY HILLS, CA 90212

DONALD G & RHIO BARNES OR CURRENT OCCUPANT
8286 GREEN VALLEY RD
MOHAVE VALLEY, AZ 86440

ROBERT RYAN OR CURRENT OCCUPANT
26432 ARBOR RD
SAN JUAN CAPISTRANO, CA 92675

NOBEL MANDILI OR CURRENT OCCUPANT
22431 SE 244TH ST
MAPLE VALLEY, WA 98038

TRAVON OWENS OR CURRENT OCCUPANT
8605 MACOMB AVE
GARFIELD HEIGHTS, OH 44105

FLOYD E & EULALIA M BLAU OR CURRENT OCCUPANT
1943 RODNEY DR #205
LOS ANGELES, CA 90027

ELSINORE VALLEY CEMETARY DIST
OR CURRENT OCCUPANT
18170 COLLIER
LAKE ELSINORE, CA 92530

LAKE ELSINORE SELF STORAGE OR CURRENT OCCUPANT
18152 STRATFORD CIR
VILLA PARK, CA 92861

SILVERADO LEASING OR CURRENT OCCUPANT
29190 RIVERSIDE DR
LAKE ELSINORE, CA 92530

ELSINORE VALLEY CEMETARY DIST
OR CURRENT OCCUPANT
PO BOX 0751
LAKE ELSINORE, CA 92531

HD DEV OF MARYLAND INC OR CURRENT OCCUPANT
2455 PACES FERRY RD
ATLANTA, GA 30339

ELSINORE REALTY HOLDINGS OR CURRENT OCCUPANT
1445 5TH ST
SANTA MONICA, CA 90401

SYLVIA ARIAN OR CURRENT OCCUPANT
503 N VICTORY BLVD
BURBANK, CA 91502

STATE OF CALIF OR CURRENT OCCUPANT
464 W FOURTH ST
SAN BERNARDINO, CA 92401

RSM PROP INC OR CURRENT OCCUPANT
3452 UNIVERSITY AVE
RIVERSIDE, CA 92501

RSM PROP OR CURRENT OCCUPANT
1253 S LONE HILL DR
GLENDORA, CA 91740

HOKUA RIVERSIDE INV
OR CURRENT OCCUPANT
PO BOX 1159
DEERFIELD, IL 60015

RSM PROP OR CURRENT OCCUPANT
PO BOX 460049 DEPT 501
HOUSTON, TX 77056

HFC PRP ELSINORE OR CURRENT OCCUPANT
417 29TH ST
NEWPORT BEACH, CA 92663

CHARLES DALE & DEBRA JEAN SACKS
OR CURRENT OCCUPANT
29126 OLD WRANGLER RD
CANYON LAKE, CA 92587

LAKE ELSINORE SKYKING
OR CURRENT OCCUPANT
27286 VIA INDUSTRIA #B
TEMECULA, CA 92590

TORTOMASI ENTERPRISES
OR CURRENT OCCUPANT
26605 MADISON AVE
MURRIETA, CA 92562

YUICHIRO & SAM Y SAKURAI
OR CURRENT OCCUPANT
400 W OCEAN BLVD #2702
LONG BEACH, CA 90802

VINCENT J & PEGGY S STAGLIANO
OR CURRENT OCCUPANT
5501 ST ANDREWS CT
PLANO, TX 75093

MURARI L & INDER J GUPTA
OR CURRENT OCCUPANT
18201 EVERGREEN CIR
VILLA PARK, CA 92861

TARGET CORP OR CURRENT OCCUPANT
PO BOX 9456
MINNEAPOLIS, MN 55440

LUCKY KING INV OR CURRENT OCCUPANT
PO BOX 2609
CARLSBAD, CA 92018

MMWR OR CURRENT OCCUPANT
PO BOX 5126
SHERMAN OAKS, CA 91413

MICHAEL GRANT WEST
OR CURRENT OCCUPANT
3610 CENTRAL 4TH FL NO #10
RIVERSIDE, CA 92506

RKW & MLW ELSINORE
OR CURRENT OCCUPANT
1080 N BATAVIA ST #K
ORANGE, CA 92867

LANIHAU LAKE ELSINORE 2
OR CURRENT OCCUPANT
PO BOX 9032
KAILUA KONA, HI 96745

RIVERSIDE COUNTY FLOOD CONT
OR CURRENT OCCUPANT
1995 MARKET ST
RIVERSIDE, CA 92501

RODNEY D & PAULA J CARTIER
OR CURRENT OCCUPANT
17425 VANDERHILL CIR
PERRIS, CA 92570

TIMOTHY J & MARIAN KIMBLE
OR CURRENT OCCUPANT
30525 EMPEROR DR
CANYON LAKE, CA 92587

CARLOS & MARIA LARA
OR CURRENT OCCUPANT
20365 TONEY ST
PERRIS, CA 92570

MATSON REALTY CORP
OR CURRENT OCCUPANT
1205 PACIFIC HWY #3903
SAN DIEGO, CA 92101

EDUQWEST OR CURRENT OCCUPANT
600 CENTRAL AVE C
LAKE ELSINORE, CA 92530

LAKE ELSINORE GROUP INC
OR CURRENT OCCUPANT
4580 UNIVERSITY AVE
SAN DIEGO, CA 92105

EASTERN MUNICIPAL WATER DIST
OR CURRENT OCCUPANT
PO BOX 8300
PERRIS, CA 92572

DONNA M OSTERMILLER
OR CURRENT OCCUPANT
PO BOX 1660
SAN JUAN CAPISTRANO, CA 92693

ROSE KELLEY THUESON
OR CURRENT OCCUPANT
62 E 3450 N
SPANISH FORK, UT 84660

JESUS RODRIGUEZ VILLICANA
OR CURRENT OCCUPANT
714 S WALNUT AVE
BREA, CA 92821

MARTHA DIANE GRODEMAN
OR CURRENT OCCUPANT
1248 E BELMONT AVE
PHOENIX, AZ 85020

MEDHEALTH SCIENCES INC
OR CURRENT OCCUPANT
PO BOX 2250
TEMECULA, CA 92593

RIVERSIDE COUNTY FLOOD CONT
OR CURRENT OCCUPANT
1995 MARKET
RIVERSIDE, CA 92501

JOHNNY M & ELENA RAY
OR CURRENT OCCUPANT
17380 SHRIER DR
LAKE ELSINORE, CA 92530

FRANCISCO MARTINEZ
OR CURRENT OCCUPANT
332 N AVE
LOS ANGELES, CA 90042

MICHAEL D OLSON
OR CURRENT OCCUPANT
PO BOX 1909
FLORENCE, OR 97439

MARIA KIEFER OR CURRENT OCCUPANT
8803 TWEEDY LN
DOWNEY, CA 90240

HUAN SONG OR CURRENT OCCUPANT
80 BAY STREET LNDG #9B
STATEN ISLAND, NY 10301

GREGORY K SMITH
OR CURRENT OCCUPANT
PO BOX 527
WILDOMAR, CA 92595

LAVERN SCRANTON
OR CURRENT OCCUPANT
PO BOX 10619
COSTA MESA, CA 92627

DAVID CAPLES OR CURRENT OCCUPANT
PO BOX 618
LAKE ELSINORE, CA 92531

ROCIO NUNO SEPULVEDA
OR CURRENT OCCUPANT
PO BOX 436044
SAN YSIDRO, CA 92143

RAMESH GUPTA OR CURRENT OCCUPANT
31283 DEL REY RD
TEMECULA, CA 92591

O K LAND PRODUCTIONS
OR CURRENT OCCUPANT
1135 TERMINAL WAY #209
RENO, NV 89502

ASHRAF LOHUDDIN
OR CURRENT OCCUPANT
15711 SPRINGCOURT DR
HOUSTON, TX 77062

A PLUS MAJESTIC INC
OR CURRENT OCCUPANT
17011 GREENTREE
RIVERSIDE, CA 92503

HULA FUNDING OR CURRENT OCCUPANT
10929 FIRESTONE BLVD #121
NORWALK, CA 90650

ADEL ABUSAMRA OR CURRENT OCCUPANT
32655 RACHEL CIR
DANA POINT, CA 92629

HMR & R SERVICES INC
OR CURRENT OCCUPANT
23884 CONTINENTAL DR
CANYON LAKE, CA 92587

CAROL ANNE HASKELL
OR CURRENT OCCUPANT
1696 DURBIN LN
FAIRFIELD, CA 94534

VICTORINO & JULIA F DURAN
OR CURRENT OCCUPANT
31865 MACHADO ST
LAKE ELSINORE, CA 92530

MIGUEL & MARTHA SOLIS
OR CURRENT OCCUPANT
PO BOX 4333
GARDEN GROVE, CA 92842

KENNETH M MCFARLAND
OR CURRENT OCCUPANT
195 W ONTARIO AVE #102
CORONA, CA 92882

GRACIELA TORRES OR CURRENT OCCUPANT
15229 WINDJAMMER WAY
LAKE ELSINORE, CA 92530

ROBERTO & BERTHA A RAMIREZ
OR CURRENT OCCUPANT
17220 SHRIER DR
LAKE ELSINORE, CA 92530

VICTORINO & PEDRO DURAN
OR CURRENT OCCUPANT
17208 SHRIER DR
LAKE ELSINORE, CA 92530

MARY K MEYERS OR
CURRENT OCCUPANT
17183 SHRIER DR
LAKE ELSINORE, CA 92530

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MARK EDWIN WADE
OR CURRENT OCCUPANT
2542 KOTTINGBRUNN
AUSTRIA EUROPE,

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

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

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

JACQUELINE M HAGGERTY
OR CURRENT OCCUPANT
5611 LITTLER DR
HUNTINGTON BEACH, CA 92649

TERESA HERNANDEZ
OR CURRENT OCCUPANT
30419 RIVERSIDE DR
LAKE ELSINORE, CA 92530

JAMES S & JONI LYNN GIORDANO
OR CURRENT OCCUPANT
3683 GARRETSON AVE
CORONA, CA 92881

WELDON ANDREW PAGE
OR CURRENT OCCUPANT
2301 E SANTA FE #5
FULLERTON, CA 92831

FRANK & PAMELA RANGEL
OR CURRENT OCCUPANT
30449 RIVERSIDE DR
LAKE ELSINORE, CA 92530

JUDITH LINARES RAMIREZ
OR CURRENT OCCUPANT
17530 MCBRIDE AVE
LAKE ELSINORE, CA 92530

ARLENE M BEDO OR CURRENT OCCUPANT
PO BOX 6832
BURBANK, CA 91510

CODY AARON HINES
OR CURRENT OCCUPANT
17179 SHRIER DR
LAKE ELSINORE, CA 92530

JOSE SANCHEZ & FATIMA MARTINEZ
OR CURRENT OCCUPANT
17157 SHRIER DR
LAKE ELSINORE, CA 92530

FELIPE & GUILLERMINA DENIZ
OR CURRENT OCCUPANT
30001 RIVERSIDE DR
LAKE ELSINORE, CA 92530

MARILYN WEIDA OR CURRENT OCCUPANT
4332 W POINT LOMA BLVD
SAN DIEGO, CA 92107

STEPHANIE STEENSTRA
OR CURRENT OCCUPANT
PO BOX 3604
MISSION VIEJO, CA 92690

STEPHANIE STEENSTRA
OR CURRENT OCCUPANT
36633 ABRIALA WAY
LAKE ELSINORE, CA 92532

LORENA ARCE OR CURRENT OCCUPANT
12022 4TH AVE
LYNWOOD, CA 90262

FELICITA M RODRIGUEZ
OR CURRENT OCCUPANT
1171 JULIETTE PL
FALLBROOK, CA 92028

WANDA E ERWIN OR CURRENT OCCUPANT
18243 W SUNNYSLOPE LN
WADDELL, AZ 85355

SHARON L BRIGGS OR CURRENT OCCUPANT
3112 GRACEFIELD RD #520
SILVER SPRING, MD 20904

RAYMOND E & CAROLYN J ALLEY
OR CURRENT OCCUPANT
303 MAGNOLIA
LONG BEACH, CA 92651

AMELIA A KUHN OR CURRENT OCCUPANT
285 HARVARD LN
SEAL BEACH, CA 90740

JOHN F & DARLENE S PROUD
OR CURRENT OCCUPANT
220 DESERT HOLLY DR
PALM DESERT, CA 92211

EDWARD SINGELYN
OR CURRENT OCCUPANT
29499 HURSH ST
LAKE ELSINORE, CA 92530

ROBERT E KELLOGG
OR CURRENT OCCUPANT
666 W 19TH ST #1301
COSTA MESA, CA 92627

JACKELINE MARVELY RIVERA
OR CURRENT OCCUPANT
1251 N FOXFIRE ST
ANAHEIM, CA 92801

R SIDE OR CURRENT OCCUPANT
6611 ASHFORDMILL CT
CORONA, CA 92880

ROBERTO ARTURO UMANA
OR CURRENT OCCUPANT
9601 BEACH ST
LOS ANGELES, CA 90002

JUDY P SCHULMAN
OR CURRENT OCCUPANT
4055 PORTE LA PAZ NO #148
SAN DIEGO, CA 92122

JUAN PEDRO RAMIREZ
OR CURRENT OCCUPANT
709 S ANAHEIM BLV
ANAHEIM, CA 92805

MICAL MODULAR SOUTH
OR CURRENT OCCUPANT
3385 OVERLAND AVE
LOS ANGELES, CA 90034

MIKE D INCE OR CURRENT
OCCUPANT
PO BOX 1801
LA QUINTA, CA 92247

NEW HOPE INTERNATIONAL
OR CURRENT OCCUPANT
8526 E VALLEY BLV NO A104
ROSEMEAD, CA 91770

BLUE LAKE DEV INC
OR CURRENT OCCUPANT
3830 VALLEY CTR #705-1
SAN DIEGO, CA 92130

SAMI EL MASRI OR CURRENT
OCCUPANT
8232 EL PESCADOR LN
LA PALMA, CA 90623

PATRICK D GERMON
OR CURRENT OCCUPANT
PO BOX 1445
BONSALL, CA 92003

EARLY H & ANGIE L GOLDEN
OR CURRENT OCCUPANT
2416 CARLTON PL
RIVERSIDE, CA 92507

PATRICK D GERMON
OR CURRENT OCCUPANT
2128 BUTLER AVE
LOS ANGELES, CA 90025

ANTHONY ROCCO BRIENZA
OR CURRENT OCCUPANT
339 E BARKLEY AVE
ORANGE, CA 92867

THAI D NGUYEN OR CURRENT
OCCUPANT
64 IRVING ST
JERSEY CITY, NJ 7307

ELOY & CLARA R ANGUIANO
OR CURRENT OCCUPANT
30181 RIVERSIDE DR
LAKE ELSINORE, CA 92530

THAI D NGUYEN OR
CURRENT OCCUPANT
13666 EASTRIDGE ST
WESTMINSTER, CA 92683

GAIA GROUP OR CURRENT
OCCUPANT
8721 SANTA MONICA BLVD #130
LOS ANGELES, CA 90069

CORNELIO MOLINA
OR CURRENT OCCUPANT
956 S ANAHEIM BLV NO A112
ANAHEIM, CA 92805

HUONG VU OR CURRENT
OCCUPANT
10282 COVINA PL
SAN DIEGO, CA 92126

DAWN H HARJO OR CURRENT
OCCUPANT
4090 NEWTON ST
TORRANCE, CA 90505

BLUE LAKE DEV INC
OR CURRENT OCCUPANT
3810 DURBIN ST
IRVINDALE, CA 91706

JOSE ANTONIO & SANDY
DELCARMEN CLAVEL OR
CURRENT OCCUPANT
16049 SAN FERNANDO
MISSON
GRANADA HILLS, CA 91344

CHRISTINE RODRIGUEZ
ODGAARD
OR CURRENT OCCUPANT
103 PELICAN LAKE CT
MYRTLE BEACH, SC 29588

JASON RICHARD JACQUEZ
OR CURRENT OCCUPANT
PO BOX 5681
RIVERSIDE, CA 92517

ADRIAN M RODRIGUEZ
OR CURRENT OCCUPANT
33070 WASHINGTON ST
LAKE ELSINORE, CA 92530

LUIS ENRIQUE TREJOS
OR CURRENT OCCUPANT
28761 ESCALONA DR
MISSION VIEJO, CA 92692

BIBLE MISSIONARY CH OF
SANTA FE SPRINGS INC OR
CURRENT OCCUPANT
30830 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BIBLE MISSIONARY CH OF
SANTA FE SPRINGS INC OR
CURRENT OCCUPANT
30830 RIVERSIDE ST
LAKE ELSINORE, CA 92530

JOSEPH A LACAYO OR CURRENT
OCCUPANT
PO BOX 1301
WILDOMAR, CA 92595

CHARLES E & EDITH C BRAY OR
CURRENT OCCUPANT
10051 SIGNET CIR
HUNTINGTON BEACH, CA 92646

Y & K MANAGEMENT CO OR
CURRENT OCCUPANT
12365 CENTRAL AVE
CHINO, CA 91710

SAUL BRANDMAN FOUNDATION
OR CURRENT OCCUPANT
9595 WILSHIRE BLV #511
BEVERLY HILLS, CA 90212

AGNES ANN MADRIGAL OR
CURRENT OCCUPANT
30900 WISCONSIN ST
LAKE ELSINORE, CA 92530

DANNY CARL CORYELL OR
CURRENT OCCUPANT
418 E 22ND ST
SANTA ANA, CA 92706

DAVID SCHIRO OR CURRENT
OCCUPANT
30820 WISCONSIN ST
LAKE ELSINORE, CA 92530

ROBERT B SMITH OR CURRENT
OCCUPANT
30800 WISCONSIN ST
LAKE ELSINORE, CA 92530

JAMES L & ROSA ELIA HUNT
OR CURRENT OCCUPANT
30760 WISCONSIN ST
LAKE ELSINORE, CA 92530

AMORE ENTERPRISES INC OR
CURRENT OCCUPANT
PO BOX 10
TEMECULA, CA 92593

DSGS INC OR CURRENT
OCCUPANT
16820 LAKESHORE DR
LAKE ELSINORE, CA 92530

ABS CA O OR CURRENT
OCCUPANT
PO BOX 990
MINNEAPOLIS, MN 55440

SUNWOOD LAKEVIEW OR
CURRENT OCCUPANT
10035 CARROLL CANYON NO A
SAN DIEGO, CA 92313

SOUTHERN CALIFORNIA EDISON
CO OR CURRENT OCCUPANT
2 INNOVATION WAY
POMONA, CA 91768

HINES NURSERIES INC OR
CURRENT OCCUPANT
22941 MILL CREEK DR
LAGUNA HILLS, CA 92653

LAKE ELSINORE UNIFIED SCHOOL
DIST OR CURRENT OCCUPANT
420 E LAKESHORE DR
LAKE ELSINORE, CA 92530

PROFESSIONAL SMALL
BUSINESS INV CO OR CURRENT
OCCUPANT
PO BOX 480534
LOS ANGELES, CA 90048

BUTTERFIELD VILLAGE
ASSET PARTNERS OR
CURRENT OCCUPANT
PO BOX 2308
LAGUNA HILLS, CA 92654

CP LAKE ELSINORE 130 OR
CURRENT OCCUPANT
10232 DONNER PASS #4
TRUCKEE, CA 96161

JUNFENG ZHU OR CURRENT
OCCUPANT
23650 JUSTICE ST
WEST HILLS, CA 91304

EBRAHIM & GILA
MAHGEREFTEH OR CURRENT
OCCUPANT
9671 NETHERWAY DR
HUNTINGTON BEACH, CA
92646

MARK A & FAITH M KELSEY OR
CURRENT OCCUPANT
32905 MACY ST
LAKE ELSINORE, CA 92530

CHIN PI WU OR CURRENT
OCCUPANT
34221 TRAMPINI COMMON
FREMONT, CA 94555

GLENN & JENNIE OSMENT OR
CURRENT OCCUPANT
30872 VIA BONICA
LAKE ELSINORE, CA 92530

ELSINORE LAKE SHORE OR
CURRENT OCCUPANT
PO BOX 118
SAN JUAN CAPISTRANO, CA 92693

ROADRUNNER RV PARK OR
CURRENT OCCUPANT
PO BOX 86
LAKE ELSINORE, CA 92531

LAKESHORE PLAZA OR
CURRENT OCCUPANT
8558 CHALMIN DR #401
LOS ANGELES, CA 90035

LAKESIDE POINTE OR CURRENT
OCCUPANT
27708 JEFFERSON #200
TEMECULA, CA 92590

CITY OF LAKE ELSINORE OR
CURRENT OCCUPANT
130 S MAIN ST
LAKE ELSINORE, CA 92530

JENNIFER CHIENG FEN CHEN
OR CURRENT OCCUPANT
606 N 1ST ST
SAN JOSE, CA 95112

LUMOS COMM OR CURRENT OCCUPANT
2618 SAN MIGUEL NO #503
NEWPORT BEACH, CA 92660

OUTHOUSE INC OR CURRENT OCCUPANT
9140 ROSE ST
BELLFLOWER, CA 90706

MANHONG & CAROLINE YOUNG HEE HAN OR CURRENT OCCUPANT
22 PARMA
IRVINE, CA 92602

LMV I AFFORDABLE OR CURRENT OCCUPANT
100 SPECTRUM CENTER DR
IRVINE, CA 92618

MICHAEL & AMY NEJAD OR CURRENT OCCUPANT
36353 PASEO DEL SOL
CATHEDRAL CITY, CA 92234

RICHARD H WESSELINK OR CURRENT OCCUPANT
26400 LA ALAMEDA NO #207
MISSION VIEJO, CA 92691

LAKE PARK RV RESORT OR CURRENT OCCUPANT
900 SKOKIE BLVD
NORTHBROOK, IL 60062

CHARLES H & PATRICIA A PEARSON OR CURRENT OCCUPANT
17075 MULTIVIEW
PERRIS, CA 92570

BROOKSTONE LANDING INC OR CURRENT OCCUPANT
171 B AVENIDA VAQUERO
SAN CLEMENTE, CA 92672

WILLIAM & HELEN RAHE OR CURRENT OCCUPANT
42820 JOSHUA TREE CT
MURRIETA, CA 92562

CIRCLE K STORES INC OR CURRENT OCCUPANT
255 E RINCON #100
CORONA, CA 92879

TSAI CAPITAL GROUP OR CURRENT OCCUPANT
1110 FULLERTON RD
CITY OF INDUSTRY, CA 91748

KATIE SHOVERS OR CURRENT OCCUPANT
1420 IROQUOIS AVE
LONG BEACH, CA 90815

MARK & LARRY MAC SMITH OR CURRENT OCCUPANT
PO BOX 1229
WILDOMAR, CA 92595

THANIK & PLOY NITHIPHANTHAWONG OR CURRENT OCCUPANT
772 ROBIN DR
LAKE ELSINORE, CA 92530

MIGUEL ANGEL & RUBY FLORES OR CURRENT OCCUPANT
16919 BELLE AVE
LAKE ELSINORE, CA 92530

JOSE ANGEL S GUTIERREZ OR CURRENT OCCUPANT
782 ROBIN DR
LAKE ELSINORE, CA 92530

JUAN MANUEL MERCADO OR CURRENT OCCUPANT
784 ROBIN DR
LAKE ELSINORE, CA 92530

ROBERT & KAYLEAN MAY OR CURRENT OCCUPANT
31308 DURNEY CT
TEMECULA, CA 92591

CUONG DINH NGUYEN OR CURRENT OCCUPANT
12071 MYRON TRAPP DR
GARDEN GROVE, CA 92840

ROY B & KRISTY A NEILSON OR CURRENT OCCUPANT
1237 S VICTORIA AVE #442
OXNARD, CA 93035

CORY C HOOVER OR CURRENT OCCUPANT
804 ROBIN DR
LAKE ELSINORE, CA 92530

SELWAN J & NATALEE MAKSOOD OR CURRENT OCCUPANT
2274 STONYBROOK WAY
PERRIS, CA 92571

GILDARDO SERNA OR CURRENT OCCUPANT
814 ROBIN DR
LAKE ELSINORE, CA 92530

ADRIAN HERNANDEZ OR CURRENT OCCUPANT
10570 SPRUCE AVE
BLOOMINGTON, CA 92316

ROBERT H & LAI QING LIU ZMYEWSKI OR CURRENT OCCUPANT
PO BOX 1361
LAKE ELISNORE, CA 92531

LUIS M & MARIA E SERRATO OR CURRENT OCCUPANT
832 ROBIN DR
LAKE ELSINORE, CA 92530

XENIA M JARAMILLO OR CURRENT OCCUPANT
834 ROBIN DR
LAKE ELSINORE, CA 92530

EDGAR DELCID OR CURRENT OCCUPANT
842 ROBIN DR
LAKE ELSINORE, CA 92530

JUAN ANTONIO & ADRIANA GARCIA OR CURRENT OCCUPANT
29051 PALM VIEW ST
LAKE ELSINORE, CA 92530

WARREN D & MARY E GADDY OR CURRENT OCCUPANT
4642 KIMBERWICK CIR
IRVINE, CA 92604

MANUEL SOTO OR CURRENT OCCUPANT
862 ROBIN DR
LAKE ELSINORE, CA 92530

YSABEL NAETZEL OR CURRENT OCCUPANT
864 ROBIN DR
LAKE ELSINORE, CA 92530

FREDY BAJO OR CURRENT OCCUPANT
872 ROBIN DR
LAKE ELSINORE, CA 92530

GUILLERMO ROBLES NUNEZ OR CURRENT OCCUPANT
874 ROBIN DR
LAKE ELSINORE, CA 92530

JOSE A NARANJO OR CURRENT OCCUPANT
882 ROBIN DR
LAKE ELSINORE, CA 92530

AGUSTIN MONGE OR CURRENT OCCUPANT
884 ROBIN DR
LAKE ELSINORE, CA 92530

JUDITH D RAMOS OR CURRENT OCCUPANT
16523 MANGO WAY
LAKE ELSINORE, CA 92530

NADEEM & SALEHA A SYED OR CURRENT OCCUPANT
894 ROBIN DR
LAKE ELSINORE, CA 92530

MAZEN & ARSHAD M HAMIDEH OR CURRENT OCCUPANT
641 SPRING BAYOU RD
MARKSVILLE, LA 71351

NELSON FAMILY LLC OR CURRENT OCCUPANT
2425 GARRETSON AVE
CORONA, CA 92881

TUYEN & AI LIEN VAN NGUYEN OR CURRENT OCCUPANT
8171 E MARBLEHEAD WAY
ANAHEIM, CA 92808

MARK GORE OR CURRENT OCCUPANT
CHILLIWACK BC
CANADA V2P6H5,

HEDGEMON REAL OR CURRENT OCCUPANT
PO BOX 5232
RIVERSIDE, CA 92517

TOM CHEN OR CURRENT OCCUPANT
15155 CAMPHOR WAY
LAKE ELSINORE, CA 92530

J C TUCKMAR OR CURRENT OCCUPANT
27475 YNEZ RD #392
TEMECULA, CA 92591

PEGASUS FUND 3 OR CURRENT OCCUPANT
1620 N PLACENTIA #100
PLACENTIA, CA 92870

LETICIA & RAUL RAMIREZ OR CURRENT OCCUPANT
1495 MATEO ST
LOS ANGELES, CA 90021

RAMON A HERNANDEZ OR CURRENT OCCUPANT
16693 JOY AVE
LAKE ELSINORE, CA 92530

ESPEY REALTY OR CURRENT OCCUPANT
31120 RIVERSIDE DR
LAKE ELSINORE, CA 92530

JUAN J DE LA CRUZ OR CURRENT OCCUPANT
211 S BIRCH ST
SANTA ANA, CA 92701

MIGUEL G & THEDORA S DIAZ OR CURRENT OCCUPANT
31170 RIVERSIDE DR
LAKE ELSINORE, CA 92530

MIGUEL G & THEODORA S DIAZ OR CURRENT OCCUPANT
31170 RIVERSIDE ST
LAKE ELSINORE, CA 92530

SAMIA PETER SABAT OR CURRENT OCCUPANT
19511 TYLER RD
PERRIS, CA 92570

LUPE SEPULVEDA ROSAS OR CURRENT OCCUPANT
2869 ARLINGTON AVE
RIVERSIDE, CA 92506

RALPH A & ELVIRA A SEPULVEDA OR CURRENT OCCUPANT
3593 BOND ST
SAN BERNARDINO, CA 92405

LUIS G LEON OR CURRENT OCCUPANT
31179 WISCONSIN ST
LAKE ELSINORE, CA 92530

MIGUEL A ANGELES OR CURRENT OCCUPANT
31193 WISCONSIN ST
LAKE ELSINORE, CA 92530

EVMWD OR CURRENT OCCUPANT
31315 CHANEY ST
LAKE ELSINORE, CA 92530

MATTHEW R & CAROLINA BURCHETTE OR CURRENT OCCUPANT
31116 S WISCONSIN ST
LAKE ELSINORE, CA 92530

GRAHAM R & YVETTE A BARDWELL OR CURRENT OCCUPANT
31118 WISCONSIN ST
LAKE ELSINORE, CA 92530

AMANDA THIELHART OR CURRENT OCCUPANT
31170 WISCONSIN ST
LAKE ELSINORE, CA 92530

ARAMPATH GUNAWARDHANA OR CURRENT OCCUPANT
4521 CAMPUS DR #377
IRVINE, CA 92612

TOM BAO & LINDA NGUYEN OR CURRENT OCCUPANT
9542 ARELENE AVE
GARDEN GROVE, CA 92841

TOM BAO & LINDA NGUYEN OR CURRENT OCCUPANT
9542 ARLENE AVE
GARDEN GROVE, CA 92841

RONALD W & OMA I SLAVICK OR CURRENT OCCUPANT
1399 E VERSAILLES CT
BOISE, ID 83706

CHIN FU CHEN OR CURRENT OCCUPANT
12 BAYPORTE
IRVINE, CA 92614

CATALINO R & DELPHINE C VELASCO OR CURRENT OCCUPANT
513 ELLIS ST
LAKE ELSINORE, CA 92530

DENNIS DEMONTIGNY OR CURRENT OCCUPANT
32931 BLACKWELL BLVD
LAKE ELSINORE, CA 92530

DENNIS DEMONTIGNY OR CURRENT OCCUPANT
32931 BLACKWELL BLV
LAKE ELSINORE, CA 92530

GAVISH ITZHAK MIDA OR CURRENT OCCUPANT
36280 LIBERTY RD
MURRIETA, CA 92563

ROBERT S ROSAS OR CURRENT OCCUPANT
31099 WISCONSIN ST
LAKE ELSINORE, CA 92530

PARMJIT S RANDHAWA OR CURRENT OCCUPANT
3245 GARRETSON CIR
CORONA, CA 92881

ANDRES VELAZQUEZ OR CURRENT OCCUPANT
31054 WISCONSIN ST
LAKE ELSINORE, CA 92530

ROBERT & ROSEMARY HELLING OR CURRENT OCCUPANT
343 WHITE FOX RUN
FALLBROOK, CA 92028

PAGE ANN CRAVEN OR CURRENT OCCUPANT
31084 WISCONSIN ST
LAKE ELSINORE, CA 92530

SALVADOR SEPULVEDA OR CURRENT OCCUPANT
31094 WISCONSIN ST
LAKE ELSINORE, CA 92530

LINO D & GENUINA LOURENCO OR CURRENT OCCUPANT
35752 JACK RABBIT LN
MURRIETA, CA 92563

JERRY & ANGELA SULLIVAN OR CURRENT OCCUPANT
44625 SANDIA CREEK DR
TEMECULA, CA 92590

COLE FD PORTFOLIO V OR CURRENT OCCUPANT
PO BOX 1017
CHARLOTTE, NC 28201

RUSSELL W & ROGER P MAY OR CURRENT OCCUPANT
30371 SPRAY DR
CANYON LAKE, CA 92587

SCOTT C & ANITA M HADLEY OR CURRENT OCCUPANT
31902 AVENIDA EVITA
SAN JUAN CAPISTRANO, CA 92675

MOHAMMED NAZRUL & MARIA ISLAM OR CURRENT OCCUPANT
4637 GRAVEL ROCK ST
LAS VEGAS, NV 89031

GILBERT & MONICA L RODRIGUEZ OR CURRENT OCCUPANT
31120 FRASER DR
LAKE ELSINORE, CA 92530

FOUR CORNERS PLAZA OR CURRENT OCCUPANT
20651 PALOMAR ST
LAKE ELSINORE, CA 92595

FOUR CORNERS PLAZA OR CURRENT OCCUPANT
PO BOX 1649
WILDOMAR, CA 92595

BUNKEY VENTURES II OR CURRENT OCCUPANT
137 VIA HAVRE
NEWPORT BEACH, CA 92663

STEVEN A & VICKI L HARTMAN OR CURRENT OCCUPANT
29052 NAVEL CT
LAKE ELSINORE, CA 92530

DANIEL T & ROXANNE LONGTIN OR CURRENT OCCUPANT
16791 LAKESHORE DR
LAKE ELSINORE, CA 92530

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

RSC MARKETING & SALES INC OR CURRENT OCCUPANT
PO BOX 310856
FONTANA, CA 92331

NORINE E MAY OR CURRENT OCCUPANT
29880 LONGHORN DR
CANYON LAKE, CA 92587

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

ELEAZAR & MARIA S RAMIREZ OR CURRENT OCCUPANT
3509 EISENHOWER DR
LAKE ELSINORE, CA 92530

JUDITH G MADRIGAL OR CURRENT OCCUPANT
35885 TRABUCO RD #52
LAKE FOREST, CA 92630

GILBERT S & HENRIETTA H CARMONA OR CURRENT OCCUPANT
5286 NORCRIS LN
YORBA LINDA, CA 92886

IMELDA GONZALEZ OR CURRENT OCCUPANT
1149 E 1ST ST
TUSTIN, CA 92780

PAUL MERIPOL OR CURRENT OCCUPANT
PO BOX 1022
SUNSET BEACH, CA 90742

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

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

ARNOLDO LEONEL & MARIA ESTRADA OR CURRENT OCCUPANT
3604 EISENHOWER DR
LAKE ELSINORE, CA 92530

ALEX GANG LI OR CURRENT OCCUPANT
4115 LIVE OAK LN
YORBA LINDA, CA 92886

DANIELLE FRANCINE VICTOR OR CURRENT OCCUPANT
4645 CASSIOPE CT
HEMET, CA 92545

JOSE DE JESUS & MARIA L ACEVEDO GODOY OR CURRENT OCCUPANT
3508 EISENHOWER DR
LAKE ELSINORE, CA 92530

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

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

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

JUAN CARLOS & MARIA GARCIA OR CURRENT OCCUPANT
3504 LAKE CREST DR
LAKE ELSINORE, CA 92530

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

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

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

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

ROGELIO D & GRACIELA SANCHEZ OR CURRENT OCCUPANT
2425 S RITA WAY
SANTA ANA, CA 92704

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

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

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

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

LAKE FRONT PARK VIEW PLAZA INC OR CURRENT OCCUPANT
PO BOX 217
MONTEREY PARK, CA 91754

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

WEI LIANG OR CURRENT OCCUPANT
1005 HOLIDAY DR
WEST COVINA, CA 91791

JAMES R & RENATE C WHITE OR CURRENT OCCUPANT
654 S OAK TREE DR
COVINA, CA 91723

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

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

LAURA H GONZALEZ OR CURRENT OCCUPANT
512 QUAIL DR
LAKE ELSINORE, CA 92530

DAVID K KIDD BARRON OR CURRENT OCCUPANT
504 QUAIL DR
LAKE ELSINORE, CA 92530

LAKE FRONT ELSINORE PLAZA OR CURRENT OCCUPANT
555 N VULCAN AVE
ENCINITAS, CA 92024

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

LAVONNE N CYPERT OR CURRENT OCCUPANT
PO BOX 636
CORONA, CA 92878

JOHN E GAMBLE OR CURRENT OCCUPANT
20091 MT ISRAEL PL
ESCONDIDO, CA 92029

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

STEPHEN D & MARGARET J CESCOLINI OR CURRENT OCCUPANT
17615 FAN PALM LN
RIVERSIDE, CA 92503

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

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

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

DOUGLAS E & CATHLEEN C LAUNCHBAUGH OR CURRENT OCCUPANT
PO BOX 393
CAYUCOS, CA 93430

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

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

STRONG FORT GROUP INC OR CURRENT OCCUPANT
567 MEADOW GROVE ST
LA CANADA, CA 91011

ZAIREY INC OR CURRENT OCCUPANT
45 CINCH RD
BELL CANYON, CA 91307

ORTEGA PLAZA OR CURRENT OCCUPANT
10665 WEATHER HILL CT
SAN DIEGO, CA 92131

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

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

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

JERRY F & MYRA G MATHER OR CURRENT OCCUPANT
1157 CAROWIND LN
SAN DIEGO, CA 92131

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

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

RAFAEL & ANGELICA JIMENEZ OR CURRENT OCCUPANT
33140 TRABUCO DR
LAKE ELSINORE, CA 92530

WILLIAM E & TARAH PEARGIN OR CURRENT OCCUPANT
33130 TRABUCO DR
LAKE ELSINORE, CA 92530

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

FRANCISCO J & VIRGINIA R LEON OR CURRENT OCCUPANT
15781 LAKE TERRACE DR
LAKE ELSINORE, CA 92530

JULIO BRAVO OR CURRENT OCCUPANT
5239 KLONDIKE AVE
LAKE ELSINORE, CA 90712

JOSE VICENTE OCHOA OR CURRENT OCCUPANT
26435 WOODCREST LN
SAN JUAN CAPISTRANO, CA 92675

RAUL & MARIA RAMIREZ OR CURRENT OCCUPANT
15800 LAGUNA AVE
LAKE ELSINORE, CA 92530

JORGE & LORENA SORIA OR CURRENT OCCUPANT
15790 LAGUNA AVE
LAKE ELSINORE, CA 92530

CBO OPERATIONS OR CURRENT OCCUPANT
1170 MARINE DR
LAGUNA BEACH, CA 92651

CURRENT RESIDENT
16541 JOY ST
LAKE ELSINORE, CA 92530

SIERRA REY OR CURRENT OCCUPANT
23361 EL TORO RD #202
LAKE FOREST, CA 92630

PLAZA MESA OR CURRENT OCCUPANT
23361 EL TORO #202
LAKE FOREST, CA 92630

LAZY E RANCH OR CURRENT OCCUPANT
20142 RIVERSIDE DR
NEWPORT BEACH, CA 92660

STATE SCHOOL LANDS OR CURRENT OCCUPANT
1807 13TH ST
SACRAMENTO, CA 95814

JEFFREY WANG OR CURRENT OCCUPANT
2026 S 6TH AVE
ARCADIA, CA 91006

ALVARO GUILLEN OR CURRENT OCCUPANT
28471 LA PRADERA
LAGUNA NIGUEL, CA 92677

HECTOR SALINAS OLIVERA OR CURRENT OCCUPANT
PO BOX 1334
SAN JUAN CAPISTRANO, CA 92693

WILLIAM REED NICHOLS OR CURRENT OCCUPANT
32391 ORTEGA HWY
LAKE ELSINORE, CA 92530

JACQUELINE AYER OR CURRENT OCCUPANT
2010 W AVE
LANCASTER, CA 93536

DONNA J KIRK OR CURRENT OCCUPANT
27703 ORTEGA HWY #108
SAN JUAN CAPISTRANO, CA 92675

CLAUDETTE J POOLE OR CURRENT OCCUPANT
32540 EL CARISO RD
LAKE ELSINORE, CA 92530

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

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

MICHAEL JOHN MUENZER OR CURRENT OCCUPANT
20891 RAINTREE LN
TRABUCO CANYON, CA 92679

CLARKE DEV INC OR CURRENT OCCUPANT
PO BOX 2607
CAPISTRANO BEACH, CA 92624

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

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

SCOTT A BROWNSON OR CURRENT OCCUPANT
32550 EL CARISO RD
LAKE ELSINORE, CA 92530

MARK & DAPHNE PRITIKIN SHIPKEY OR CURRENT OCCUPANT
32487 EL CARISO
LAKE ELSINORE, CA 92530

JAMES ROBERT GORSKI OR CURRENT OCCUPANT
18 SAINT KITTS
DANA POINT, CA 92629

GAIL GASPAROVICH WARNER OR CURRENT OCCUPANT
32840 ORTEGA HWY
LAKE ELSINORE, CA 92530

DAVID ELMER FILLIS OR CURRENT OCCUPANT
13770 MONTE VISTA RD
LAKE ELSINORE, CA 92530

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

WILLIAM THOMAS & DIANA CAROLINE POWELL OR CURRENT OCCUPANT
1 SEPULVEDA
RANCHO SANTA MARGARITA, CA 92688

CAPE VENTURES OR CURRENT OCCUPANT
1585 TAHITI AVE
LAGUNA BEACH, CA 92651

HT PROP OR CURRENT OCCUPANT
31902 AVD EVITA
SAN JUAN CAPISTRANO, CA 92675

CLARKE DEV INC OR CURRENT OCCUPANT
32371 ALIPAZ ST #12
SAN JUAN CAPISTRANO, CA 92675

PAUL MCGINNIS OR CURRENT OCCUPANT
32476 EL CARISO RD
LAKE ELSINORE, CA 92530

E V M W D OR CURRENT OCCUPANT
33751 MISSION TRL
WILDOMAR, CA 92595

WILLIAM R & LUZ GLORIA P LEVRIER OR CURRENT OCCUPANT
32737 ORTEGA HWY
LAKE ELSINORE, CA 92530

KENNETH JAMES & POLENA B SACKETT OR CURRENT OCCUPANT
34799 ORTEGA
LAKE ELSINORE, CA 92530

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

RICHARD R ROBERTS OR CURRENT OCCUPANT
32673 EL CARISO RD
LAKE ELSINORE, CA 92530

SHERI LOUISE & DANIEL EDWARD WALDERMAN OR CURRENT OCCUPANT
32535 EL CARISO RD
LAKE ELSINORE, CA 92530

ROBERT G & SANDRA Z NICHOLSON OR CURRENT OCCUPANT
13633 MONTE VISTA ST
LAKE ELSINORE, CA 92530

PATRICIA J & STEVEN C J LOCKHART OR CURRENT OCCUPANT
1828 AUTUMN SAGE AVE
NORTH LAS VEGAS, NV 89031

SABRINA NICOLICH OR CURRENT OCCUPANT
32694 ORTEGA HWY
LAKE ELSINORE, CA 92530

JUAN ANTONIO REYNOSO OR CURRENT OCCUPANT
26541 VIA CUERVO
MISSION VIEJO, CA 92691

PATRICIA F BEAUCHAMP OR CURRENT OCCUPANT
417 SHORE ACRES AVE
NORTH KINGSTOWN, RI 2852

DONALD L & ANGELA BRISCO OR CURRENT OCCUPANT
32780 ORTEGA HWY
LAKE ELSINORE, CA 92530

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

SHANE TYSON WOOD OR CURRENT OCCUPANT
32750 ORTEGA HWY
LAKE ELSINORE, CA 92530

SHANE WOOD OR CURRENT OCCUPANT
32750 ORTEGA HIGHWAY
LAKE ELSINORE, CA 92530

REAL PHOENIX EXPERIMENT OR CURRENT OCCUPANT
PO BOX 541
SAN JUAN CAPISTRANO, CA 92693

WARREN & JANIE MCLEAN OR CURRENT OCCUPANT
32522 ORTEGA HWY
LAKE ELSINORE, CA 92530

HUNT INV OR CURRENT OCCUPANT
510 DOROTHY DR
FULLERTON, CA 92831

KATHLEEN KWAN LAI PAYNE OR CURRENT OCCUPANT
4601 HAMPDEN RD
CORONA DEL MAR, CA 92625

HELEN & DARYOUSH YAMTOOBIAN OR CURRENT OCCUPANT
2510 VISTA BAYA
NEWPORT BEACH, CA 92660

WALLACE F NILSON OR CURRENT OCCUPANT
32895 ORTEGA HIGHWAY
LAKE ELSINORE, CA 92530

J M & R WASKO OR CURRENT OCCUPANT
10203 OVERHILL DR
SANTA ANA, CA 92705

GARY & ELENA MORRIS OR CURRENT OCCUPANT
31115 LANCASHIRE DR
LAKE ELSINORE, CA 92530

JARNETTE JONES OLSEN OR CURRENT OCCUPANT
21700 OXNARD ST #400
WOODLAND HILLS, CA 91367

MICHAEL A LEIDELMEIJER OR CURRENT OCCUPANT
23409 ROGUE RIVER
MURRIETA, CA 92562

STEPHEN L HUMPHREY OR CURRENT OCCUPANT
2186 MEYER PL
COSTA MESA, CA 92627

BENJAMIN DEVORE OR CURRENT OCCUPANT
31975 ORTEGA HWY
LAKE ELSINORE, CA 92530

JACQUELINE C BROWN OR CURRENT OCCUPANT
30959 DEL REY RD
TEMECULA, CA 92591

EMMET T SHEAHAN OR CURRENT OCCUPANT
32107 ORTEGA HWY
LAKE ELSINORE, CA 92530

AHMAD ANVARINEJAD OR CURRENT OCCUPANT
31984 ORTEGA HWY
LAKE ELSINORE, CA 92530

WESTERN TEMPLE OR CURRENT OCCUPANT
853 E VALLEY BLV #200
SAN GABRIEL, CA 91776

CHARLES E LUCAS OR CURRENT OCCUPANT
3180 ORTEGA HWY
LAKE ELSINORE, CA 92530

CHARLES EDWARD LUCAS OR CURRENT OCCUPANT
54 VIA DI ROMA WALK
LONG BEACH, CA 90803

CHIH PING HSU OR CURRENT OCCUPANT
730 CANYON GARDEN LN
ANAHEIM, CA 92808

RICHARD CARDIEL OR CURRENT OCCUPANT
22766 LA VINA DR
MISSION VIEJO, CA 92691

RALPH A SCHWEITZER OR CURRENT OCCUPANT
2709 HARTWOOD DR
FORT WORTH, TX 76109

TRIPOD INV OR CURRENT OCCUPANT
1718 WESTWOOD BLVD
LOS ANGELES, CA 90024

THABARWA CENTER USA OR CURRENT OCCUPANT
16235 SOAPERRY LN
FONTANA, CA 92336

ELSINORE NAVAL & MILITARY SCHOOL OR CURRENT OCCUPANT
PO BOX 444
WILDOMAR, CA 92595

MOUNTAINSIDE MINISTRIES OR CURRENT OCCUPANT
30515 ORTEGA HIGHWAY
LAKE ELSINORE, CA 92530

CARBON CANYON CHURCH OR CURRENT OCCUPANT
30515 ORTEGA HWY
LAKE ELSINORE, CA 92530

FAR EASTERN GROUP PARTNERSHIP IV OR CURRENT OCCUPANT
20350 BICKFORD DR
WALNUT, CA 91789

ALICE DING SAXON OR CURRENT OCCUPANT
2750 PLANO DR
ROWLAND HEIGHTS, CA 91748

LAKE ELSINORE 133 OR CURRENT OCCUPANT
1 CORNSILK
IRVINE, CA 92614

CASEY M & THERESA A GORDON OR CURRENT OCCUPANT
33325 BLANCHE DR
LAKE ELSINORE, CA 92530

JUDITH ANN GUGLIELMANA OR CURRENT OCCUPANT
33367 BLANCHE DR
LAKE ELSINORE, CA 92530

PUTHEAR V & SREYLACK C SOM OR CURRENT OCCUPANT
10406 CHESTNUT ST
BELLFLOWER, CA 90706

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

STATE DEPT OF TRANSPORTATION OR CURRENT OCCUPANT
464 W 4TH ST
SAN BERNARDINO, CA 92401

DOUGLAS MONTEITH OR CURRENT OCCUPANT
32150 ORTEGA HWY
LAKE ELSINORE, CA 92530

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

GRAND AVENUE STORAGE OR CURRENT OCCUPANT
33033 RIVERSIDE DR
LAKE ELSINORE, CA 92530

EMERICK M & SANDRA E MARZICOLA OR CURRENT OCCUPANT
855 BRADLEY ST
RIVERSIDE, CA 92506

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

GABRIEL ALVAREZ GARCIA OR CURRENT OCCUPANT
542 3RD ST
LAKE ELSINORE, CA 92530

GENERAL TELEPHONE CO OF CALIF OR CURRENT OCCUPANT
PO BOX 152206
IRVING, TX 75015

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

ROBERTO A DIAZ OR CURRENT OCCUPANT
33045 JAMIESON ST A
LAKE ELSINORE, CA 92530

RUTH E SMITH OR CURRENT OCCUPANT
16390 GRAND AVE
LAKE ELSINORE, CA 92530

RAUL C & LIDIA CORVERA OR CURRENT OCCUPANT
2430 VIA PACIFICA
CORONA, CA 92882

ROBERT N CHADE OR CURRENT OCCUPANT
PO BOX 7058
CAPISTRANO BEACH, CA 92624

RIVERSIDE COMMUNITY HOUSING CORP OR CURRENT OCCUPANT
5555 ARLINGTON AVE
RIVERSIDE, CA 92504

PAUL DAVID KVERNES OR CURRENT OCCUPANT
5600 W LOVERS LN #377
DALLAS, TX 75209

BRIAN & MICHELE HURLEY OR CURRENT OCCUPANT
33040 JAMIESON ST
LAKE ELSINORE, CA 92530

RAYMOND C & GAYLE J BRASGA OR CURRENT OCCUPANT
28779 BLUE LARKSPUR CT
MURRIETA, CA 92563

JOSE MOLINA CORIA OR CURRENT OCCUPANT
26975 E RETIRO
MISSION VIEJO, CA 92692

FRANCES T BOOTHE OR CURRENT OCCUPANT
4651 BROWNDEER LN
ROLLING HILLS EST, CA 90275

YANIRA ELIZABETH RAMIREZ OR CURRENT OCCUPANT
33011 FAIRVIEW ST
LAKE ELSINORE, CA 92530

TED E & HELEN S LACY OR CURRENT OCCUPANT
2941 VIA DEL ROBLES
FALLBROOK, CA 92028

LE INV OR CURRENT OCCUPANT
2618 SAN MIGUEL #503
NEWPORT BEACH, CA 92660

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

STEVE & JEAN LIU EILERSEN OR CURRENT OCCUPANT
PO BOX 2094
TEMECULA, CA 92593

PATRICIA GARCIA OR CURRENT OCCUPANT
29237 N POINTE ST
LAKE ELSINORE, CA 92530

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

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

JOHN T RANKINS OR CURRENT OCCUPANT
2654 W HORIZON RIDGE
HENDERSON, NV 89052

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

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

J & R PIKOVER FAMILY TRUST OR CURRENT OCCUPANT
10171 BAYWOOD CT
LOS ANGELES, CA 90077

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

WESTERN INTERNATIONAL DEV OR CURRENT OCCUPANT
6984 OVERLOOK TER
ANAHEIM HILLS, CA 92807

PAUL A CARUSO OR CURRENT OCCUPANT
PO BOX 616
WILDOMAR, CA 92595

HYUNG JIN JUNG OR CURRENT OCCUPANT
5551 MONTICELLO AVE
BUENA PARK, CA 90621

AKBAR MOHAMMAD POUR OR CURRENT OCCUPANT
29 BEECHWOOD
IRVINE, CA 92604

GREGRORY & WENDY HUNTER OR CURRENT OCCUPANT
127 S RIOS AVE
SOLANA BEACH, CA 92075

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

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

DONNA A DAPREMONT OR CURRENT OCCUPANT
33470 MEGAN CT
LAKE ELSINORE, CA 92530

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

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

SUSANNA THAM OR CURRENT OCCUPANT
33440 MEGAN CT
LAKE ELSINORE, CA 92530

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

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

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

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

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

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

PAUL D AYER OR CURRENT OCCUPANT
2131 ENTRADA PARAISO
SAN CLEMENTE, CA 92672

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

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

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

MPM CONST SERVICES OR CURRENT OCCUPANT
PO BOX 1136
CAMARILLO, CA 93011

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

MARVELLA LOUISE WATERS OR CURRENT OCCUPANT
7731 TRASK AVE #711
WESTMINSTER, CA 92683

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

AT & SF RR OR CURRENT OCCUPANT
740 E CARNEGIE DR
SAN BERNARDINO, CA 92408

CURRENT OCCUPANT
39251 ORTEGA HW
SAN JUAN CAPISTRANO, CA

CURRENT OCCUPANT
29960 RIVERSIDE ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
29940 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
2990 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
29920 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30170 RIVERSIDE ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30345 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30097 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30115 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30109 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
12531 PALM ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
29151 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18282 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18248 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18284 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18288 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18296 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18289 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18294 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
22674 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18171 COLLIER ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18301 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
29370 HUNCO WAY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18261 COLLIER AVE
LAKE ELSINORE, CA 92532

CURRENT OCCUPANT
18285 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18283 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18287 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18295 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18291 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
18123 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
17666 STRICKLAND AVE
LAKE ELSINORE, CA 92530

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

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

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

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

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

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

CURRENT OCCUPANT
29301 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
17999 COLLIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
17201 SHRIER AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
17185 SHRIER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
17200 SHRIER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
17259 SHRIER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
17359 SHRIER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
16921 HOLBOROW AVE
LAKE ELSINORE, CA 92530

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

CURRENT OCCUPANT
30801 WISCONSIN ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30850 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
16898 RICE RD
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30880 WISCONSIN ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30840 WISCONSIN ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
16830 LAKESHORE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30901 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32900 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15524 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15562 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32989 MACY ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15410 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32700 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32500 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32391 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32310 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32209 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32211 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15209 LINCOLN ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31750 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31650 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31461 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31495 RIVERSIDE DR
LAKE ELSINORE, CA 92532

CURRENT OCCUPANT
31401 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31361 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
774 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
792 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
794 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
802 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
812 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
822 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
824 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
844 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
852 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
854 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
892 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31741 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31737 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31735 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31733 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31510 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31502 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31628 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31140 RIVERSIDE ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
16774 LEHR ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31109 WISCONSIN ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31116 WISCONSIN ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31172 WISCONSIN ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31064 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
16873 LAKESHORE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
16881 LAKESHORE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31057 WISCONSIN ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
16851 LAKESHORE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31078 WISCONSIN ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31176 FRASER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31253 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31255 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31257 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31140 FRASER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31121 RIVERSIDE ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31115 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31089 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31151 RIVERSIDE AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
16790 SAINT CHARLES PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3503 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3505 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3601 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3603 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3605 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3607 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3602 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3600 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3506 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3504 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3500 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32281 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
3497 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31725 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
532 QUAIL DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
524 QUAIL DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31681 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31701 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15658 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15682 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15712 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15788 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32985 SERENA WAY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15890 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33170 TRABUCO DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15791 LAKE TERRACE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15801 LAKE TERRACE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
34421 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
34040 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
34421 ORTEGA HIGHWAY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32403 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32405 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32411 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33700 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32470 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32443 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32457 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32464 EL CARISO RD
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32485 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32463 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32699 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32493 EL CARISO RD
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32490 EL CARISO
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32507 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32597 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32685 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32692 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32696 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32738 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32800 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32536 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32640 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32770 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32895 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31805 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31835 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31991 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31840 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30751 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
30700 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31973 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31981 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31989 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
31997 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32005 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32017 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32029 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32041 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32053 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32065 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32077 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32089 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32101 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32113 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32125 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32137 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32149 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32161 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32173 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32185 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32197 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32209 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32221 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32233 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32245 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32257 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32269 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32281 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32293 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32305 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32317 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32329 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
16032 RHONDA RD
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32324 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32312 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32288 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32276 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32341 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32353 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32365 HEERS PL
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32337 SHORELINE DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33037 EL CONTENTO DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33041 EL CONTENTO DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33047 EL CONTENTO DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33053 EL CONTENTO DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33113 EL CONTENTO DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33050 EL CONTENTO DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15353 GRAND AVE
LAKE ELSINORE, CA 92530

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

CURRENT OCCUPANT
33051 JAMIESON ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33035 JAMIESON ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33025 JAMIESON ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15373 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33091 FAIRVIEW ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33050 JAMIESON ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33033 FAIRVIEW ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15403 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33027 HILL ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33033 HILL ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33057 HILL ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15485 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15519 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33033 LIME ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33032 HILL ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33056 HILL ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33055 LIME ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15573 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33027 MACY ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33062 LIME ST
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32170 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
32194 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33430 MEGAN CT
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33465 MARIA CT
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33460 MARIA CT
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
15780 HALF MOON DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33100 MOLLY CT
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33115 TRABUCO DR
LAKE ELSINORE, CA 92530

CURRENT OCCUPANT
33090 TRABUCO DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31275 FRASER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17415 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17380 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17370 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17341 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17345 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17333 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17276 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17266 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17032 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17249 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17201 MCBRIDE AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
17200 MCBRIDE AVE
LAKE ELSINORE, CA 92530

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

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

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

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

CURRENT RESIDENT
3506 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3508 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3510 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3512 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3514 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3516 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3518 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3520 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3522 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3524 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3526 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3528 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3530 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3532 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3534 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3536 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3538 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3540 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3550 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3570 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3580 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3590 LAKE CREST DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3608 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3700 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3702 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3704 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3706 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3708 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3709 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3707 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3705 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3703 EISENHOWER DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
3701 EISENHOWER DR
LAKE ELSINORE, CA 92530

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

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

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

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

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

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

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

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

BUSINESS OWNER
32397 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32593 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33077 EL CONTENTO DR
LAKE ELSINORE, CA 92530

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

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

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

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

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

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

CURRENT RESIDENT
33060 JAMIESON ST
LAKE ELSINORE, CA 92530

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CURRENT RESIDENT
33084 HILL ST
LAKE ELSINORE, CA 92530

BUSINESS OWNER
15572 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15546 GRAND AVE
LAKE ELSINORE, CA 92530

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

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

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

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

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

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

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

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

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

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

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32900 RIVERSIDE DR SPC 96
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 92
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 95
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32900 RIVERSIDE DR SPC 101
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32900 RIVERSIDE DR SPC 103
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32900 RIVERSIDE DR SPC 134
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32900 RIVERSIDE DR SPC 146
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32900 RIVERSIDE DR SPC 144
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32900 RIVERSIDE DR SPC 142
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32900 RIVERSIDE DR SPC 140
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32900 RIVERSIDE DR SPC 138
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32900 RIVERSIDE DR SPC 136
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32900 RIVERSIDE DR SPC 105
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32900 RIVERSIDE DR SPC 112
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 110
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32900 RIVERSIDE DR SPC 108
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32900 RIVERSIDE DR SPC 106
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 104
LAKE ELSINORE, CA 92530

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

BUSINESS OWNER
32900 RIVERSIDE DR OFC
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32900 RIVERSIDE DR SPC 120
LAKE ELSINORE, CA 92530

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

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

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32900 RIVERSIDE DR SPC 77
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 82
LAKE ELSINORE, CA 92530

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

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

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32900 RIVERSIDE DR SPC 75
LAKE ELSINORE, CA 92530

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32900 RIVERSIDE DR SPC 36
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32900 RIVERSIDE DR SPC 31
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32900 RIVERSIDE DR SPC 41
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32900 RIVERSIDE DR SPC 42
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32900 RIVERSIDE DR SPC 30
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32900 RIVERSIDE DR SPC 43
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32900 RIVERSIDE DR SPC 45
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32900 RIVERSIDE DR SPC 8
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32900 RIVERSIDE DR SPC 13
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32900 RIVERSIDE DR SPC 22
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CURRENT RESIDENT
32310 RIVERSIDE DR SPC 1
LAKE ELSINORE, CA 92530

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32310 RIVERSIDE DR SPC 29
LAKE ELSINORE, CA 92530

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

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

BUSINESS OWNER
15887 GRAND AVE
LAKE ELSINORE, CA 92530

BUSINESS OWNER
15883 GRAND AVE
LAKE ELSINORE, CA 92530

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

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

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

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

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

BUSINESS OWNER
15891 GRAND AVE STE 3
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15758 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15754 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32966 SERENA WAY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32956 SERENA WAY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32946 SERENA WAY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32936 SERENA WAY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32926 SERENA WAY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32916 SERENA WAY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32906 SERENA WAY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15798 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15816 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15814 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15812 GRAND AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15716 GRAND AVE
LAKE ELSINORE, CA 92530

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

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

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15682 GRAND AVE SPC 5
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15682 GRAND AVE SPC 46
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15682 GRAND AVE SPC 47
LAKE ELSINORE, CA 92530

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

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

CURRENT RESIDENT
32333 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32451 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32693 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32487A ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32487 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
13820 LOS ROBLES RD
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32490 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32673 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32476 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32550 ORTEGA HWY
LAKE ELSINORE, CA 92530

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

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

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

CURRENT RESIDENT
32675 ORTEGA HWY
LAKE ELSINORE, CA 92530

BUSINESS OWNER
39251 ORTEGA HWY
LAKE ELSINORE, CA 92530

BUSINESS OWNER
34950 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
35728 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33295 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33294 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33293 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33291 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33289 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33285 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33280 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33281 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33283 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33288 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32690 ORTEGA HWY
LAKE ELSINORE, CA 92530

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

BUSINESS OWNER
32353 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32140 ORTEGA HWY
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33088 LIME ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33074 LIME ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33075 MACY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33089 MACY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33103 MACY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33115 MACY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33129 MACY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
33137 MACY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15770 LAKE TERRACE DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15760 LAKE TERRACE DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15750 LAKE TERRACE DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15780 LAGUNA AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15770 LAGUNA AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15760 LAGUNA AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
15750 LAGUNA AVE
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
803 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
805 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
813 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
815 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
823 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
825 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
833 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
835 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
883 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
885 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
893 ROBIN DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
895 ROBIN DR
LAKE ELSINORE, CA 92530

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

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

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

CURRENT RESIDENT
15193 LINCOLN ST APT D
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15193 LINCOLN ST APT G
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15193 LINCOLN ST APT H
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15193 LINCOLN ST APT M
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15193 LINCOLN ST APT N
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15193 LINCOLN ST APT O
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15193 LINCOLN ST APT P
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15189 LINCOLN ST APT A
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15189 LINCOLN ST APT O
LAKE ELSINORE, CA 92530

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15189 LINCOLN ST APT P
LAKE ELSINORE, CA 92530

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

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

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961 FLANNERY ST APT C
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961 FLANNERY ST APT O
LAKE ELSINORE, CA 92530

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

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

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951 FLANNERY ST APT B
LAKE ELSINORE, CA 92530

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951 FLANNERY ST APT C
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951 FLANNERY ST APT D
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951 FLANNERY ST APT E
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951 FLANNERY ST APT H
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951 FLANNERY ST APT I
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951 FLANNERY ST APT J
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951 FLANNERY ST APT M
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951 FLANNERY ST APT N
LAKE ELSINORE, CA 92530

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951 FLANNERY ST APT O
LAKE ELSINORE, CA 92530

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

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

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

CURRENT RESIDENT
941 FLANNERY ST APT H
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT A1
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT A2
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT A3
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT A4
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT A5
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32209 RIVERSIDE DR APT A7
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32209 RIVERSIDE DR APT A8
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT B1
LAKE ELSINORE, CA 92530

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CURRENT RESIDENT
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CURRENT RESIDENT
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LAKE ELSINORE, CA 92530

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LAKE ELSINORE, CA 92530

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CURRENT RESIDENT
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LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT G8
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT H1
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT H2
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
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CURRENT RESIDENT
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CURRENT RESIDENT
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LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT I1
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT I2
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
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LAKE ELSINORE, CA 92530

CURRENT RESIDENT
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CURRENT RESIDENT
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LAKE ELSINORE, CA 92530

CURRENT RESIDENT
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LAKE ELSINORE, CA 92530

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LAKE ELSINORE, CA 92530

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32209 RIVERSIDE DR APT J6
LAKE ELSINORE, CA 92530

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LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT J8
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT K1
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT K2
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT K3
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT K4
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT K5
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT K6
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT K7
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32209 RIVERSIDE DR APT K8
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32209 RIVERSIDE DR OFC
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
30885 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
30801 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
30769 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
30754 ILLINOIS ST
LAKE ELSINORE, CA 92530

BUSINESS OWNER
30870 RIVERSIDE DR STE B3
LAKE ELSINORE, CA 92530

BUSINESS OWNER
30870 RIVERSIDE DR STE B1
LAKE ELSINORE, CA 92530

BUSINESS OWNER
30850 RIVERSIDE DR STE A1
LAKE ELSINORE, CA 92530

BUSINESS OWNER
30850 RIVERSIDE DR STE A3
LAKE ELSINORE, CA 92530

BUSINESS OWNER
30850 RIVERSIDE DR STE A5
LAKE ELSINORE, CA 92530

BUSINESS OWNER
30850 RIVERSIDE DR STE A6
LAKE ELSINORE, CA 92530

BUSINESS OWNER
30850 RIVERSIDE DR STE A7
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
30170 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
30040 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
30070 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
29960 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
29900 ILLINOIS ST
LAKE ELSINORE, CA 92530

BUSINESS OWNER
16831 LAKESHORE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
16800 LAKESHORE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31085 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31087 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
16790 SAINT CHARLES STE A
LAKE ELSINORE, CA 92530

BUSINESS OWNER
16790 SAINT CHARLES STE B
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31281 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31401 RIVERSIDE DR STE B
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31401 RIVERSIDE DR STE A
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31385 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31375 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31461 RIVERSIDE DR STE A
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31461 RIVERSIDE DR STE D
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31681 RIVERSIDE DR STE E
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31681 RIVERSIDE DR STE J
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31681 RIVERSIDE DR STE M
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31701 RIVERSIDE DR STE E
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31703 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31705 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31707 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31711 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31715 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31717 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31719 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31721 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31731 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31733 RIVERSIDE DR STE A
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31733 RIVERSIDE DR STE B
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31735 RIVERSIDE DR STE D
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31735 RIVERSIDE DR STE E
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31735 RIVERSIDE DR STE G
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31735 RIVERSIDE DR STE I
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31735 RIVERSIDE DR STE J
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31735 RIVERSIDE DR STE K
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31735 RIVERSIDE DR STE M
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31735 RIVERSIDE DR STE A
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31737 RIVERSIDE DR STE A
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31737 RIVERSIDE DR STE B
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31737 RIVERSIDE DR STE C
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31737 RIVERSIDE DR STE H
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31739 RIVERSIDE DR STE A1
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31739 RIVERSIDE DR STE C
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31739 RIVERSIDE DR STE G
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31739 RIVERSIDE DR STE H
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31739 RIVERSIDE DR STE I
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31739 RIVERSIDE DR STE K
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31739 RIVERSIDE DR STE L
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31739 RIVERSIDE DR STE M
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31741 RIVERSIDE DR STE A
LAKE ELSINORE, CA 92530

BUSINESS OWNER
32040 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
32000 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
31616 RIVERSIDE DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16681 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16693 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16672 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16658 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
31140 RIVERSIDE DR
LAKE ELSINORE, CA 92530

BUSINESS OWNER
16921 LAKESHORE DR
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
31065 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
31078 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
31077 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
31083 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
31089 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
31090 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
31129 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
31116 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
31131 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
31156 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
31153 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
31183 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
31191 ILLINOIS ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16501 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16503 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16505 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16507 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16509 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16511 JOY ST
LAKE ELSINORE, CA 92530

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LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16537 JOY ST
LAKE ELSINORE, CA 92530

CURRENT RESIDENT
16539 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

Appendix A Section 4(f) Evaluation

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 United States Code (USC) 303, declares that "it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

This section of the document discusses parks, recreational facilities, wildlife refuges, and historic properties found within or next to the project area that do not trigger Section 4(f) protection because: 1) they are not publicly owned, 2) they are not open to the public, 3) they are not eligible historic properties, or 4) the project does not permanently use the property and does not hinder the preservation of the property.

A.1 Resources Evaluated Relative to the Requirements of Section 4(f)

This section analyzes all public and private parks, recreational facilities, and wildlife refuges within approximately 0.5 mile of the project to determine if they are protected Section 4(f) properties. The list below includes all public and private parks and recreational facilities within 0.5 mile of the proposed project. There are no wildlife refuges within 0.5 mile of the proposed project.

- **Ortega Oaks RV Park & Campground** – The Ortega Oaks RV Park & Campground is privately owned and operated. As such, it is not protected by Section 4(f).
- **San Juan Trailhead** – The San Juan Trailhead is a hiking trail used for day hikes. It connects to the San Juan Loop Trail and the Chiquito Trail, and it is adjacent to SR-74 across from the Ortega Oaks Candy Store. Access to this trailhead would not be affected by the proposed project and would be maintained during the normal hours the trailhead is open to the public during proposed construction activities. Any construction-related traffic impacts that may affect access to the trailhead are anticipated to be minor and temporary because of the nature of disturbance and the short-term construction timeframe. A Transportation Management Plan (TMP) will be prepared and will include a public information and public awareness campaign, motorist information strategies, and incident management information. The proposed project would not require right of way from the San Juan Trailhead, as all improvements would be completed within the existing right of way. The property is a Section 4(f) property, but no "use" would occur. Therefore, the State provisions of Section 4(f) do not apply. There would be no temporary occupancy of any portion of the San Juan Trailhead for construction, staging, storage, or other purposes. In addition, the project would not result in adverse constructive use effects ("proximity" impacts)(e.g., air quality, noise, visual), that

would substantially impair the activities, features, and/or attributes that qualify this facility for protection under Section 4(f).

- **El Cariso North Picnic Site** – The El Cariso North Picnic Site is a picnicking area with restrooms and is adjacent to SR-74, 0.5 mile east of the project site. Access to the picnic site would not be affected by the proposed project and would be maintained during the normal hours the picnic site is open to the public during proposed construction activities. Any construction-related traffic impacts that may affect access to the picnic site are anticipated to be minor and temporary because of the nature of disturbance and the short-term construction timeframe. A TMP will be prepared and will include a public information and public awareness campaign, motorist information strategies, and incident management information. The proposed project would not require right of way from the El Cariso North Picnic Site, as all improvements would be completed within the existing right of way. The property is a Section 4(f) property, but no "use" would occur. Therefore, the State provisions of Section 4(f) do not apply. There would be no temporary occupancy of any portion of the El Cariso North Picnic Site for construction, staging, storage, or other puposes. In addition, the project would not result in adverse constructive use effects ("proximity" impacts) (e.g., air quality, noise, visual), that would substantially impair the activities, features, and/or attributes that qualify this facility for protection under Section 4(f).
- **El Cariso Info Site Interpretive Site (Minor)** – The El Cariso Info Interpretive Site (Minor) is an outdoor learning and interpretive site located near the El Cariso North Picnic Site. Access to the interpretive site would not be affected by the proposed project and would be maintained for the normal interpretive site operating hours during proposed construction activities. Any construction-related traffic impacts that may affect access to the interpretive site are anticipated to be minor and temporary because of the nature of disturbance and the short-term construction timeframe. A TMP will be prepared and will include a public information and public awareness campaign, motorist information strategies, and incident management information. The proposed project would not require right of way from the El Cariso Info Site Interpretive Site (Minor), as all improvements would be completed within the existing right of way. The property is a Section 4(f) property, but no "use" would occur. Therefore, the State provisions of Section 4(f) do not apply. There would be no temporary occupancy of any portion of the El Cariso Info Interpretive Site for construction, staging, storage, or other purposes. In addition, the project would not result in adverse constructive use effects ("proximity" impacts)(e.g., air quality, noise, visual), that would substantially impair the activities, features, and/or attributes that qualify this facility for protection under Section 4(f).
- **El Cariso Campground** – The El Cariso Campground is a campground providing 25 campsites with access to restrooms and nearby hiking and picnicking areas located0.5 mile east of the project site, adjacent to SR-74. Access to the campground would not be affected by the proposed project and would be maintained for the normal campground operating hours during proposed construction activities. Any construction-related traffic impacts that may affect access to the campground are anticipated to be minor and temporary because of the nature of disturbance and the short-term construction timeframe. A TMP will be prepared and will include a public information and public awareness campaign, motorist information strategies, and incident management information. The proposed project would not require right of way from the El Cariso Campground, as all improvements would be

completed within the existing right of way. The property is a Section 4(f) property, but no "use" would occur. Therefore, the State provisions of Section 4(f) do not apply. There would be no temporary occupancy of any portion of the El Cariso Campground for construction, staging, storage, or other purposes. In addition, the project would not result in adverse constructive use effects ("proximity" impacts)(e.g., air quality, noise, visual), that would substantially impair the activities, features, and/or attributes that qualify this facility for protection under Section 4(f).

- **Bridge No. 56 0169 (Morrill Canyon)** – The bridge was built in 1931 and located at PM 3.08. The bridge is an earth filled masonry closed spandrel span with a concrete-lined arch. The resource is on a state highway and is state-owned and maintained. The structure was previously determined eligible for inclusion in the National Register of Historic Places (NRHP).
- **CA-RIV-508/H Prehistoric Habitation Site Pre-historic Component only, located in Upper San Juan Campground, not state owned)** – As indicated in the HPSR prepared for the project, this archaeological site is within the APE and considered eligible for inclusion in the NRHP for the purposes of this project only because they will be protected in their entirety from any potential effects through the establishment of an Environmentally Sensitive Area (ESA).
- **CA-RIV-506 Prehistoric Habitation Site and Unnamed Archaeological District in proximity to CA-RIV-506** – As indicated in the HPSR prepared for the project, the two sites are within the APE and considered eligible for inclusion in the NRHP for the purposes of this project only because evaluation was not possible.

  Caltrans has fulfilled its responsibilities regarding evaluation of properties protected by Section 4(f) for the Project and has notified the California State Historic Preservation Office (SHPO) of its determination that one property within the area of potential effect (APE) is eligible for inclusion in the NRHP and has requested concurrence in its determination of the Project's ***Finding of No Adverse Effects*** and ***de minimis*** impact. On December 14, 2018 Caltrans Cultural Studies Office (CSO) submitted Caltrans Section 106 documentation to SHPO for review and concurrence. SHPO concurrence was received January 29, 2019. Pursuant to Caltrans' Section 106 PA, a non-response from SHPO, regarding the 4(f) determinations, would be treated as written concurrence for the de minimis finding. Please see Chapter 5 for consultation documentation regarding CSO's assumption of NRHP eligibility and SHPO concurrence.

Appendix B Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
FAX (916) 653-5776
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

April 2018

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Related federal statutes and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14th Street, MS-79, Sacramento, CA 95811. Telephone (916) 324-8379, TTY 711, email Title.VI@dot.ca.gov, or visit the website www.dot.ca.gov.

LAURIE BERMAN
Director

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Appendix C Avoidance, Minimization and/or Mitigation Summary

In order to be sure that all of the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as articulated on the proposed Environmental Commitments Record [ECR] which follows) would be implemented. During project design, avoidance, minimization, and /or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in this ECR are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring will take place, as applicable. As the following ECR is a draft, some fields have not been completed, and will be filled out as each of the measures is implemented. Note: Some measures may apply to more than one resource area. Duplicative or redundant measures have not been included in this ECR.

Permit Type	Agency	Date Submitted	Date Received	Expiration	Fee	Notes	Permit Requirement Completed Name	Date
1602	California Department of Fish & Wildlife							
401	Regional Water Quality Control Board							
404	US Army Corps of Engineers							
Section 7 Consultation	US Fish and Wildlife Service	July 3, 2018						
MSHCP Consistency Review	California Department of Fish and Wildlife	July 3, 2018	May 9, 2019					

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ENVIRONMENTAL COMMITMENTS RECORD
(SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project)

08-RIV-74
PM 0.0/5.8

EA 08-1C8500
PN 0813000047

Project Phase:
☒ PA/ED (*DED/FED*)
☐ PS&E Submittal_____ %
☐ Construction
☐ CEC/CCA

Environmental Generalist:
Malisa Lieng
(909) 383-6442

Environmental Const. Liaison:
John Stanton
(951)232-7585

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc. Or Permit	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Completed Date / Initials	Construction Task Completed Date / Initials	Environmental Compliance YES	NO
Aesthetics/Visual										
AES-1: The replacement ratio for removed oaks and non-oak trees shall be 3:1. The tree species and location for replacement shall be verified by a Biologist or Landscape Architect.	p.2-9	Environmental Document	Landscape Architect/ Maintenance/ Design/ Resident	Final Design, Construction, After Construction						

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							Date / Initials	Date / Initials	YES	NO
			Engineer / Contractor							
AES-2: Oak trees to be removed may be mitigated through a transfer of oak mitigation efforts for Oak Woodland protection and conservation to the California Wildlife Conservation Board (WCB).	p.2-9	Environmental Document	Landscape Architect/ Maintenance/ Design/ Resident Engineer / Contractor	Final Design, Construction, After Construction						
Biological Resources										
BIO-1: Materials and Spoils Control. Project materials will not be cast from the project site and project-related debris, spoils, and trash will be contained and removed to a proper disposal facility.	App. O	Natural Environmental Study [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident	Final Design, Construction						

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							Date / Initials	Date / Initials	YES	NO
			Engineer / Contractor							
BIO-2: Equipment Staging. Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats.	App. O	NES [June 2018]	Environmental biological Studies/ Maintenance/ Design/ Resident Engineer / Contractor	Final Design, Construction						
BIO-3: Restoration of Vegetation. Temporary impacted areas will be restored with appropriate native vegetation, as determined by the habitat type prior to impacts and by the surrounding vegetation.	App. O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident	Final Design, Construction						

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							Date / Initials	Date / Initials	YES	NO
			Engineer / Contractor							
BIO-4: Vehicle Washing. It will be required in the project specifications that the contractor will wash equipment prior to entering vegetated areas and the Cleveland National Forest. The qualified biologist will coordinate with the resident engineer, National Forest Staff, and contractor in order to inspect the vehicles and equipment prior to the initiation of work to verify that they have been washed.	App. O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident Engineer / Contractor	Final Design, Construction						
BIO-5: ESA Fencing. Prior to vegetation clearing or construction, highly visible barriers (such as orange construction fencing) will be installed	App. O	NES [June 2018]	Environmental biological Studies/ Contractor	Final Design, Pre-Construction, Construction						

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							Date / Initials	Date / Initials	YES	NO
providing a no work buffer around riparian and riverine communities adjacent to the project footprint and flagged as Environmentally Sensitive Areas (ESAs) to be preserved. The ESAs will serve as an exclusionary buffer delineating areas where no work shall be performed. More specifically, no grading or fill activity of any type will be permitted within these ESAs. In addition, heavy equipment, including motor vehicles, will not be allowed to operate within the ESAs. All construction equipment will be operated in a manner so as to prevent accidental damage to nearby preserved areas. No structure of any kind, or incidental storage of equipment or supplies, shall be			Supplied biologist/ Maintenance/ Design/ Resident Engineer / Contractor							

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							Date / Initials	Date / Initials	YES	NO
allowed within these protected zones. Silt fencing or other sediment trapping materials will be installed at the downstream end of construction activities to minimize the transport of sediments off-site.										
BIO-6: Fire Protection. Project will adhere to WRCMSHCP guidelines regarding fire protection by implementing Caltrans 2018 SSP 7-1.02M(2) or current version.	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident Engineer / Contractor	Final Design, Pre-Construction, Construction						

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							Date / Initials	Date / Initials	YES	NO
BIO-7: Biological Monitor. The biologist will monitor construction-related activities to ensure that conservation measures are being implemented and that there are no unanticipated impacts. These activities include, but are not limited to, blasting work, clearing and grubbing, and staging/ storage of equipment .	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident Engineer / Contractor	Final Design, Pre-Construction, Construction						
BIO-8: Exclusion Fence. Prior to any ground-disturbance activities, exclusionary fencing (i.e., silt fence or other suitable non-penetrable fencing) will be installed along the boundary to prevent any construction activities from encroaching into adjacent areas and to prevent ARTO	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/	Construction						

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							Date / Initials	Date / Initials	YES	NO
from moving into the construction area.			Resident Engineer / Contractor							
BIO-9: Fence Monitoring. Daily fence and enclosure (onsite cleared areas) inspections shall occur throughout the duration of the project by the monitor and/or project personnel trained by the monitor prior to commencing construction activities and after construction activities are completed. If during construction the fence fails work will cease until it is repaired and the biological monitor inspects (and clears) the site for ARTOs.	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident Engineer / Contractor	Pre-Construction, Construction						
BIO-10: Control of Work. No construction work within ARTO	App.O	NES [June 2018]	Environmental biological	Pre-Construction						

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							Date / Initials	Date / Initials	YES	NO
habitat shall occur until the area is cleared of the species. No work will be allowed if any of the exclusionary devices are not installed in accordance with respective specifications.			Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident Engineer / Contractor							
BIO-11: Construction Window. No blasting will occur within drainage areas during ARTO breeding season (in which the breeding season is recognized as March 1 to August 31).	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident	Pre-Construction						

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							Date / Initials	Date / Initials	YES	NO
			Engineer / Contractor							
BIO-12: Lighting. Artificial lighting shall be shielded and/or directed away from adjacent habitats, as feasible .	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident Engineer / Contractor	Construction						
BIO-13: Biological Resource Information Program. An education program will be developed and presented by the qualified biologist to all onsite personnel who will be in the project limits for longer than 30	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/	Construction						

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ENVIRONMENTAL COMMITMENTS RECORD
(SR-74 Widen Lanes, Add Shoulders & Rumble Strips Project)

08-RIV-74
PM 0.0/5.8

EA 08-1C8500
PN 0813000047

Project Phase:
☒ PA/ED (*DED/FED*)
☐ PS&E Submittal_____ %
☐ Construction
☐ CEC/CCA

Environmental Generalist:
Malisa Lieng
(909) 383-6442

Environmental Const. Liaison:
John Stanton
(951)232-7585

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							Date / Initials	Date / Initials	YES	NO
minutes prior to the onset of ground-disturbing activities. At a minimum, the program will include the following topics: distribution, general behavior, and ecology of the ARTO, sensitivity of the species to human activities, legal protection afforded to these species, penalties for violations of Federal and State laws, notification procedures by workers or contractors if a tortoise is found in a construction area, and project features designed to reduce the impacts to these species and promote continued successful occupation of the project area. The program will consist of a class presented by a qualified biologist or a video, provided the qualified biologist is present to answer			Maintenance/ Design/ Resident Engineer / Contractor							

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							Date / Initials	Date / Initials	YES	NO
questions. Handout materials will be distributed for workers with important information about the regulated species for future reference and as a reminder of the program's content. Following the education program, the handouts will be posted in the contractor and resident engineer office, where they will remain through the duration of the project. The contractor, resident engineer, and the qualified biologist will be responsible for ensuring that employees are aware of the listed species. If additional employees are added to the project after initiation, they will receive instruction prior to working on the project.										

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							Date / Initials	Date / Initials	YES	NO
BIO-14: Pre-Construction Surveys. The pre-construction surveys will be conducted by a USFWS-approved qualified Biologist (i.e., one with ARTO surveying/handling experience) to determine their presence or absence within the construction footprint. The Biologist will walk the impact area to search for any potential breeding areas. A report documenting the pre-construction survey results and measures that will be required during construction will be provided to Caltrans and the Wildlife Agencies. The surveys and the relocation of ARTOs shall be conducted as directed by the relocation plan approved by USFWS.	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident Engineer / Contractor	Construction						

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							Date / Initials	Date / Initials	YES	NO
BIO-15: ARTO in Project Area. If during construction activities an ARTO is discovered within the project site, all construction activities shall stop and the biologist shall be notified. The biologist shall relocate the ARTO as directed in the relocation plan.	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident Engineer / Contractor	Pre-Construction, Construction						
BIO-16: ARTO Relocation Plan. A relocation plan for the arroyo toad shall be submitted to USFWS for approval prior to commencing construction activities.	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/	Construction						

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							Date / Initials	Date / Initials	YES	NO
			Resident Engineer / Contractor							
BIO-17: Fence Removal. All fencing shall be removed as a last order of work. During removal, a biological monitor familiar with ARTO and authorized to handle and relocate ARTO should be present.	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident Engineer / Contractor	Construction						
BIO-18: Clear and Grub Pre-Construction Surveys. Pre-construction nesting bird surveys will	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied	Construction						

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							Date / Initials	Date / Initials	YES	NO
be conducted by a qualified biologist 3 days prior to clearing and grubbing activities.			biologist/ Maintenance/ Design/ Resident Engineer / Contractor							
BIO-19: Pre-Construction Nesting Bird Survey. Pre-construction nesting bird surveys will 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 will be established and monitored at the discretion of the qualified biologist.	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident Engineer / Contractor	Construction						

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							Date / Initials	Date / Initials	YES	NO
BIO-20: Bat Management Plan. A bat management plan will be submitted to CDFW and require CDFW approval prior to construction activities that will include a bat habitat assessment and associated measures, as applicable.	App.O	NES [June 2018]	Environmental biological Studies/ Contractor Supplied biologist/ Maintenance/ Design/ Resident Engineer / Contractor	Pre-Construction, Construction						
Cultural Resources										
CR-1: If cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area will be diverted until a qualified	p.2-15	Environmental Document	Environmental Cultural Studies/ Maintenance/ Design/ Resident	Final Design, Construction						

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							Date / Initials	Date / Initials	YES	NO
archaeologist can assess the nature and significance of the find.			Engineer/ Contractor							
CR-2: If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the county coroner shall be contacted. Pursuant to PRC Section 5097.98, if the remains are thought to be Native American, the coroner will notify the NAHC, which will then notify the most likely descendent. At that time, the person who discovered the remains will contact Gary Jones, Principal Investigator, Prehistoric Archaeology, so that he can work	p.2-15	Environmental Document	Environmental Cultural Studies/ Maintenance/ Design/ Resident Engineer/ Contractor	Final Design, Construction						

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with the most likely descendent on the respectful treatment and disposition of the remains. Further provisions of PRC Section 5097.98 are to be followed as applicable.										
CR-3: Environmentally Sensitive Areas (ESAs) and Archaeological Monitoring Areas (AMAs) exist at both site locations. ESAs are set at the limits of the ADI in proximity to CA-RIV-506, and are generally set at the existing right of way limits in proximity to CA-RIV-508/H, as shown on the APE Map, in the Appendix of the Cultural Report, and in the ESA/AMA Monitoring and Discovery Plan. ESAs are closed and may not be entered. AMAs cover the	p.2-15	Environmental Document	Environmental Cultural Studies/ Maintenance/ Design/ Resident Engineer/ Contractor	Pre-Construction, Construction						

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							Date / Initials	Date / Initials	YES	NO
ADI and the ESA boundaries at both sites and in both travel directions.										
CR-4: Archaeological monitors shall be present during any construction or preconstruction-related activity in all areas designated as Archaeological Monitoring Areas (AMA). Tribal monitoring is also authorized. In the event that cultural deposits are uncovered, the archaeological monitor shall be empowered to implement protective measures outline above in CR-1, and as defined in Caltrans SSPs (2015), Section 14-2. Details of the monitoring plan are located in the Monitoring and Discovery Action Plan.	p.2-15	Environmental Document	Environmental Cultural Studies/ Maintenance/ Design/ Resident Engineer/ Contractor	Pre-Construction, Construction						

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							Date / Initials	Date / Initials	YES	NO
CR-5: The National Register-eligible Morrill Canyon Bridge (56-0169) at PM 3.08 is located within the limits of the APE established for the project. However, project plans indicate that there is no work proposed at this location, including work on the pavement and adjacent shoulder areas on either side of the structure. No impacts to this bridge are anticipated as part of the project. Periodic monitoring during construction, and plan review will take place to ensure no impacts to the bridge. However, if work results in impacts or inadvertent damage to the historic structure, plans will be developed and implemented, with the assistance of Caltrans PQS, that will	p.2-15	Environmental Document	Environmental Cultural Studies/ Maintenance/ Design/ Resident Engineer/ Contractor	Pre-Construction, Construction						

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allow repair of the structure following the Secretary of the Interior's Standards for the Treatment of Historic Properties.										
Transportation/Traffic										
TMP-1 A TMP would be prepared and will be implemented during construction of the project. Public information and awareness campaigns, motorist information strategies, and incident management strategies in the TMP would inform the public of the proposed project.	p.2-7	Environmental Document	Caltrans	Pre-Construction						
Timberland										
TMB-1 In accordance with USFS guidelines, trees that are cut will	p.2-6	Environmental Document	Landscape Architect/	During Construction						

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remain on site and be used as mulch within the project limits.			Maintenance/ Design/ Resident Engineer / Contractor							

Appendix D List of Technical Studies

- Archaeological Survey Report
- Historic Property Survey Report
- Initial Site Assessment Checklist
- Location Hydraulics Study
- Natural Environment Study
- Scenic Resource Evaluation and Visual Assessment Memorandum
- Scoping Questionnaire for Water Quality Issues
- Summary Floodplain Encroachment Report

Appendix E FTIP Listing

#17-22 RIV RIVLS01 SHOPP COLLISION

RIVLS01 Exempt Grouped Projects for Safety Improvements SHOPP Collision Reduction Program
2017 FTIP Amendment Modification #17-22

Agency	County	District EA	Notes	Project Description	Program Year (FFY)	Federal Funds	State Funds	Total Project Cost (in $1000's)
Caltrans	Riverside	1C850	Carryover 2018 SHOPP Amendment #18H-000 approved by CTC March 21-22, 2018. Update: SHOPP Amendment #16H-012 approved by CTC May 17-18, 2017.	On SR-74 near Lake Elsinore, from Orange County Line to Monte Vista Street. Widen for standard lane widths and shoulders and construct ground-in rumble strips. PS&E and R/W Support Funding Only. Financial Allocation Resolution FP-17-47 approved by CTC May 16-17, 2018 PS&E $2.59M and R/W Support $20K.	2018/19	$ 2,610	$ -	$ 2,610
Caltrans	Riverside	1F372	Carryover 2018 SHOPP Amendment #18H-000 approved by CTC March 21-22, 2018. New: 2016 SHOPP CTC Approved 3/18/16 Amendment 16H-000. Not on HQ SHOPP list 7/27/16. G13 Contingency Project HQ list 8/23/16.	On I-10 in Riverside County, on Routes 10, 15, 71 and 215 at various locations. Replace existing guide signs with Type XI reflectivity. (PA&ED, PS&E & R/W programmed by CTC, but not on HQ G13 list 8/23/16, have to program construction support/capital in FFY 2020/21 per HQ direction to SCAG.) Construction Supoort/Capital and R/W Capital Funding Only.	2018/19	$10,293	$ -	$10,293

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Appendix F Emissions Estimates

08-1C850: SR-74 Widen Lanes and Shoulders and Rumble Strips

Construction Assumptions

		Input	Notes/Source
Project Start Date		2020	Project Schedule
Project Type		2	Road Widening (no capacity increase)
Project Construction Time		18	months
Working Days per Month		22	Default
Predominant Soil/Site Type		1	Sand/Gravel
Project Length		5.8	miles; based on project postmiles
Total Project Area		24.8	acres; provided in Pavement and Earthwork Estimates sheet from project engineer
Maximum Area Disturbed/Day		1.00	acres/day; assumed that no more than 1 acre/day would be disturbed on any given day
Water Trucks Used?		Yes	Required as part of SCAQMD Rule 403
Import/Export			
Soil Import (cy)		0	Cut materials assumed to be re-used onsite; no import
	Daily	0	Cut materials assumed to be re-used onsite; no import
Soil Export (cy)		61104.5	cubic yards; provided in Pavement and Earthwork Estimates sheet from project engineer
	Daily	385.8	cubic yards; assumed to be evenly distributed throughout 7.2-month grading/excavation phase
Asphalt Import (cy)		43460.0	cubic yards of HMA, base, and sub-base; provided in Pavement and Earthwork Estimates sheet from project engineer
	Daily	219.5	cubic yards; assumed to be evenly distributed throughout 6.3-month drainage/utilities/sub-grade and and 2.7-month paving phases
Asphalt Export (cy)		0.0	Asphalt export assumed to be included as part of overall export quantities
	Daily	0.0	Asphalt export assumed to be included as part of overall export quantities

Default construction equipment assumed, with the exception of signal boards, which would be solar-powered

08-1C850: SR-74 Widen Lanes and Shoulders and Rumble Strips

Construction Assumptions

Pavement and Earthwork Estimates

Source: Email from Ahmad Shah (7/2/2018)

	CUT-CY	FILL-CY	EXPORT	HMA-CY	BASE-CY	SUB-BASE-CY		
SEGMENT 1	23,982.29	1,036.10		2,420.22	1,710.34	1,955.97		
SEGMENT 2	13,432.68	1,956.63		2,508.38	1,646.79	2,195.72		
SEGMENT 3	10,009.79	2,588.17		2,186.02	1,399.54	1,866.05		
SEGMENT 4	8,750.40	3,588.97		3,224.68	2,460.65	3,280.87		
SEGMENT5	12,757.19	3,499.62		3,563.74	2,756.53	3,675.37		
SEGMENT6	7,052.56	2,210.92		2,406.24	1,801.62	2,402.16		
TOTAL	75,984.91	14,880.41	61,104.50	16,309.28	11,775.47	15,376.14		
HMA IN TON				39,142.27				
COLD PLANE AREA SQF				825,582.00				
COLD PLANE AREA SQY				91,731.33				

08-1C850: SR-74 Widen Lanes and Shoulders and Rumble Strips

Construction Assumptions

Pavement and Earthwork Estimates

Source: Email from Ahmad Shah (7/2/2018)

IMPACT AREA RTE 74 PM 0.0 TO 5.8 EA 1C850

LAYOUT	EXISTING PAVEMENT AREA SQFT	NEW PAVEMENT AREA SQFT	SLOPE AREA TOP SQFT	SLOPE AREA FACE SQFT	TOTAL DISTURBED AREA SQFT		
L-1	31,522.0	12,544.0	43,933.00	48,326.30	60,870.3		
L-2	36,500.0	15,567.0	41,340.00	45,474.00	61,041.0		
L-3	31,205.0	12,994.0	35,627.00	39,189.70	52,183.7		
l-4	33,007.0	14,599.0	37,083.00	40,791.30	55,390.3		
L-5	27,409.0	13,392.0	28,626.00	31,488.60	44,880.6		
L-6	35,688.0	15,312.0	31,241.00	34,365.10	49,677.10		
L-7	35,418.0	15,602.0	35,940.00	39,534.00	55,136.00		
L-8	28,618.0	12,196.0	30,277.00	33,304.70	45,500.70		
L-9	56,992.0	14,000.0	40,637.00	44,700.70	58,700.70		
L-10	30,242.0	13,953.0	35,544.00	39,098.40	53,051.40		
L-11	41,745.0	13,891.0	32,062.00	35,268.20	49,159.20		
L-12	31,587.0	12,613.0	32,514.00	35,765.40	48,378.40		
L-13	29,890.0	10,910.0	27,889.00	30,677.90	41,587.90		
L-14	35,238.0	8,962.0	31,354.00	34,489.40	43,451.40		
L-15	50,251.0	7,553.0	40,587.00	44,645.70	52,198.70		
L-16	44,696.0	6,259.0	36,050.00	39,655.00	45,914.00		
L-17	44,310.0	12,873.0	28,208.00	31,028.80	43,901.80		
L-18	34,720.0	12,932.0	30,628.00	33,690.80	46,622.80		
L-19	34,960.0	12,640.0	30,385.00	33,423.50	46,063.50		
L-20	45,230.0	14,076.0	31,316.00	34,447.60	48,523.60		
L-21	37,388.0	10,212.0	26,727.00	29,399.70	39,611.70		
L-22	45,685.0	6,343.0	27,858.00	30,643.80	36,986.80		
		0.0					
TOTAL SQFT	822,301.0	269,423.0	735,826.0	809,408.6	1,078,831.6	0.0	
TOTAL ACRES	18.9	6.2	16.9	18.6	24.8	0.0	

08-1C850: SR-74 Widen Lanes and Shoulders and Rumble Strips

On-Site Emisssions

Project Phases (Pounds)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	PM10 (lbs/day)	PM2.5 (lbs/day)	SOx (lbs/day)
Grubbing/Land Clearing						
Crawler Tractors	0.58	2.50	7.45	0.28	0.26	0.01
Excavators	0.49	6.54	4.83	0.23	0.21	0.01
Phase On-Site Maximum	**1.07**	**9.04**	**12.27**	**0.51**	**0.47**	**0.02**
Grading/Excavation						
Crawler Tractors	0.58	2.50	7.45	0.28	0.26	0.01
Excavators	0.74	9.80	7.24	0.35	0.32	0.02
Graders	0.95	3.63	12.65	0.40	0.37	0.01
Rollers	0.42	3.79	4.16	0.27	0.24	0.01
Rubber Tired Loaders	0.37	1.64	4.41	0.15	0.13	0.01
Scrapers	1.99	14.92	23.50	0.92	0.84	0.03
Tractors/Loaders/Backhoes	0.84	9.12	8.42	0.53	0.49	0.01
Phase On-Site Maximum	**5.88**	**45.39**	**67.83**	**2.90**	**2.66**	**0.09**
Drainage/Utilities/Sub-Grade						
Air Compressors	0.31	2.43	2.14	0.14	0.14	0.00
Generator Sets	0.38	3.69	3.31	0.18	0.18	0.01
Graders	0.46	1.79	6.11	0.19	0.18	0.01
Plate Compactors	0.04	0.21	0.25	0.01	0.01	0.00
Pumps	0.40	3.75	3.36	0.19	0.19	0.01
Rough Terrain Forklifts	0.13	2.30	1.67	0.07	0.06	0.00
Scrapers	0.96	7.22	11.20	0.44	0.40	0.02
Tractors/Loaders/Backhoes	0.59	6.81	5.99	0.37	0.34	0.01
Phase On-Site Maximum	**3.27**	**28.20**	**34.03**	**1.58**	**1.50**	**0.05**
Paving						
Pavers	0.25	2.90	2.60	0.13	0.12	0.00
Paving Equipment	0.19	2.54	1.94	0.10	0.09	0.00
Rollers	0.38	3.76	3.85	0.24	0.22	0.01
Tractors/Loaders/Backhoes	0.56	6.78	5.69	0.34	0.31	0.01
Phase On-Site Maximum	**1.38**	**15.99**	**14.07**	**0.79**	**0.73**	**0.02**
Totals						
Construction Maximum On-Site	**5.88**	**45.39**	**67.83**	**2.90**	**2.66**	**0.09**
Localized Significance Threshold (1-acre, 25-m receptor distance in SRA 25)	n/a	750.00	162.00	4.00	3.00	n/a

Road Construction Emissions Model, Version 9.0.0

Daily Emission Estimates for -> 08-1C850: SR-74 Widen Lanes and Shoulders and Rumble Strips				Total	Exhaust	Fugitive Dust	Total	Exhaust	Fugitive Dust					
Project Phases (Pounds)	**ROG (lbs/day)**	**CO (lbs/day)**	**NOx (lbs/day)**	**PM10 (lbs/day)**	**PM10 (lbs/day)**	**PM10 (lbs/day)**	**PM2.5 (lbs/day)**	**PM2.5 (lbs/day)**	**PM2.5 (lbs/day)**	**SOx (lbs/day)**	**CO2 (lbs/day)**	**CH4 (lbs/day)**	**N2O (lbs/day)**	**CO2e (lbs/day)**
Grubbing/Land Clearing	1.26	11.45	13.20	10.61	0.61	10.00	2.60	0.52	2.08	0.03	2,521.71	0.59	0.06	2,554.31
Grading/Excavation	6.88	51.34	79.07	13.37	3.37	10.00	5.04	2.96	2.08	0.13	12,529.55	2.91	0.53	12,760.55
Drainage/Utilities/Sub-Grade	3.86	32.42	40.16	11.88	1.88	10.00	3.75	1.67	2.08	0.08	7,392.42	1.22	0.31	7,514.84
Paving	1.89	19.56	19.73	1.06	1.06	0.00	0.89	0.89	0.00	0.04	4,504.30	0.77	0.28	4,606.71
Maximum (pounds/day)	6.88	51.34	79.07	13.37	3.37	10.00	5.04	2.96	2.08	0.13	12,529.55	2.91	0.53	12,760.55
Total (tons/construction project)	0.89	7.12	9.89	2.12	0.44	1.68	0.74	0.39	0.35	0.02	1,688.34	0.35	0.07	1,718.81

Notes:

Project Start Year ->	2020
Project Length (months) ->	18
Total Project Area (acres) ->	25
Maximum Area Disturbed/Day (acres) ->	1
Water Truck Used? ->	Yes

	Total Material Imported/Exported Volume (yd^3/day)		Daily VMT (miles/day)			
Phase	Soil	Asphalt	Soil Hauling	Asphalt Hauling	Worker Commute	Water Truck
Grubbing/Land Clearing	0	0	0	0	760	40
Grading/Excavation	386	0	600	0	1,360	40
Drainage/Utilities/Sub-Grade	0	220	0	330	1,120	40
Paving	0	220	0	330	960	40

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

Total Emission Estimates by Phase for -> 08-1C850: SR-74 Widen Lanes and Shoulders and Rumble Strips				Total	Exhaust	Fugitive Dust	Total	Exhaust	Fugitive Dust					
Project Phases (Tons for all except CO2e. Metric tonnes for CO2e)	**ROG (tons/phase)**	**CO (tons/phase)**	**NOx (tons/phase)**	**PM10 (tons/phase)**	**PM10 (tons/phase)**	**PM10 (tons/phase)**	**PM2.5 (tons/phase)**	**PM2.5 (tons/phase)**	**PM2.5 (tons/phase)**	**SOx (tons/phase)**	**CO2 (tons/phase)**	**CH4 (tons/phase)**	**N2O (tons/phase)**	**CO2e (MT/phase)**
Grubbing/Land Clearing	0.02	0.23	0.26	0.21	0.01	0.20	0.05	0.01	0.04	0.00	49.93	0.01	0.00	45.88
Grading/Excavation	0.55	4.07	6.26	1.06	0.27	0.79	0.40	0.23	0.16	0.01	992.34	0.23	0.04	916.84
Drainage/Utilities/Sub-Grade	0.27	2.25	2.78	0.82	0.13	0.69	0.26	0.12	0.14	0.01	512.29	0.08	0.02	472.45
Paving	0.06	0.58	0.59	0.03	0.03	0.00	0.03	0.03	0.00	0.00	133.78	0.02	0.01	124.12
Maximum (tons/phase)	0.55	4.07	6.26	1.06	0.27	0.79	0.40	0.23	0.16	0.01	992.34	0.23	0.04	916.84
Total (tons/construction project)	0.89	7.12	9.89	2.12	0.44	1.68	0.74	0.39	0.35	0.02	1688.34	0.35	0.07	1,559.29

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

The CO2e emissions are reported as metric tons per phase.

Road Construction Emissions Model **Version 9.0.0**
Data Entry Worksheet

Note: Required data input sections have a yellow background.
Optional data input sections have a blue background. Only areas with a yellow or blue background can be modified. Program defaults have a white background.
The user is required to enter information in cells D10 through D24, E28 through G35, and D38 through D41 for all project types.
Please use "Clear Data Input & User Overrides" button first before changing the Project Type or begin a new project.

To begin a new project, click this button to clear data previously entered. This button will only work if you opted not to disable macros when loading this spreadsheet.

SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

Input Type

Project Name	08-1C850: SR-74 Widen Lanes and Shoulders and Rumble Strips	
Construction Start Year	2020	Enter a Year between 2014 and 2040 (inclusive)
Project Type	2	1) New Road Construction : Project to build a roadway from bare ground, which generally requires more site preparation than widening an existing roadway 2) Road Widening : Project to add a new lane to an existing roadway 3) Bridge/Overpass Construction : Project to build an elevated roadway, which generally requires some different equipment than a new roadway, such as a crane 4) Other Linear Project Type: Non-roadway project such as a pipeline, transmission line, or levee construction
Project Construction Time	18.00	months
Working Days per Month	22.00	days (assume 22 if unknown)
Predominant Soil/Site Type: Enter 1, 2, or 3 (for project within "Sacramento County", follow soil type selection instructions in cells E18 to E20 otherwise see instructions provided in cells J18 to J22)	1	1) Sand Gravel : Use for quaternary deposits (Delta/West County) 2) Weathered Rock-Earth : Use for Laguna formation (Jackson Highway area) or the lone formation (Scott Road, Rancho Murieta) 3) Blasted Rock : Use for Salt Springs Slate or Copper Hill Volcanics (Folsom South of Highway 50, Rancho Murieta)
Project Length	5.80	miles
Total Project Area	24.80	acres
Maximum Area Disturbed/Day	1.00	acre
Water Trucks Used?	1	1. Yes 2. No

Please note that the soil type instructions provided in cells E18 to E20 are specific to Sacramento County. Maps available from the California Geologic Survey (see weblink below) can be used to determine soil type outside Sacramento County.

http://www.conservation.ca.gov/cgs/information/geologic_mapping/Pages/googlemaps.aspx#regionalseries

Material Hauling Quantity Input

Material Type	Phase	Haul Truck Capacity (yd^3) (assume 20 if unknown)	Import Volume (yd^3/day)	Export Volume (yd^3/day)
Soil	Grubbing/Land Clearing			
	Grading/Excavation	20.00	0.00	385.80
	Drainage/Utilities/Sub-Grade			
	Paving			
Asphalt	Grubbing/Land Clearing			
	Grading/Excavation			
	Drainage/Utilities/Sub-Grade	20.00	219.50	0.00
	Paving	20.00	219.50	0.00

Mitigation Options

On-road Fleet Emissions Mitigation	No Mitigation	Select "2010 and Newer On-road Vehicles Fleet" option when the on-road heavy-duty truck fleet for the project will be limited to vehicles of model year 2010 or newer
Off-road Equipment Emissions Mitigation	No Mitigation	Select "20% NOx and 45% Exhaust PM reduction" option if the project will be required to use a lower emitting off-road construction fleet. The SMAQMD Construction Mitigation Calculator can be used to confirm compliance with this mitigation measure (http://www.airquality.org/Businesses/CEQA-Land-Use-Planning/Mitigation). Select "Tier 4 Equipment" option if some or all off-road equipment used for the project meets CARB Tier 4 Standard

The remaining sections of this sheet contain areas that can be modified by the user, although those modifications are optional.

Note: The program's estimates of construction period phase length can be overridden in cells D50 through D53, and F50 through F53.

Construction Periods	User Override of Construction Months	Program Calculated Months	User Override of Phase Starting Date	Program Default Phase Starting Date
Grubbing/Land Clearing		1.80		1/1/2020
Grading/Excavation		7.20		2/25/2020
Drainage/Utilities/Sub-Grade		6.30		10/1/2020
Paving		2.70		4/11/2021
Totals (Months)		18		

Note: Soil Hauling emission default values can be overridden in cells D61 through D64, and F61 through F64.

Soil Hauling Emissions User Input	User Override of Miles/Round Trip	Program Estimate of Miles/Round Trip	User Override of Truck Round Trips/Day	Default Values Round Trips/Day	Calculated Daily VMT
Miles/round trip: Grubbing/Land Clearing		30.00		0	0.00
Miles/round trip: Grading/Excavation		30.00		20	600.00
Miles/round trip: Drainage/Utilities/Sub-Grade		30.00		0	0.00
Miles/round trip: Paving		30.00		0	0.00

Emission Rates	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Grubbing/Land Clearing (grams/mile)	0.53	1.30	7.55	0.24	0.17	0.02	1,892.05	0.02	0.30	1,981.28
Grading/Excavation (grams/mile)	0.53	1.30	7.55	0.24	0.17	0.02	1,892.05	0.02	0.30	1,981.28
Draining/Utilities/Sub-Grade (grams/mile)	0.47	1.21	7.00	0.23	0.16	0.02	1,875.10	0.02	0.29	1,963.49
Paving (grams/mile)	0.43	1.14	6.49	0.21	0.15	0.02	1,859.78	0.02	0.29	1,947.39
Grubbing/Land Clearing (grams/trip)	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading/Excavation (grams/trip)	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Draining/Utilities/Sub-Grade (grams/trip)	0.00	0.00	3.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving (grams/trip)	0.00	0.00	3.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling Emissions	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**SOx**	**CO2**	**CH4**	**N2O**	**CO2e**
Pounds per day - Grubbing/Land Clearing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Grubbing/Land Clearing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day - Grading/Excavation	0.70	1.72	10.14	0.32	0.23	0.02	2,502.75	0.03	0.39	2,620.79
Tons per const. Period - Grading/Excavation	0.06	0.14	0.80	0.03	0.02	0.00	198.22	0.00	0.03	207.57
Pounds per day - Drainage/Utilities/Sub-Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Drainage/Utilities/Sub-Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day - Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons per construction project	0.06	0.14	0.80	0.03	0.02	0.00	198.22	0.00	0.03	207.57

Note: Asphalt Hauling emission default values can be overridden in cells D91 through D94, and F91 through F94.

Asphalt Hauling Emissions User Input	User Override of Miles/Round Trip	Program Estimate of Miles/Round Trip	User Override of Truck Round Trips/Day	Default Values Round Trips/Day	Calculated Daily VMT
Miles/round trip: Grubbing/Land Clearing		30.00		0	0.00
Miles/round trip: Grading/Excavation		30.00		0	0.00
Miles/round trip: Drainage/Utilities/Sub-Grade		30.00		11	330.00
Miles/round trip: Paving		30.00		11	330.00

Emission Rates	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Grubbing/Land Clearing (grams/mile)	0.53	1.30	7.55	0.24	0.17	0.02	1,892.05	0.02	0.30	1,981.28
Grading/Excavation (grams/mile)	0.53	1.30	7.55	0.24	0.17	0.02	1,892.05	0.02	0.30	1,981.28
Draining/Utilities/Sub-Grade (grams/mile)	0.47	1.21	7.00	0.23	0.16	0.02	1,875.10	0.02	0.29	1,963.49
Paving (grams/mile)	0.43	1.14	6.49	0.21	0.15	0.02	1,859.78	0.02	0.29	1,947.39
Grubbing/Land Clearing (grams/trip)	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading/Excavation (grams/trip)	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Draining/Utilities/Sub-Grade (grams/trip)	0.00	0.00	3.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving (grams/trip)	0.00	0.00	3.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Emissions	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**SOx**	**CO2**	**CH4**	**N2O**	**CO2e**
Pounds per day - Grubbing/Land Clearing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Grubbing/Land Clearing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day - Grading/Excavation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Grading/Excavation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day - Drainage/Utilities/Sub-Grade	0.34	0.88	5.17	0.16	0.11	0.01	1,364.19	0.02	0.21	1,428.49
Tons per const. Period - Drainage/Utilities/Sub-Grade	0.02	0.06	0.36	0.01	0.01	0.00	94.54	0.00	0.01	98.99
Pounds per day - Paving	0.31	0.83	4.81	0.15	0.11	0.01	1,353.04	0.01	0.21	1,416.78
Tons per const. Period - Paving	0.01	0.02	0.14	0.00	0.00	0.00	40.19	0.00	0.01	42.08
Total tons per construction project	0.03	0.09	0.50	0.02	0.01	0.00	134.72	0.00	0.02	141.07

Note: Worker commute default values can be overridden in cells D121 through D126.

Worker Commute Emissions	User Override of Worker Commute Default Values	Default Values		
User Input				
Miles/ one-way trip		20		
One-way trips/day		2	Calculated Daily Trips	Calculated Daily VMT
No. of employees: Grubbing/Land Clearing		19	38	760.00
No. of employees: Grading/Excavation		34	68	1,360.00
No. of employees: Drainage/Utilities/Sub-Grade		28	56	1,120.00
No. of employees: Paving		24	48	960.00

Emission Rates	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**SOx**	**CO2**	**CH4**	**N2O**	**CO2e**
Grubbing/Land Clearing (grams/mile)	0.02	1.22	0.11	0.05	0.02	0.00	350.90	0.01	0.01	353.67
Grading/Excavation (grams/mile)	0.02	1.22	0.11	0.05	0.02	0.00	350.90	0.01	0.01	353.67
Draining/Utilities/Sub-Grade (grams/mile)	0.02	1.16	0.10	0.05	0.02	0.00	345.07	0.01	0.01	347.69
Paving (grams/mile)	0.02	1.10	0.10	0.05	0.02	0.00	339.80	0.00	0.01	342.28
Grubbing/Land Clearing (grams/trip)	1.25	3.05	0.37	0.00	0.00	0.00	75.08	0.09	0.04	88.34
Grading/Excavation (grams/trip)	1.25	3.05	0.37	0.00	0.00	0.00	75.08	0.09	0.04	88.34
Draining/Utilities/Sub-Grade (grams/trip)	1.21	3.00	0.36	0.00	0.00	0.00	73.89	0.09	0.04	86.79
Paving (grams/trip)	1.18	2.95	0.34	0.00	0.00	0.00	72.81	0.08	0.04	85.39
Emissions	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**SOx**	**CO2**	**CH4**	**N2O**	**CO2e**
Pounds per day - Grubbing/Land Clearing	0.14	2.30	0.22	0.08	0.03	0.01	594.23	0.02	0.02	599.98
Tons per const. Period - Grubbing/Land Clearing	0.00	0.05	0.00	0.00	0.00	0.00	11.77	0.00	0.00	11.88
Pounds per day - Grading/Excavation	0.26	4.12	0.39	0.14	0.06	0.01	1,063.36	0.03	0.03	1,073.65
Tons per const. Period - Grading/Excavation	0.02	0.33	0.03	0.01	0.00	0.00	84.22	0.00	0.00	85.03
Pounds per day - Drainage/Utilities/Sub-Grade	0.20	3.23	0.30	0.12	0.05	0.01	861.16	0.02	0.03	869.22
Tons per const. Period - Drainage/Utilities/Sub-Grade	0.01	0.22	0.02	0.01	0.00	0.00	59.68	0.00	0.00	60.24
Pounds per day - Paving	0.17	2.64	0.24	0.10	0.04	0.01	726.86	0.02	0.02	733.45
Tons per const. Period - Paving	0.00	0.08	0.01	0.00	0.00	0.00	21.59	0.00	0.00	21.78
Total tons per construction project	0.04	0.67	0.06	0.02	0.01	0.00	177.25	0.00	0.01	178.93

Note: Water Truck default values can be overridden in cells D153 through D156, I153 through I156, and F153 through F156.

Water Truck Emissions	User Override of Default # Water Trucks	Program Estimate of Number of Water Trucks	User Override of Truck Round Trips/Vehicle/Day	Default Values Round Trips/Vehicle/Day	Calculated Trips/day	User Override of Miles/Round Trip	Default Values Miles/Round Trip	Calculated Daily VMT
User Input								
Grubbing/Land Clearing - Exhaust		1		5	5		8.00	40.00
Grading/Excavation - Exhaust		1		5	5		8.00	40.00
Drainage/Utilities/Subgrade		1		5	5		8.00	40.00
Paving		1		5	5		8.00	40.00

Emission Rates	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**SOx**	**CO2**	**CH4**	**N2O**	**CO2e**
Grubbing/Land Clearing (grams/mile)	0.53	1.30	7.55	0.24	0.17	0.02	1,892.05	0.02	0.30	1,981.28
Grading/Excavation (grams/mile)	0.53	1.30	7.55	0.24	0.17	0.02	1,892.05	0.02	0.30	1,981.28
Draining/Utilities/Sub-Grade (grams/mile)	0.47	1.21	7.00	0.23	0.16	0.02	1,875.10	0.02	0.29	1,963.49
Paving (grams/mile)	0.43	1.14	6.49	0.21	0.15	0.02	1,859.78	0.02	0.29	1,947.39
Grubbing/Land Clearing (grams/trip)	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading/Excavation (grams/trip)	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Draining/Utilities/Sub-Grade (grams/trip)	0.00	0.00	3.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving (grams/trip)	0.00	0.00	3.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Emissions	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**SOx**	**CO2**	**CH4**	**N2O**	**CO2e**
Pounds per day - Grubbing/Land Clearing	0.05	0.11	0.70	0.02	0.02	0.00	166.85	0.00	0.03	174.72
Tons per const. Period - Grubbing/Land Clearing	0.00	0.00	0.01	0.00	0.00	0.00	3.30	0.00	0.00	3.46
Pounds per day - Grading/Excavation	0.05	0.11	0.70	0.02	0.02	0.00	166.85	0.00	0.03	174.72
Tons per const. Period - Grading/Excavation	0.00	0.01	0.06	0.00	0.00	0.00	13.21	0.00	0.00	13.84
Pounds per day - Drainage/Utilities/Sub-Grade	0.04	0.11	0.65	0.02	0.01	0.00	165.36	0.00	0.03	173.15
Tons per const. Period - Drainage/Utilities/Sub-Grade	0.00	0.01	0.05	0.00	0.00	0.00	11.46	0.00	0.00	12.00
Pounds per day - Paving	0.04	0.10	0.61	0.02	0.01	0.00	164.00	0.00	0.03	171.73
Tons per const. Period - Paving	0.00	0.00	0.02	0.00	0.00	0.00	4.87	0.00	0.00	5.10
Total tons per construction project	0.01	0.02	0.13	0.00	0.00	0.00	32.85	0.00	0.01	34.40

Note: Fugitive dust default values can be overridden in cells D183 through D185.

Fugitive Dust	User Override of Max Acreage Disturbed/Day	Default Maximum Acreage/Day	PM10 pounds/day	PM10 tons/per period	PM2.5 pounds/day	PM2.5 tons/per period
Fugitive Dust - Grubbing/Land Clearing		1.00	10.00	0.20	2.08	0.04
Fugitive Dust - Grading/Excavation		1.00	10.00	0.79	2.08	0.16
Fugitive Dust - Drainage/Utilities/Subgrade		1.00	10.00	0.69	2.08	0.14

Off-Road Equipment Emissions

Grubbing/Land Clearing Override of Default Number of Vehicles	Default Number of Vehicles *Program-estimate*	Mitigation Option Override of Default Equipment Tier (applicable only when "Tier 4 Mitigation" Option Selected)	Default Equipment Tier	Type	ROG pounds/day	CO pounds/day	NOx pounds/day	PM10 pounds/day	PM2.5 pounds/day	SOx pounds/day	CO2 pounds/day	CH4 pounds/day	N2O pounds/day	CO2e pounds/day
			Model Default Tier	Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cranes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Crawler Tractors	0.58	2.50	7.45	0.28	0.26	0.01	760.39	0.25	0.01	768.59
			Model Default Tier	Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2		Model Default Tier	Excavators	0.49	6.54	4.83	0.23	0.21	0.01	1,000.24	0.32	0.01	1,011.02
			Model Default Tier	Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Generator Sets	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Graders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other General Industrial Equipn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Material Handling Equipm	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pavers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Paving Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pumps	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rollers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rough Terrain Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Dozers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Scrapers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	12		Model Default Tier	Signal Boards	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Tractors/Loaders/Backhoes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Trenchers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Welders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

User-Defined Off-road Equipment

If non-default vehicles are used, please provide information in 'Non-default Off-road Equipment' tab

Number of Vehicles	Equipment Tier	Type		ROG pounds/day	CO pounds/day	NOx pounds/day	PM10 pounds/day	PM2.5 pounds/day	SOx pounds/day	CO2 pounds/day	CH4 pounds/day	N2O pounds/day	CO2e pounds/day
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase	Units	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Grubbing/Land Clearing	pounds per day	1.07	9.04	12.27	0.51	0.47	0.02	1,760.63	0.57	0.02	1,779.61
Grubbing/Land Clearing	tons per phase	0.02	0.18	0.24	0.01	0.01	0.00	34.86	0.01	0.00	35.24

Grading/Excavation	Default Number of Vehicles	Mitigation Option Override of	Default		ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Override of Default Number of Vehicles	*Program-estimate*	Default Equipment Tier (applicable only when "Tier 4 Mitigation" Option Selected)	Equipment Tier	Type	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
			Model Default Tier	Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	0		Model Default Tier	Cranes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Crawler Tractors	0.58	2.50	7.45	0.28	0.26	0.01	760.39	0.25	0.01	768.59
			Model Default Tier	Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	3		Model Default Tier	Excavators	0.74	9.80	7.24	0.35	0.32	0.02	1,500.36	0.49	0.01	1,516.53
			Model Default Tier	Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Generator Sets	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2		Model Default Tier	Graders	0.95	3.63	12.65	0.40	0.37	0.01	1,285.44	0.42	0.01	1,299.27
			Model Default Tier	Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other General Industrial Equipn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Material Handling Equipm	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pavers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Paving Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pumps	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2		Model Default Tier	Rollers	0.42	3.79	4.16	0.27	0.24	0.01	508.13	0.16	0.00	513.61
			Model Default Tier	Rough Terrain Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Dozers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Rubber Tired Loaders	0.37	1.64	4.41	0.15	0.13	0.01	605.16	0.20	0.01	611.69
	2		Model Default Tier	Scrapers	1.99	14.92	23.50	0.92	0.84	0.03	2,934.03	0.95	0.03	2,965.67
0.00	12		Model Default Tier	Signal Boards	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	4		Model Default Tier	Tractors/Loaders/Backhoes	0.84	9.12	8.42	0.53	0.49	0.01	1,203.08	0.39	0.01	1,216.03
			Model Default Tier	Trenchers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Welders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

User-Defined Off-road Equipment If non-default vehicles are used, please provide information in 'Non-default Off-road Equipment' tab

Number of Vehicles	Equipment Tier	Type	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
			pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

		ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Grading/Excavation	pounds per day	5.88	45.39	67.83	2.90	2.66	0.09	8,796.59	2.84	0.08	8,891.39
Grading/Excavation	tons per phase	0.47	3.59	5.37	0.23	0.21	0.01	696.69	0.23	0.01	704.20

Drainage/Utilities/Subgrade Override of Default Number of Vehicles	Default Number of Vehicles *Program-estimate*	Mitigation Option Override of Default Equipment Tier (applicable only when "Tier 4 Mitigation" Option Selected)	Default Equipment Tier		ROG pounds/day	CO pounds/day	NOx pounds/day	PM10 pounds/day	PM2.5 pounds/day	SOx pounds/day	CO2 pounds/day	CH4 pounds/day	N2O pounds/day	CO2e pounds/day
			Model Default Tier	Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Air Compressors	0.31	2.43	2.14	0.14	0.14	0.00	375.26	0.03	0.00	376.79
			Model Default Tier	Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cranes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Crawler Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Excavators	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Generator Sets	0.38	3.69	3.31	0.18	0.18	0.01	623.04	0.03	0.00	625.27
	1		Model Default Tier	Graders	0.46	1.79	6.11	0.19	0.18	0.01	642.18	0.21	0.01	649.09
			Model Default Tier	Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other General Industrial Equipn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Material Handling Equipm	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pavers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Paving Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Plate Compactors	0.04	0.21	0.25	0.01	0.01	0.00	34.48	0.00	0.00	34.65
			Model Default Tier	Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Pumps	0.40	3.75	3.36	0.19	0.19	0.01	623.04	0.04	0.00	625.32
			Model Default Tier	Rollers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Rough Terrain Forklifts	0.13	2.30	1.67	0.07	0.06	0.00	333.73	0.11	0.00	337.32
			Model Default Tier	Rubber Tired Dozers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Scrapers	0.96	7.22	11.20	0.44	0.40	0.02	1,467.49	0.47	0.01	1,483.31
0.00	12		Model Default Tier	Signal Boards	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	3		Model Default Tier	Tractors/Loaders/Backhoes	0.59	6.81	5.99	0.37	0.34	0.01	902.51	0.29	0.01	912.23
			Model Default Tier	Trenchers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Welders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

User-Defined Off-road Equipment If non-default vehicles are used, please provide information in 'Non-default Off-road Equipment' tab

Number of Vehicles	Equipment Tier	Type	ROG pounds/day	CO pounds/day	NOx pounds/day	PM10 pounds/day	PM2.5 pounds/day	SOx pounds/day	CO2 pounds/day	CH4 pounds/day	N2O pounds/day	CO2e pounds/day
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

		ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Drainage/Utilities/Sub-Grade	pounds per day	3.27	28.20	34.03	1.58	1.50	0.05	5,001.72	1.18	0.04	5,043.98
Drainage/Utilities/Sub-Grade	tons per phase	0.23	1.95	2.36	0.11	0.10	0.00	346.62	0.08	0.00	349.55

Paving	Default Number of Vehicles	Mitigation Option Override of	Default		ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Override of Default Number of Vehicles	*Program-estimate*	Default Equipment Tier (applicable only when "Tier 4 Mitigation" Option Selected)	Equipment Tier	Type	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
			Model Default Tier	Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cranes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Crawler Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Excavators	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Generator Sets	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Graders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other General Industrial Equipn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Material Handling Equipm	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1		Model Default Tier	Pavers	0.25	2.90	2.60	0.13	0.12	0.00	455.06	0.15	0.00	459.97
	1		Model Default Tier	Paving Equipment	0.19	2.54	1.94	0.10	0.09	0.00	394.46	0.13	0.00	398.71
			Model Default Tier	Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pumps	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2		Model Default Tier	Rollers	0.38	3.76	3.85	0.24	0.22	0.01	508.18	0.16	0.00	513.65
			Model Default Tier	Rough Terrain Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Dozers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Scrapers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	12		Model Default Tier	Signal Boards	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	3		Model Default Tier	Tractors/Loaders/Backhoes	0.56	6.78	5.69	0.34	0.31	0.01	902.70	0.29	0.01	912.42
			Model Default Tier	Trenchers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Welders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

User-Defined Off-road Equipment	If non-default vehicles are used, please provide information in 'Non-default Off-road Equipment' tab			ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Number of Vehicles	Equipment Tier	Type		pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Paving	pounds per day		1.38	15.99	14.07	0.79	0.73	0.02	2,260.40	0.73	0.02	2,284.75
	Paving	tons per phase		0.04	0.47	0.42	0.02	0.02	0.00	67.13	0.02	0.00	67.86
Total Emissions all Phases (tons per construction period) =>				0.75	6.20	8.39	0.37	0.35	0.01	1,145.30	0.34	0.01	1,156.84

Equipment default values for horsepower and hours/day can be overridden in cells D403 through D436 and F403 through F436.

Equipment	User Override of Horsepower	Default Values Horsepower	User Override of Hours/day	Default Values Hours/day
Aerial Lifts		63		8
Air Compressors		78		8
Bore/Drill Rigs		221		8
Cement and Mortar Mixers		9		8
Concrete/Industrial Saws		81		8
Cranes		231		8
Crawler Tractors		212		8
Crushing/Proc. Equipment		85		8
Excavators		158		8
Forklifts		89		8
Generator Sets		84		8
Graders		187		8
Off-Highway Tractors		124		8
Off-Highway Trucks		402		8
Other Construction Equipment		172		8
Other General Industrial Equipment		88		8
Other Material Handling Equipment		168		8
Pavers		130		8
Paving Equipment		132		8
Plate Compactors		8		8
Pressure Washers		13		8
Pumps		84		8
Rollers		80		8
Rough Terrain Forklifts		100		8
Rubber Tired Dozers		247		8
Rubber Tired Loaders		203		8
Scrapers		367		8
Signal Boards		6		8
Skid Steer Loaders		65		8
Surfacing Equipment		263		8
Sweepers/Scrubbers		64		8
Tractors/Loaders/Backhoes		97		8
Trenchers		78		8
Welders		46		8

END OF DATA ENTRY SHEET